

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/  
Couverture de couleur

Covers damaged/  
Couverture endommagée

Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée

Cover title missing/  
Le titre de couverture manque

Coloured maps/  
Cartes géographiques en couleur

Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)

Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur

Bound with other material/  
Relié avec d'autres documents

Tight binding may cause shadows or distortion along interior margin/  
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Additional comments:  
Commentaires supplémentaires:

Coloured pages/  
Pages de couleur

Pages damaged/  
Pages endommagées

Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées

Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées

Pages detached/  
Pages détachées

Showthrough/  
Transparence

Quality of print varies/  
Qualité inégale de l'impression

Continuous pagination/  
Pagination continue

Includes index(es)/  
Comprend un (des) index

Title on header taken from:  
Le titre de l'en-tête provient:

Title page of issue/  
Page de titre de la livraison

Caption of issue/  
Titre de départ de la livraison

Masthead/  
Générique (périodiques) de la livraison

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X



**FURNITURE.**  
**WEILER BROS.,**

SUCCESSORS TO

**JOHN WEILER,**

**MANUFACTURERS  
OF FURNITURE.**

LARGEST IMPORTERS IN B. C.

—OF—

CARPETS, LINOLEUMS, CROCKERY,  
GLASSWARE, WALL PAPER,  
CUTLERY AND

**HOUSE FURNISHING GOODS**  
OF EVERY DESCRIPTION.

Call and get our prices, and see our  
Large Assortment.

51 TO 55 FORT STREET,  
VICTORIA, - - B. C.

**E. G. PRIOR & CO.,**

Cor. Johnson and Government Sts.,

VICTORIA, B. C.

BRANCH AT KAMLOOPS.

IMPORTERS OF

**IRON AND STEEL,**

**HARDWARE,**

**AGRICULTURAL IMPLEMENTS,**

**Wagons and Buggies,**

**LOGGERS AND CANNERIES SUPPLIED.**

The Leading House in B. C.

ENQUIRIES SOLICITED.

**COWAN & WILSON**

**WHOLESALE GROCERS**

—AND—

**IMPORTERS**

—OF—

California - and - Tropical

**FRUITS.**

—)o(—

8 & 10 YATES STREET,

VICTORIA, - - B. C.

**HAMBER, THYNNE  
AND HENSHAW,**

*Manufacturers' Agents & Metal Brokers.*

Pig Iron, Bar Iron, Boiler Plates and  
Tubes, wrought Iron Pipes, Black and Gal-  
vanized Cast Iron Pipes, Canada Plates,  
Galvanized Iron, etc., etc.

**RAILWAY SUPPLIES.**

*Sole Agents in B. C.*

For Otis Bros., N. Y., and Hale Elevator  
Co., Chicago; Spang Chalfant & Co., Pitts-  
burg, Wrought Pipes and Tubes; Abbott  
& Co., Montreal, Nails, Spikes Bar Iron  
etc.

Robt. Mitchell & Co., Montreal.  
Brass Goods, Plumbers Supplies,  
Gas and Electric Fixtures.

Drummond, McCall & Co., Montreal.  
Pig Iron, Bar Iron.

Dusseldorf, Rohren & Eisen Walzwerke,  
Dusseldorf Obeppbilk, Wrought Iron  
Pipes and Tubes.

John Brinton & Co., Kidderminster, Eng.,  
Carpets.

John Hare & Co., Bristol, Eng., Linoleums  
and Oil Cloths.

C. & J. G. Potter, Darwin, Eng., Wall Paper  
Robt. Lamb & Co., Dundee, Jute and  
Linen Goods.

**OFFICES**

105 West Baker St., 346 Water St.,  
NELSON, B. C. | VANCOUVER, B. C.  
Vancouver P. O. Box 726.

**TURNER, BEETON & CO**

Commission Merchants

—AND—

Importers

—

H. C. Beeton & Co., 33 Finsbury Circus,  
London.

—

Indents executed for any description of  
European or Canadian Goods.

—

AGENTS FOR

**GUARDIAN ASSURANCE CO.,**

**NORTH BRITISH AND MERCANTILE  
INSURANCE CO., FOR MAINLAND.**

**BELL-IRVING  
& PATERSON**

VANCOUVER.

**SHIPPING AGENTS**

Wholesale & Commission Merchants.

—

AGENTS FOR THE

**North China (Marine) Insurance  
Company, Limited.**

—

**BELL-IRVING, PATERSON & CO.,**

NEW WESTMINSTER.

## THE BANK OF BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital.....£1,000,000 Stg.  
Reserve Fund..... £255,000 "

LONDON OFFICE:

3 CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie,	E. A. Hoare.
John James Cater,	H. J. B. Kendall,
Gaspard Farrer,	J. J. Kingsford,
Henry R. Farrer,	Frédéric Lubbock,
Richard H. Glyn,	George D. Whatman.
	Secretary, A. G. Wallis.

HEAD OFFICE IN CANADA—St. James St.,  
Montreal.

R. R. GIBBLEY, General Manager.  
E. STANGEL, Inspector.

Branches and Agencies in Canada.

London,	Kingston	Fredericton, NB
Braunford,	Ottawa,	Halifax, N.S.
Paris,	Montreal,	Victoria, B.C.
Hamilton,	Quebec,	Vancouver, BC.
Toronto,	St. John, N.B.,	Winnipeg, Man.
	Brandon, Man.	

Agents in the United States.

New York—H. Stikeman and F. Brown-  
field, Agents.

SAN FRANCISCO—W. Lawson and J. C.  
Welsh, Agents.

LONDON BANKERS—The Bank of England;  
Messrs. Glyn & Co.

FOREIGN AGENTS—Liverpool—Bank of Liver-  
pool, Scotland—National Bank of Scotland,  
(limited) and branches, Ireland—Provincial  
Bank of Ireland (ltd) and branches, National  
Bank, (limited) and branches, Australia—  
Union Bank of Australia, New Zealand—  
Union Bank of Australia, India, China and  
Japan—Chartered Mercantile Bank of India,  
London and China—Agra Bank (limited),  
West Indies—Colonial Bank, Paris—Messrs.  
Marcuard, Krauss et Cie. Lyons—Credit  
Lyonnais.

G. H. BURNS,  
Manager Victoria Branch.

## BANK OF MONTREAL.

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

Capital (all paid up).....\$12,000,000  
Reserve Fund..... 6,000,000

HEAD OFFICE, MONTREAL.

BOARD OF DIRECTORS:

Hon. Sir D. A. SMITH, K.C.M.G., President.	
Hon. G. A. DRUMMOND, Vice-President.	
Gilbert Scott, Esq.	E. B. Greenshields, Esq.
A. T. Paterson, Esq.	W. C. McDonald, Esq.
Hugh McLellan, Esq.	Hon. J. C. Abbott.
	Charles S. Watson, Esq.

E. S. CLOUSTON... General Manager.  
A. MACNIDER... Chief Inspector and Super-  
intendent of Branches.

R. V. HEEDEN... Assistant Inspector.  
A. B. BUCHANAN... Assistant Supt. of Branches.

BRANCHES AND AGENCIES IN CANADA.

Montreal.....	H. V. Meredith, Manager.
	West End Branch, Catherine St.
Almonte, O	Hamilton, O
Belleville, O	Kingston, O
Braunford, O	Lindsay, O
Brockville, O	London, O
Calgary, N.W.T.	Moosoon, N.B.
Chatham, N.B.	New Westminster, B.C.
Chatham, O	St. Mary's, O
Cornwall, O	Ottawa, O
Goderich, O	Perth, O
Guelph, O	Peterboro, O
Halifax, N.S.	Pictou, O
	Winnipeg, Man
	Quebec, Q
	Regina, Ass'n
	Sarnia, O
	Stratford, O
	St. John, N.B.
	St. Mary's, O
	Toronto, O
	Vancouver, BC
	Victoria, BC.
	Wallaceburg, O
	Winnipeg, Man

AGENTS IN GREAT BRITAIN—London, Bank  
of Montreal, 22 Abchurch Lane, E. C.; C. Ash-  
worth, Manager, London Committee—Robert  
Gillespie, Esq., Peter Redpath, Esq.

BANKERS IN GREAT BRITAIN—London, the  
Bank of England; the Union Bank of London;  
the London and Westminster Bank, Liver-  
pool, the Bank of Liverpool, Scotland, the  
British Linen Company and Branches.

AGENTS IN THE UNITED STATES—New York,  
Walter Watson and Alex. Lang, 59 Wall  
Street, Chicago, Bank of Montreal, W. Munro,  
Manager; E. M. Shadbolt, Assistant Manager.

BANKERS IN THE UNITED STATES—New  
York, the Bank of New York, N.B.A., the Mer-  
chants' National Bank, Boston, the Merchants'  
National Bank, Buffalo, Bank of Commerce  
in Buffalo, San Francisco, the Bank of British  
Columbia, Portland, Oregon, the Bank of  
British Columbia, Seattle and Tacoma, Wash.,  
the Bank of British Columbia.

## CARESCHE, GREEN & CO., BANKERS,

Government, Street, Victoria, B. C.

Deposits received in gold, silver and U. S.  
currency.

Interest paid on the same on time deposits.

Gold dust and U. S. currency purchased at  
the highest market rates.

Sight Drafts and Telegraph Transfers to San  
Francisco, New York and Canada.

Exchange on London, available in all parts of  
Europe, England, Ireland and Scotland.

Letters of Credit issued on the principal cities  
of the United States, Canada and Europe.

Agents for Wells, Fargo & Co.

## CASEMENT & CREERY BANKERS

And Financial Agents.

A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

Chattel Mortgages and all kinds

OF Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. CAMBIE & CORDOVA STS.,  
VANCOUVER.

## A. W. MORE & CO.,

➤ REAL ESTATE, ⚡

Insurance, Exchange and Mortgage  
BROKERS,

TURNER BLOCK, DOUGLAS STREET,  
VICTORIA, B. C.

LATE OF

The Clydesdale Bank, Glasgow, etc, Scot-  
land.

The Chartered Bank of India, Australia and  
China, London, England.

The Bank of British Columbia, Victoria and  
Nanaimo, B. C.

## HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe  
Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident  
Insurance Co.

—:O:—

Risks taken at Moderate Rates and Losses  
settled promptly and Liberally.

## BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

Capital Paid up.....(£200,000) \$3,000,000  
Reserve Fund.....(£200,000) \$1,000,000

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

San Francisco, Cal.;	Portland, Or.;
Victoria, B.C.;	New Westminster, B.C.;
Vancouver, B.C.;	Kamloops, B.C.;
Seattle, Washington,	Nanaimo, B.C.;
Tacoma,	

Agents and Correspondents:

IN CANADA—The Bank of Montreal and  
branches, Canadian Bank of Commerce, Im-  
perial Bank of Canada, Molsons Bank, Com-  
mercial Bank of Manitoba and Bank of Nova  
Scotia.

Correspondents throughout the United  
Kingdom and in India, China, Japan, Austr-  
alia and South America.

UNITED STATES—Agents Bank of Montreal,  
69 Wall Street, New York; Bank of Montreal,  
Chicago.

Telegraphic transfers and remittances to and  
from all points can be made through this bank  
at current rates.

Collections carefully attended to and every  
description of banking business transacted.

## ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & Importers,

Execute Indents for every description of  
British and Foreign Merchandise,  
Lumber, Timber, Spars,  
Fish and other products  
of British Columbia.

SHIPPING AND INSURANCE AGENTS.

CHARTERS EFFECTED.

GENERAL AGENTS:

Royal Insurance Company,  
London & Lancashire Fire Insurance Co.  
Standard Life Assurance Co.  
London and Provincial Marine Insurance Co. l'd.  
Union Marine Insurance Co.

SOLE AGENTS:

Curtis & Harvey's Sporting and Blasting Powder.

Joseph Kirkman & Son's Gold Medal, Inven-  
tions Exhibition, 1885, Pianofortes.

J. & W. Stuart's Patent Double-Knotted Mesh  
Fishing Nets, Twines, Etc.

Importers of Havana Cigars, Oilmen's Stores,  
Tin Plates, Portland Cement, Etc.

Agents for the following brands of British  
Columbia Salmon:

Ewen & Co., Bon Accord Fishing Co., British  
Columbia Packing Co., A. J. McLellan.

## NICHOLLES & RENOUF

—DEALERS IN—

HARDWARE, BAR IRON, FARM  
AND MILL MACHINERY  
MINING SUPPLIES.

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82.

P. O. BOX. 86.

VICTORIA. - B. C.

**THOMAS EARLE,**  
**IMPORTER**

—AND—  
**Wholesale Grocer.**

—  
**AGENT FOR**  
ALERT BAY CANNING Co.  
NORTH PACIFIC CANNING Co.

**Pioneer Steam Coffee and  
Spice Mills.**

**WHARF ST., VICTORIA,**

➤ THE ➤

**Albion Iron Works**  
COMPANY, [Ld.,]

**Engineers, Iron Founders**

—AND—

**Boiler Makers.**

**W. F. BULLEN, MANAGER,**

P. O. DRAWER 12.

**VICTORIA, - - B. C.**

**Richardson &  
Heathorn,**

**42 YATES ST., VICTORIA.**

**Importers Agents**

—AND—

**MANUFACTURERS**

P. O. BOX 107.

Proprietors of the

**West Bay Saw Mill,**

**Gambier Island, - Howe Sound.**

**Findlay, Durham & Brodie**  
**COMMISSION MERCHANTS**

AGENTS FOR  
The Northern Fire Assurance Company  
of London,  
The British and Foreign Marine Insur-  
ance Company of Liverpool,  
The Royal Mail Steam Packet Com-  
pany of London,  
The British Columbia Canning Com-  
pany (Limited) of London.

**CANNERIES:**  
Deas Island, Fraser River,  
Naas River Fishery,  
Windsor Cannery, Skeena River,  
Rivers Inlet Cannery,  
Victoria Cannery, ) Rivers Inlet.  
Victoria Saw Mills, )

—  
London Office:  
43 to 46 Threadneedle Street.

REPRESENTED BY  
Welch & Co., San Francisco.

REPRESENTED BY  
R. D. Welch & Co., Liverpool

**R. P. RITHET & CO.,**

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

**WHOLESALE \* MERCHANTS.**  
**SHIPPING AND INSURANCE AGENTS.**

**AGENTS FOR**

Queen (Fire) Insurance Company.  
Maritime (Marine) Insurance Company.  
Reliance (Marine) Insurance Company.  
New Zealand (Marine) Insurance Company.  
Straits (Marine) Insurance Company.  
Sun (Marine) Insurance Company.

Moodyville Saw Mill Co., of Burrard Inlet.

**SALMON CANNERY AGENCIES.**

**FRASER RIVER:**

Delta Canning Co's Maple Leaf Brand.  
Laidlaw & Co's Dominion Brand.  
Wellington Packing Co., Wellington Brand.  
Harlock Packing Co's Brand.

**NORTHERN AND SKEENA RIVER:**

Wannuck Packing Co's Rivers Inlet Clipper Brand.  
Standard Packing Co., Skeena River, Neptune Brand.  
Skeena Packing Co., Skeena River, "Diamond C" Brand.  
Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.  
Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and  
Judson Powder manufactured and kept on hand.

Columbia Flouring Mill Co. of Enderby.

Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

**E. B. MARVIN & CO.,**

**Ship - Chandlers - and - Commission - Merchants**

Importers and Dealers in Paints, Oils, Lime, Plaster, Cement, Tarrred and  
Untarred Papers. Agents for Skidegate Oil.

Cable Address:  
MARVIN VICTORIA.

**WHARF ST., VICTORIA, B. C.**

**AMES, HOLDEN & CO., MONTREAL.**

—  
**THE**

**AMES, HOLDEN CO.**

**MANUFACTURERS**

AND WHOLESALE DEALERS IN

**BOOTS and SHOES**

**41 LANGLEY STREET,  
VICTORIA.**

A. C. FLUMMERFELT, Victoria.

JAMES REDMOND, Winnipeg.

**PAGE & MacGREGOR,**  
Real Estate, Financial and Life  
Insurance Agents.  
Commission - Brokers.  
18 TROUNCE AV., VICTORIA, B. C.

**JOYCE & MEYER,**  
REAL ESTATE,  
Financial and Insurance Agents,  
Room G, Bank of B. C. Building,  
VICTORIA, B. C.

**McCALLUM & WOODS**  
MERCHANT TAILORS,  
COR. DOUGLAS AND VIEW STREETS,  
TURNER BLOCK, VICTORIA, B. C.

**McLEAN & STEWART,**  
General -:- Outfitters  
And Importers of  
GENTLEMEN'S AND BOYS' CLOTHING  
SCOTCH HOUSE,  
31 FORT STREET, VICTORIA, B. C.

—: CENTRAL :—  
**BOOK & STATIONERY CO'Y,**  
45, Government St., Victoria, B. C.  
J. R. KERR,

**P. H. DONOVAN,**  
Architect and Superintendent.  
OFFICE: CRAFT & NORRIS BLOCK,  
DOUGLAS STREET, VICTORIA, B. C.

—: NEW GOODS :—  
Just received a full line of choicest  
Brands of Tea. Try them.  
**R. H. JAMESON,**  
33 FORT STREET.



**B. LAURANCE**  
CELEBRATED  
Spectacles : and : Eye : Glasses.  
No Fancy Prices,  
J. TEAGUE, JR., DRUGGIST,  
57 YATES ST., VICTORIA.

**MORTIMER & CO.,**  
AUCTIONEERS,  
Post Office Box 336. VICTORIA.  
Sales of all kinds conducted within the Province  
Cash advanced on Consignments.

**D. CAMPBELL & CO.**  
Fashionable Tailors.

88 GOVERNMENT STREET,  
8 Doors South of Postoffice, Victoria.

Suits Made on Short Notice.

English, Scotch and Irish Tweed  
Suitings.

French Trouserings.

Serges and Overcoatings.

**C. B. LOCKHART & CO.**  
Importers and Dealers in all kinds of  
Furniture, Upholstery, Carpets,  
Linoleums, Etc.  
60 GOVERNMENT STREET,  
P. O. Box 534. VICTORIA, B. C.

**JOHN BARNESLEY & Co.**  
119 GOVERNMENT ST., VICTORIA.  
Fishing Tackle in great variety. Cricket,  
Base Ball and Tennis Goods of  
the Best Makers.

### PROVINCIAL TRADE NOTES.

The Chinese revenue collected at the port of Vancouver during the month of February amounted to \$2,391, compared with \$2,228 collected the same month last year.

The Columbia & Kootenay Steam Navigation Company will have a wharf built at the upper landing as soon as the work on the breakwater is completed.—Kootenay Star.

The steamship Batavia sailed Friday afternoon for China and Japan. The following were her saloon passengers: Mr. G. B. Dodwell, Mrs. Dodwell, and five children, and two governesses, Mr. J. A. Haws, Capt. Marshall, Mr. C. E. J. Gardner, Mr. H. Morse, Mr. and Mrs. George, Mr. Clarke and Mr. Dowling. Forty-five Chinese and eight Japanese also took passage. The Asiatics were from the following places: 10 from Boston; 8 from New York, 3 from Seattle, 4 from Port Townsend, 5 from Portland, 7 from Vancouver 8 from Victoria, 4 Japs from Seattle, and 4 from Portland. She had a cargo of about 2,000 tons, which was chiefly composed of flour and cotton. She also took out five head of Holstein cattle consigned by Messrs. Foster & Wood to Shanghai. The vessel was loaded to her utmost capacity and there is some cargo remaining in the sheds for the Empress of India.

Richard Keeler, grocer, Esquimalt, has assigned. He has been doing an apparently prosperous business, and surprise is expressed at his failure.

Mr. A. D. Wheeler, of the Hot Springs mining section of the Kootenay country, says that, all things being favorable, there will be 5,000 people at the Hot Springs and Nelson camps this season, and it may readily be imagined what will be the result of their labors.

The power-house for the Westminster-Vancouver electric tramway company is to be finished in thirty days. Briefly described the structure will be as follows: Dimensions, 130 feet, stone foundation, brick and wood superstructure, one story high, divided into engine-room, boiler-room and car-room. The machinery will consist of two engines, each 125 horse power, and three large boilers.

Messrs. William Turnbull & Co. are building a large wharf, freight sheds and offices on the water lots lately leased by them from New Westminster city, lying next above the Surrey ferry wharf. The size of the wharf will be 130x60 feet, with business offices located at the west end, next the ferry depot. The work of pile-driving has been finished. The wharf will be made to accommodate the unloading and storing of large quantities of rock, lime, lumber and other building material.

J. W. Winnett, of the Dominion Building and Loan Association, has removed his office to 18 Trounce avenue, in the office of Page & MacGregor, real estate and financial agents.

The first shipments of this season's fresh salmon are now being made to New York from New Westminster. A telegram has been received from New York stating that a market can be found in that city for all the salmon that can be supplied.

Last June, the Queen Victoria, a copper claim situated about 7½ miles west of Nelson, was bonded to parties, said to be officials of the Canadian Pacific road. The amount of the bond was \$50,000. For some reason the bond was not taken up. This discouraged the owners, and little work was done on the property until late this winter, when Charles Brown, one of the owners, resumed work in the tunnel that was started to prove the worth of the ledge. As the tunnel was advanced the ore became less mixed with waste rock, and it is now believed to be in place. Its grade has also improved, and it is said to be fully equal to that of the Anaconda mine at Butte, Montana. It is copper pyrites, the percentage of copper not being large. The immensity of the croppings and the facilities with which mining operations can be carried on, to say nothing of the nearness of the railway tract, gives the property a value that can only be increased by the employment of capital.—Nelson Miner

## VANCOUVER BOARD OF TRADE.

The regular monthly meeting of the Vancouver Board of Trade was held Saturday night when there was a large attendance.

At the commencement of the meeting Mr. R. H. Alexander, late president of the board, introduced Mr. J. Hendry, the new president, to the members, and stated that Mr. Hendry had taken the necessary oath.

Mr. Hendry, who then took the chair amidst applause, said that the first thing for him to do was to thank them for the honor they had conferred on him by electing him president. He hoped that they would be as well satisfied at the end of his term of office as they were at the general meeting. He hoped to advance the interests of the board of trade, as well as those of the city and province. In seeking to advance the interests of the city, they would also seek to advance those of the province, and especially the New Westminster district. He had been president of the New Westminster board of trade for one or two years, and so the work would not be quite new to him. He did not expect this honor, and was quite surprised when he received the letter in San Francisco. He then brought his speech to a close by saying that he hoped that they would be as well satisfied with him at the end of the year as at present. (Applause.)

Mr. James Orr said he would like to know if Mr. Hendry was still a member of the New Westminster board of trade.

Mr. Hendry replied that he was, but he saw nothing in the by-laws to prevent him from being a member of both boards. He thought that he might do more good by being a member of two or more boards.

The minutes of the last meeting and the special meeting were then read by the secretary.

As soon as the minutes were read Mr. G. I. Wilson said he objected to his name being down on the minutes as candidate for a member of the council, and would like his name expunged.

Mr. James Orr also objected.

The chairman said that if no member had any objection, the names would be expunged. The names were then struck off the minutes.

On the motion of Mr. Cotton, seconded by Mr. Skene, the minutes were adopted.

Communications were then received and read from H. Abbott, general superintendent of the Canadian Pacific railroad, stating that he had forwarded a map on which were marked the shacks on the foreshores. The communication also stated that he would be pleased to supply further information, if required, from the manufacturers' Locating bureau, offering to exhibit specimens of the products of this province in their show rooms at Chicago for \$25 per annum.

The following communication was also received:

SYDNEY, N. S. W.,  
January 26, 1881. }

To the secretary Board of Trade or Chamber of Commerce of Vancouver, British Columbia.

DEAR SIR.—Seeing the progress now being made towards the establishment of the fast Canadian Pacific mail service from Vancouver to Australia, we are now forming a committee of mercantile gentlemen

who are desirous of opening up trade with British Columbia and the Dominion, and have much pleasure in asking your kind favor and assistance in supplying us with information in reference to the following:

1. Dominion tariffs, and probable exports to Australia via Vancouver.

2. Quantity of fresh salmon caught adjacent to Vancouver terminus, wholesale prices, etc.

3. Quantity cases tinned salmon exported to Australia via San Francisco.

4. High class fish and game, wholesale prices, etc.

5. Fine dressed lumbers, doors, window frames and sashes, sheoks, staves and fruit cases, all in bundles, etc., quantity manufactured, wholesale prices, etc., whether manufactured adjacent to Vancouver terminus of the steamers, and any other information you may be pleased to furnish us with.

Sydney, Brisbane and Fiji exports:

1. Frozen mutton, butter, fruit.

2. Wool, wines, sugar and copra. If sugar refineries are erected or likely to be erected in Vancouver, adjacent to the steamers, etc? Are woolen mills erected or likely to be erected in Vancouver, adjacent to the steamers, etc? Are oil manufactories erected, or likely to be erected adjacent to the steamers, etc?

3. Sisal, hemp and flax. What demand, if any market prices, etc.

4. Wines. Shall be pleased with a special report in reference to this. We are turning out in these colonies first-class wines, and in the course of a few years will be one of our principal industries.

5. Have you cold storage rooms in Vancouver, adjacent to the steamers? Our committee is desirous of promoting a profitable trade between Australasia and Vancouver and vice versa, and we have, therefore, taken the liberty in seeking the necessary information with a view to this object. In conclusion, we shall esteem it a great favor if you will comply with our request.

We have the honor to remain,

Dear Sir,

Yours, faithfully,

I. C. ROUNDING,  
R. C. GHEST.

Mr. James Orr moved a resolution that the secretary be requested to ascertain what information he could get about the industries of this province that would promote trade with Australia, and report the same to the board. The members also to give such information as they may obtain.

Mr. R. C. Ferguson moved as an amendment, that the secretary report to the council, and they take action in the matter.

Mr. Skene seconded this amendment.

Mr. McLagan suggested that the secretary be instructed to notify the parties of the receipt of the letter, and state that he was preparing the information.

Mr. Ceperley thought it would be better if the secretary were to get up a list of questions and have them printed, and then send them to the manufacturers, who would answer them.

Mr. McLagan said he would agree to that, but thought it would only be courtesy to acknowledge the letter.

The secretary stated that all letters were duly acknowledged.

Mr. Orr was of the opinion that Mr. Ceperley's suggestion was very good, that a circular be sent.

Mr. Cotton thought that this matter be left to the council, as the letter contained various details, and that they should go into it and take the necessary steps and then report to the board.

Mr. Ferguson and Mr. Skene then withdrew their motion, and Mr. Cotton moved that the matter be left for the council to go into it, and take such steps as may be necessary and then report.

Mr. Ferguson seconded the resolution, which was carried unanimously.

On the motion of Mr. Skene and Mr. Penzer, the letter from the Manufacturers' Locating bureau was left in the hands of the council.

The question of the shacks now came up before the board, and a lengthy discussion ensued. A resolution and an amendment were proposed, but in the end, Mr. Cotton proposed the following amendment to the amendment: "That the matter of the shacks be referred to the council of this board, with the request that they procure and forward to Ottawa, as soon as possible, the information required."

The chairman then said that it was his painful duty to have an election to fill the vacancy caused by the death of their late vice president. He then called for nominations for this office.

Mr. Berteaux was proposed and seconded.

Mr. Cotton then raised the question as to whether, under section 10 of the Statutes, the election of a vice-president, caused by the death of a member, should not be by the council and not by the board.

After considerable discussion on this matter, Mr. Skene asked whether Dr. Whetham had taken the necessary oath.

The secretary stated that he had not, and it was decided by the board that he had not therefore been elected.

Mr. McLagan then moved, and Mr. Penzer seconded, that a vice-president be elected. Carried.

As Mr. Berteaux was the only member nominated, the chairman declared him elected.

Mr. Berteaux then made a few remarks, thanking the members for the honor they had conferred upon him, and stated that he would always do the best he could to advance the interests of the board and Vancouver.

After the chairman had, in a few well chosen words, congratulated Mr. Berteaux on his election, Mr. Skene mentioned that a vacancy now occurred in the council, and asked if it would be in order to elect a member.

On the motion of Mr. Cope, seconded by Mr. Ferguson, it was decided to leave this to the council.

Mr. Fred Cockburn, manager of Dun, Wiman & Co.'s agency in this city, was then nominated as a new member.

Mr. McLagan then moved, and Mr. Cope seconded, a resolution requesting the board to memorialize the legislature to make certain grants and concessions to the Vancouver, Peace River & Alaska railway, which was carried.

The meeting then adjourned.—News Advertiser.

## BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark Wanlock.....	745.	Cooper.....	Victoria.....	Sept 17..	London.....	11,000	.....	Feb 27.....
Br ship Titania.....	870.	Morgan.....	Westminster	Nov 10a.	London.....	34,61	.....	Mar. 25.....
Br bark Mennoek.....	787.	Robertson.....	Victoria.....	Dec 18..	Liverpool.....	30,88	.....	.....
Br bark Brodick Bay.....	753.	Wakeham.....	Victoria.....	Dec 22..	London.....	32,00	.....	.....
Br ship Melville Island.....	1420.	Ritche.....	Tacoma.....	Jan 10b.	London.....	42,13	.....	.....
Am ship Henry Villard.....	1553.	Perkins.....	Victoria.....	Feb 3..	London.....	65,31	.....	.....
Br bark Irvine.....	655.	Jones.....	.....	c.	.....	.....	.....	.....

a—Sailed from Victoria Nov. 21. b—Sailed from Port Townsend Jan. 10. c—Chartered by R. P. Rithet & Co., (L'td.)

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br bark Martha Fisher.....	811.	Ghee.....	London.....	Nov 13a.	Victoria.....	Robt. Ward & Co.....
Danish bark Julie.....	610.	Riber.....	Liverpool.....	Nov 14..	Victoria.....	Turner, Beeton & Co.....
Br bark Archer.....	765.	Dawson.....	Liverpool.....	Nov 25..	Victoria.....	R. P. Rithet & Co. (L'td.).....
Br ship Duke of Argyle.....	960.	McDonald.....	London.....	Jan 1..	Westminster	Bell-Irving & Paterson.....
Br bark Lanarkshire.....	794.	Melville.....	Newport Emj	Feb 3..	Vancouver.....	N. W. & Van. Tramway Co.....
Br ship Serica.....	913.	Smith.....	Cardiff.....	Feb 8..	Esquimalt..	Naval Storekeeper.....
Br ss. Empress of India.....	3003.	Marshall.....	Liverpool.....	Feb 8b.	Vancouver.....	C. P. Ry Co.....
Br bark Ordovic.....	825.	Austin.....	Manila.....	March c.	Vancouver.....	B. C. Sugar Refinery.....
Br ship Forest King.....	1602.	Morris.....	Shanghai.....	Jan 23d.	Vancouver.....	Hastings Saw Mill.....
Am sch Golden Shore.....	964.	Henderson.....	Honolulu.....	f.	Moodyville.....	V. S. M. Co.....
Br ship Thermopylae.....	948.	Wilson.....	Bangkok.....	g.	Victoria.....	Victoria Rice Mills.....
Br bark Wanlock.....	745.	Cooper.....	London.....	h.	Victoria.....	Turner, Beeton & Co.....
Br bark Robert S Besnard.....	1200.	Andrews.....	Manila.....	April m.	Vancouver.....	B. C. Sugar Refinery.....
ss. Grandholm.....	1361.	Campbell.....	Glasg. & Liv.	1.	B C Ports.....	Union SS. Co.....
Br bark Lebu.....	720.	Worrall.....	Liverpool.....	j.	Victoria.....	R. P. Rithet & Co. (L'td.).....
Br bark Ullock.....	815.	G. Brown.....	Liverpool.....	k.	Victoria.....	R. P. Rithet & Co. (L'td.).....
Br ss. Empress of Japan.....	3003.	.....	Liverpool.....	l.	Vancouver.....	.....
Br ss. Tai Chow.....	1359.	.....	Hong Kong.....	April.....	Vancouver.....	Union Steamship Co.....
Br ship Morayshire.....	1428.	Swinton.....	Greenock.....	o.	Westminster	.....
Br bark Duke of Abercorn.....	1050.	Journeaux.....	Acapulco.....	March.....	Vancouver.....	Hastings Saw Mill.....
Br ship Blair Athole.....	1697.	Taylor.....	Cardiff.....	March.....	Esquimalt.....	.....
Br bark Deva.....	761.	Davis.....	London.....	n.	Moodyville.....	.....
Am bkt Robert Sudden.....	594.	Uhlberg.....	San Fran.....	.....	.....	.....

a—Spk Nov. 28, lat. 31 N, long 23 W. Chartered by R. P. Rithet & Co., (L'td.) to load guano and fish oil at Killisnoo, Alaska. b—Ar'vd Hongkong 23d. c—cargo 1,300 tons raw sugar. d—In ballast to load lumber for Callao. f—Loading sugar for Sav Fran, thence to load lumber for Sydnev. g—Left San Francisco Jan. 28 for Hong Kong, thence Bangkok to Victoria, with cargo 1,300 tons raw rice. h—On the berth to sail May 10; will be loaded at Victoria by Turner, Beeton & Co. for U. K. i—On the berth; leaves Glasgow May 1 and Liverpool about May 5. j—Now loading; expected to sail early in April, and will load salmon for U. K. k—Chartered to load in April and May. l—At Barrow Feb. 12. m—Arrived Manila Feb. 2. n—Chartered to load lumber for Australia. o—Water works supplies.

## BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Br ship Stamboul.....	1248.	Weston.....	Vancouver.....	Jan 30..	Callao.....	900,300	\$ 9,600	50s	.....
Chil Bark India.....	953.	Funke.....	Moodyville.....	Feb 1..	Valparaiso..	751,306	8,348	65s	.....
Br bark Ninevah.....	1174.	Broadfoot.....	Vancouver.....	Feb 28..	Sydney.....	855,352a	9,335	own'rs ac	.....
Br bark Formosa.....	915.	Kain.....	Vancouver.....	Mar 24..	Valparaiso..	600,000b	.....	.....	.....
Am bkt Catherine Sudden.....	368.	Thompson.....	Moodyville.....	c.	Tientsin.....	.....	.....	77s 6d	.....

a—Also 360,000 laths. b—Composed of 45,000 ft telegraph poles, 15,000 ft rough lumber, 185,000 ft flooring, and 3,000 ties. c—Now loading; will carry about 300,000 ft.

Steps are being taken, at Ottawa, to organize a Canadian branch of the United Empire Trade League, for the purpose of advocating British Commercial Union.

The exodus from the Dakotas to Manitoba has begun in real earnest, and with it are reported acts of violence on the part of the Dakota merchants. Recently at Eureka, South Dakota, the agents of the Canadian Pacific and Manitoba and Northwestern railways, were warned to leave town or they would be given a dose of tar and feathers. The cause of this violence, was the departure of 50 Russian immigrants

from Eureka for the Canadian north-west. A dispatch also states that the C. P. R. agent at Bottineau, N. D., had been ridden out of town on a fence rail. Four car loads of settlers arrived last Wednesday at Winnipeg from Rollette, N. D.

The great Siberian railway is making progress, a section from Ufa to Zlataoust, 200 miles, having recently been opened, making a total of 500 miles from Samara to Zlataoust now in operation. The first 300 miles are in Europe and the 200 miles from Ufa, at the foot of the Ural mountains, are in Asia and Siberia. The cost of con-

structing and equipping this last section was about \$30,000 a mile. On the vast work of extension to Vladivostok on the Pacific much preliminary labor of surveying and mapping has been done and actual construction will, doubtless, soon be under way, although it is not likely to be prosecuted with much rapidity.

The Nanaimo council has passed the gas works and electric light by-laws which will be submitted to the ratepayers on May 4th. There is every probability that the by-laws will be carried by a large majority.

## COMMERCIAL SUMMARY.

A. O. Wheeler, of the Dominion Interior Department, has resigned, in order to settle in British Columbia as a land surveyor.

Further developments in the Schwartz bank failure show that the institution has been practically insolvent since 1873. In that year bad investments were made in real estate, and since then the bank seems to have done comparatively little profitable business.

An expert accountant is at work upon the books of the Boston Water Power Company, investigating rumors that have been prevalent for several days of an overissue of the company's stock. The company's affairs have been in an unsatisfactory state for some time.

J. Rhineland Dillon, one of the stockholders of the defunct American Loan and Trust Company, has begun an action against the directors of that company to recover the value of his stock, which he alleges has become worthless because of the negligence of the directors in allowing the funds of the concern to be loaned upon worthless securities.

The production of gold in the United States according to the official estimate of the United States Mint, is \$64,000,000 for 1889 and 1890. Besides this, not less than \$1,000,000 of foreign gold coin was brought into the country by foreign immigrants, which is not taken into any official statistics of imports. The total net exports of gold for two years amount to \$41,584,000. From these figures will be seen that, unless the official statistics of the government are entirely worthless, there has been an increase of gold in the form of bullion or coin to the approximate amount of \$23,500,000 in the last two years.

The military report for the Dominion shows the annual expenditure to have been \$1,296,810. This includes the permanent forces, \$463,881; ammunition and clothing, \$198,553. The pension appropriation was \$30,766. The other items were: Survivors of the war of 1812, \$3,240; Fenian raid, \$3,038; Northwest rebellion, \$22,238. Since confederation the total military expenditure has been \$31,422,740. All reports of the inspection of the militia have been of a very satisfactory character. The number of volunteers is over 37,000, and half of this number drilled under canvas last summer.

The post office savings bank account, for February, shows payments \$588,174, and at credit of depositors' accounts \$21,486,293.

The greatest soap manufacturing concern in the world has been organized at Houston, Texas. The corporation will have a capital of \$15,000,000, and proposes to establish plants to cost from \$50,000 to \$200,000 in Houston, New Orleans and other Southern cities in the cotton belt.

A. E. Tovey, secretary of the Brewers' Union of New York, editor of the Brewers' Journal and general factotum for the combined brewing interests of the United States, is authority for the statement that within the past two years nearly \$500,000,000 of British capital has been invested in the United States.

A Washington despatch says that the officials of the treasury department are reticent about disclosing the exact character of the proposed new regulations of Canadian railroads. One of them, however, is likely to provide that hereafter detailed invoices must accompany all shipments in bond from Canada across the United States to the port of export. Steps will also probably be taken to interfere with the transportation of goods from Asia by way of the Canadian Pacific steamship line from San Francisco to Vancouver for shipment across the continent over the Canadian Pacific railway.

Chicago papers say there have been rumors on the Board of Trade of the city for some time to the effect that a corner is being worked in May wheat, the cornerers having begun to buy when the price was 99c or \$1. The rumors variously pointed to a combination of New York and Chicago men and to a clique of Chicagoans exclusively. Now it is asserted that it has been learned that many of the buyer orders have come from New York, and chiefly through commission houses here connected by private wires with Wall street. It is said that the purchases of the manipulators must be high up in the millions. The Northwest and heavy local speculators have a shortage which aggregates 30,000,000 to 40,000,000 bushels. If the clique holds half of this and succeeds in their supposed intention of forcing prices up to \$1.25, the profits would aggregate over five millions.

It is said in cattle export circles, in Montreal, that all Canadian distillery cattle in Canada have been purchased by Goldsmith, of New York, and Merrice, of Chicago. The price paid is 5½ to 5¾c. per pound. There are over 10,000 of this class of cattle exported yearly, and about the same number has been purchased by the two American dealers. This is about \$5 per head dearer than last year.

The annual meetings of the Frontenac Loan and Investment Society and Ontario Building and Savings Society have been held at Kingston, Ont. Both societies complained of the depressed state of farm land in Ontario. Few loans were given, there not being sufficient margin according to present values. Six per cent. dividends were declared. The statement of the directors of the first named society, showed several properties in Manitoba held by the company to have been sold at a sacrifice price, and that values of securities continue to improve. Lands in Manitoba, it was said, were in great demand and at better prices than at any previous time.

The first mining firm in Canada to call electricity to its aid in the practical development and working of its property, is the New Vancouver Coal company. Mr. Samuel M. Robins has long been studying the subject, and having made up his mind that electricity is cheaper and safer than steam, he has placed an order for the necessary plant, to cost, complete, between \$50,000 and \$100,000, with Mr. John S. Anderson, of the Edison Electrical Co., Portland, who passed through the city on his way home. The proposed electric plant will include an underground tramway, with power sufficient to maintain a uniform speed of eight or nine miles an hour, with 150 loaded cars continually moving. Six hundred incandescent lights are also to be used in the mines of the company, and the drills and cutters are to be operated by the same current. The engines, generators and other stock will come over from the other side in a few weeks, and be immediately put in position, and then service. The New Vancouver Co. will, in all probability, retain the honor of being the only firm in Canada mining by electricity but a very short time, as others are even now considering the subject.—Colonist.



## THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

**SUBSCRIPTION - - \$2.00 PER YEAR.**

Advertising Rates on Application.

D. M. CARLEY . . . . . EDITOR.  
L. G. HENDERSON . . . . . BUSINESS MANAGER.

Office—No. 77 Johnston Street.

VICTORIA, TUESDAY, MARCH 31, 1891.

### THE PROVINCIAL ESTIMATES.

It must be admitted that it is not every Finance Minister or Provincial Treasurer who can with equanimity present an estimate of revenue and expenditure for the succeeding year in which the expenditure shows an excess of \$143,720. To this must be added an excess of expenditure of nearly \$50,000 on ordinary revenue account, besides some \$95,000 for public works during the year ending 30th June prox. This shows upwards of \$280,000, for which future provision has to be made. There are many people who do not believe in mixing up under the one statement charges to capital and charges to revenue account; indeed, the practice is open to not a little abuse, as it renders it possible for those who do not closely study the figures to be woefully deceived as to the actual condition of things. No doubt the Government will be disposed to take considerable credit for their straightforwardness, and to say that the entire deficit that is apparent ought as so much of it comes under the heading of public works to be placed on the side of that account. No doubt such a presentation of the case, should it be made, will be discussed during the Budget debate, and its fallacy exposed.

To look a little more closely into the figures what do they say? That of the total supplementary estimate for public works a very large amount comes under the head of repairs and those extensions which are necessary to ordinary current requirements while the \$200,000 of revenue for land sales represents so much property entirely alienated from the public domain, being an item which in itself will never again occur, subsequent similar entries being for further alienations. It is not for a moment to be pretended

that all the expenditures were not absolutely necessary. The Province requires that there shall be every possible effort to develop the resources to which roads and other public works are important contributors. A vigorous, energetic policy is what is required; but let the accounts be so kept that the public may the better understand how the ordinary items of revenue and expenditure are managed. If large sums have to be expended chargeable to capital let that fact be readily understood; and if, on the other hand, current expenditures should augment to proportions which may be considered too great, let everything be open and above board. Every dollar has been expended with an object, and that object will, no doubt, be shown to be to the country a good one, why, then, resort to any other methods of book-keeping than those practised by the shrewd business man. On the whole, there is nothing to complain of with respect to the estimates; indeed, there is very much that is worthy of all commendation. The administration of the provincial finances seems to have been unexceptionable, while the development that has gone on under the present government has been most satisfactory. But, in reference to the methods of keeping the accounts, there is a possibility that, as has occurred in the Province of Quebec, for instance, there might arise Governments and Finance Ministers who are not so scrupulous as to how they carry on business at the present Provincial Treasurer, whose sterling integrity and devotion to duty no one will be prepared to question.

### VICTORIA'S RAILROAD RE- QUIREMENTS.

Magnificently situated as she is, enterprising as her people may be, Victoria lacks one very important factor to her being the great and important centre which so many persons believe she is destined to be. If, as is continually proclaimed, the more remote sections of the Province can only be developed by means of railways, so may it be said of Victoria—from many points of view the most eligibly situated city on the Pacific Coast. Her great need is railways. Prior to the entrance of British Columbia into the Confederation, indeed among the pro-

posed conditions of union, were provisions to make and keep Victoria the coast terminus of Canada's transcontinental route. It was stipulated that by means of a fast and convenient steamboat service, it should hardly be possible to consider that Victoria was situated on an island upwards of fifty miles from the mainland. It was further understood that such bridging should be done at the narrowest point in the Straits as should enable cars to ultimately cross without interruption from the Atlantic coast to the provincial capital. However, certain of the magnates of the Canadian Pacific Railway seem to have thought otherwise, and to have determined to burk the whole arrangement so as to make Vancouver the terminal city. Property was readily to be obtained there, and so the town of Vancouver was established and has continued until this day, the interested officials having secured for themselves the major share of the benefits by as much as possible giving Victoria the go-by. Indeed, it is now more than ever recognized that Victoria has little or nothing to expect from the Canadian Pacific, for whom and to whom the sister city is all things and everything.

Victoria's connections with the cities of the Sound are naturally, from the point of view of distance, much better than those with the remainder of British Columbia, while the disposition is, upon the part of their people, to cultivate relations with us. The steamboat service to Seattle and Tacoma is besides equal to that to Vancouver and New Westminster, and the manner in which this is appreciated and patronized is seen by the daily record of passengers and freight which come that way. Owing to the indifference, not to say antagonism, of the railway which, at an immense expense to the people of Canada—Victoria being a contributor to a much larger degree than Vancouver could have been—was built and established for the development of the western part of the Dominion in particular, it has been deemed in the highest degree necessary that Victoria should give a practical illustration of the truism that "God helps those who help themselves." And here it may be remarked, that so-called patriotism is in no way an agent in the matter, it being a question of strict business, all the way through. For a considerable time

a number of people, some of them capitalists, others regular business men, real estate agents and speculators have been developing these proposals until at last things are in such a shape that they have approached the municipal authorities with a view to their taking a financial interest in one or other of the several enterprises that have been incubated.

In short, the idea is to form a company which shall construct a railway line running from Victoria, along the peninsula, to the nearest point opposite to an equally eligible point on the American side to which a railway could be built, the interval from land to land being provided for by a fleet of ferry steamers, expressly built for the purpose of conveying railway cars without breaking bulk. The great city of New York, one of the world's most influential business centres is, like Victoria, situated upon an island, and much of her business is, and has been done, in a manner similar to this: Cars are loaded or unloaded in that city, and having been shunted upon the steamers are whisked away, with, in fact, no more delay than if they had never left the land. It is true that the distance to be ferried would here be very much greater, but in these days of fast and powerful boats, that is a fact which could not be supposed to count at all disadvantageously. Indeed, far from expecting this to be the case the great American transcontinental lines, which would be supposed to be fully posted on the subject, better than the ordinary public could possibly be, are falling in with the idea, and the question with them now appears to be which shall reach here the first, and which shall offer the most tempting terms.

Already some of the leading officials of the Northern Pacific Railway have been in Victoria, while local enterprises have been proposed to supply the facilities between the steamboats and the railway cars. It would appear, however, that the wish of those most directly concerned is not to connect with any small enterprise that shall begin and end with the service desired, but to secure the assistance of one of the transcontinental lines direct from the steamboat landing, and it is with this object that the Northern Pacific Railroad is negotiating. From a transcontinental point of view it is a case of war to the knife between the U. S. and

Northern Pacific systems, and the city which is asked to contribute a million dollars, if the electors are willing, will do well to satisfy itself before doing anything, as to what are the very best terms to be had. The route from Victoria to the main track must be second to no other, otherwise it cannot compete with any rivals it might have. This matter of rivalry would, however, be of small account, save and except to the extent which it perfects the facilities afforded, as there can be no doubt that when the scheme is working the Canadian Pacific will give "better terms," and another American service would be offered. In a word, Victoria must no longer be side-tracked, and that is the contingency, nay, positive actuality, which she has to provide against.

#### EDITORIAL NOTES.

THE cost of the arbitration between the government and the C. P. R. respecting the Onderdonk section in this province amounted to \$39,087.

TIMBER, instead of being imported in the rough log and cut up there, is now sent to England in a more and more finished state, to the saving of freight and carriage, and with greater convenience in handling and stowing. According to a circular of one of the largest houses, last year showed a great and increasing import to Great Britain of all kinds of timber ready cut, to special shapes, with a corresponding diminution in the old business in solid logs. Sawn timber in brief is rapidly gaining the ascendancy. As compared with 1889, the total imports showed a decrease of 17 per cent.; and the consumption at the same time fell off by 7 per cent.

IN an interview at Detroit, H. Brotherton, of Port Arthur, a leading Canadian capitalist, known recently in connection with the development of the Sudbury nickel mining district, said that it is only a matter of two or three years at the outside, when iron will be shipped from the Ontario district near Port Arthur. "Together with several other I have 2,000 acres of land located for iron," says he, "and we are this winter surveying 10,000 acres more. The Canadian Government requires us to make our own sur-

veys, and pay \$2 an acre besides, but it gives an absolute title. Mr. Van Hise, State geologist of Wisconsin, Mr. Pumpelly, of Providence, R. I., and Mr. Smyth, a Michigan geologist, have also just purchased 10,000 acres all for iron."

THE New York "Australasian" says: "Canada has made proportionately as much progress as ourselves during the last two decades, and the factories that dot the most populous provinces are competing actively with our own. Moreover, our northern neighbors propose to establish commercial agencies in Mexico, Buenos Ayres, Rio de Janeiro and other South American cities. A steamship connection is also contemplated, and this, in connection with the Australian service, will secure a transportation by means of which the introduction of raw materials from countries such as we have mentioned will be allowed in bond for export."

THERE are quite a number of carpet factories in Canada, but they cannot supply the home demand, and last year Canada imported 2,776,791 yards of carpet valued at \$1,147,416. The Canadian duty on carpeting is 25 per cent. and the American duty 50 per cent. The American duty on wool is 12 cents per pound. The imports of American carpet into Canada last year were only 1½ per cent. of the whole. During 1890 Canada imported from the United States 66,424 yards of carpeting valued at \$17,159, while the importations from Great Britain aggregated 2,700,972 yards, valued at \$1,124,567. Thus of all the money spent by Canada last year for foreign carpets, out of every 100 cents only 1½ cents went for American carpet.

THE Washington census bureau has issued a bulletin which places the total Indian population of the United States, exclusive of Alaska, at 244,704. This is not a large number, and shows that the population is decreasing as fast as the most impatient could reasonably expect. True, the sharp work at Wounded Knee is a more effective exterminator than the process of slow starvation; but the latter will effect its purpose in time. Let the whites have patience; soon all their Indians will be good Indians, for they will be dead.

## THE KOOTENAY LAKE DISTRICT.

More than twenty five years ago, an immense body of argentiferous galena was discovered on the eastern bank of Kootenay Lake, and from time to time efforts were made to work it by different parties. Its distance, however, writes J. M. Kellie, M. P. P., in the Western World, from the settled portions of the Pacific territories to the south, and its inaccessibility from the remaining part of British Columbia rendered abortive all trials to work this ore successfully. About six years ago an American company located the ledge, and constructed a wagon road from the Northern Pacific Railroad to the territory of Idaho, U. S. A., to the navigable waters of the Kootenay River, and put on steamers to navigate that stream. Since then they have run tunnels and sunk shafts on the mine, which is called the Blue Bell, and have established the fact that it is a large and valuable mine.

Upon the western side of the lake other mines have been found in what is known as the Hot Springs Camp, and these prove much richer in silver than that of the Blue Bell. The ore is generally galena, carrying silver in quantities, varying from twenty ounces per ton up to ten thousand, and the camp bids fair to become one of the richest and most extensive of any in the long belt of mineral ranges from Mexico to Alaska. The mountain seems to be thickly seamed with ledges, some only a few inches, others several feet in width, all of them containing a greater or less amount of galena, and all of them rich in silver. Over three hundred claims have been located in this camp, each being 1,500 feet long by 600 feet wide, containing about 20 acres of surface ground. Shafts have been sunk in these mines, following the ore vein in whichever direction it runs, until usually an influx of water has stopped further progress. Some of the mining companies have imported pumps and hoists to be worked by steam power, and are continuing their progress towards the bowels of the earth, aided by this artificial assistance. The summer of 1891 will witness a vast amount of development work.

Thirty miles west of the Hot Springs Camp is the Toad Mountain district, in which a few very rich mines have been found. The ore in this region carries a little galena, but generally more copper, and in some of the claims it is equally as rich in silver as at the Hot Springs. The Hall Bros.' mines are the leading ones in the Toad Mountain, from which considerable quantities of ore have been shipped to Montana and Colorado, which has given returns of over three hundred ounces of silver per ton. Some gold mines have been found and are being successfully worked a little west of Toad Mountain, and probably will soon attract the attention of capitalists. About one one hundred and fifty claims have now been located in the district.

The great difficulty in this region is at present the lack of cheap transportation facilities. Every ton of ore which has hitherto been shipped for reduction has been packed upon mule's backs, and carried by wagons over a very rough road at an expense exceeding \$30 a ton before it was delivered at the smelting works. Add

to this the cost of reduction, say generally \$12 to \$15 per ton, and it will be seen that only the high grade ores will bear the great expense. Therefore while a comparatively small proportion of the ore extracted has left the mine, there are thousands of tons remaining upon the ore dumps, awaiting the advent of railways. There are now three railway companies aiming for this country. The Canadian Pacific are constructing a short line connecting the waters of Kootenay Lake with the navigable portion of the Columbia River. When this road is finished, which will be in March or April of this year, it will give an outlet for the products of the mine to the north via the Columbia River, striking the Canadian Pacific at Revelstoke, or to the southward, connecting with the United States system of railroads through the Spokane & Northern railroad, and uniting with the Northern Pacific at Spokane Falls.

The second railroad in the field will probably be a branch line from the Northern Pacific on the banks of the Pend-o-Relle Lake, northward to Bonner's Ferry on the Kootenay River. This line is already surveyed and located, and it is expected that construction will be commenced in the spring. The distance to be built is about 35 miles. The third line that will bid for the Kootenay Lake trade is the Great Northern. About 500 miles of this new transcontinental road will be under construction this year, and the surveys of the route which are settled upon bring the road down the valley of the Kootenay River as far as Bonner's Ferry, where it will connect with the steamers which ply upon the lake.

Thus it is likely that there will be no monopoly of freights by any one line, and rates are likely to be very fair to the miner, a thing greatly to be desired in a mountainous country, and upon which depends greatly the probable success of the mines.

Kootenay Lake is a beautiful sheet of water, 80 miles long and from one to three miles in width. It is hemmed in by mountains, which in a northeasterly direction rise to a height of 8,000 and 10,000 feet, and are plentifully sprinkled with living glaciers and banks of omnipresent snow. No scenery can be conceived more grand than the serrated range called the Selkirk. From their snowy summits numberless streams, called here creeks, but which might at times be dignified by the name of rivers, come leaping down their sides through impassable canyons, abounding in magnificent waterfalls of hundreds of feet in height, and marking the deep green of the pine forests with lines that sparkle in the sunlight like silver. These creeks abound in trout, from the small speckled fish which are esteemed such delicate eating in the Green mountains of Vermont, up to five and six pounds with the pink marked sides of the western lakes. In the lake itself are caught by the trawl trout of larger dimensions, ten, fifteen and twenty pounds in weight.

The climate of Kootenay Lake is delightful. No hot days in summer, and in winter the thermometer very rarely reaching zero. There seems to be a mild belt of southern climate straying off towards this northern region, evidently undecided whether it is in the temperate or tropical zone.

The two towns on Kootenay Lake in which at present all the business of the

district is done are Ainsworth, at the Hot Springs Camp, and Nelson at the western outlet of the lake. The former is the point at which all the ores of that camp are brought to the lake and shipped upon steamers on their way to the various reduction works. This town is beautifully situated on a series of terraces, rising above each other, and affording to each successive row of houses a splendid view of the lake and the mountains beyond. In the limits of the town are the Hot Springs, containing a mineralized water—120 degrees Fahrenheit—and said to be very efficacious in cases of rheumatism and neuralgia. A hundred feet from these springs a small mountain stream comes roaring down, whose waters are ice cold in the warmest summer days. It is proposed to erect a sanitarium at this spot, where invalids can indulge in the luxury of the baths and inhale the pure and bracing air of the mountains.

The town of Nelson is the outlet for the products of the Toad mountain mines. It is also the present terminus of the Columbia & Kootenay Railway, and is destined to be a shipping point of considerable importance in the future.

The following mines are the principal ones at present opened at Hot Springs:—

Skyline, shipped 100 tons ore, averaging \$100 per ton.

United, sacked 600 tons ore, averaging \$100 per ton.

No. 1 took out 500 tons ore, averaging \$200 to \$400.

Krao, shipped 50 tons ore, averaging \$100 to \$150 per ton.

Neosho took out 100 tons ore, averaging \$500 to \$1000 per ton.

Blue Bell took out 100 tons ore, averaging \$80 per ton.

Early Bird took out 200 tons ore, averaging \$50 to \$30 per ton.

At Toad Mountain the principal mines are:—

Silver King shipped 120 tons ore, averaging \$300 per ton.

Dandy took out 100 tons ore, averaging \$100 per ton.

Tough Nut took out 50 tons ore, averaging \$150 per ton.

Poor Man worked 500 tons gold ore. Returns not known but very rich.

Besides these two camps there has been discovered a very strong lode of galena at Goat River, about eight miles north of the boundary line. Late in the autumn some gold placer mines were found on Salem River, about 15 or 20 miles south of Nelson, and there will be a miners' rush there in the spring. Upon the Columbia River, 18 miles below Sproat's Landing, a number of large veins were found on Trail Creek, and a very prosperous camp seems to be assured. Taken altogether, the Kootenay Lake region is destined to take its place as one of the wonderful ore producing camps of the western world.

The Davies-Sayward company's saw-mill at Pilot bay, is, at last, ready for continuous business. There are about half a million feet of logs in the mill pond, and more in Crawford's bay. While the company is now able to fill small orders, there being about 200,000 feet of lumber in the yard, the manager expects to be able to fill any sized order by the time navigation opens.

## REFINING GOLD IN AUSTRALIA.

The process employed in refining gold at the Australian mints, according to the London Mining Journal, is different from that resorted to at the British mint. It seems in Australia that when gold is melted in the crucibles, which are first heated to a dead-red, borax is placed upon the metal in a melted state, then chlorine gas is passed through a pipe, which is gradually depressed until it reaches the bottom, and when the compressor is relaxed, so that the gas bubbles up through the gold in its molten state, but without causing the projection of any globules. Hydrochloric acid from time to time is also introduced into the generator, and by this means a rapid evolution of chlorine is kept up. When the gas first passes into the gold, fumes escape from the holes in the crucible. These consist only of the chlorides of inferior metals that are attached to the valuable ones, none of the chloride of silver escaping. When any silver remains in the gold nearly the whole of the chlorine continues to be absorbed; afterwards, when the refining is nearly completed fumes of a darker color make their appearance, and the end of the operation is indicated by the flame or luminous vapor appearing first of a bright yellow color, and gradually growing into a deep, reddish brown. The value of chlorine in gold refining is certainly not a novelty, but it is claimed it has not before been put into practical use, though its action on gold has been no secret to chemists, for it does not mix with it at a red heat.

## AUSTRALIAN FEDERATION.

The Edinburgh Scotsman does not despair of a fruitful issue of the deliberations in which the Australians are now engaged, although conscious of the many difficulties that confront them. It says:

"Granting the goodwill of the members, there are difficulties both substantial and sentimental. Agreeing upon the general proposition that the best interests and the future prosperity of Australian colonies will be promoted by an early union under the British Crown, differences of opinion will emerge as soon as the Convention begins to discuss the shape which this union should take. The perils of the new Australasian constitution will only be beginning when it emerges from the maker's hands and has its trial trip in the troubled waters of South Sea politics. On that account, should we despair of the future of a Federal Union of Australian colonies? Not at all. Difficulties as great, or greater, have been faced and overcome by those who framed the constitutions of the American Republic, and of the Dominion of Canada. At the opening banquet in the Centennial hall, the Governor of New South Wales spoke for the heart of the mother country when he said: 'The men are here. Is the hour about to strike?' The answer to that question can be awaited with hope and with equanimity. The men who have the task in hand are of the same strain as those who built up the great offices of self governing states beyond the Atlantic. They know all that invites, and all that impedes, union better than we could teach them. They have the genius

and the experience of self government, and the habitude of looking upon difficulties as things not to be shirked, but to be overcome or removed. The issue may besafely left in their hands. If not now, at some date not very remote federation will be secured, and Australia, will in outward body as well as in inward spirit, become a nation."

## A WEALTHY INSTITUTION.

The greatest man in London to-day, in the estimation of his countrymen, says a dispatch of the 24th inst., is neither a military hero, a scion of royalty, nor a popular idol in statecraft. He is a plain, typical English banker. His name is Lidderdale, and his position is that of governor of the Bank of England. The story of the financial difficulties of the House of Baring Brothers is still fresh in the public mind, but full details of the manner in which they and scores of other minor firms were involved in their success or failure were saved from disaster were not made known until Mr. Lidderdale submitted the facts to the general court of the Bank of England to-day.

The attendance was very large, and those present evidently had an inkling of what was coming, for they greeted the entrance of the self-possessed banker with cheers, such as were never heard before at a meeting of staid financiers and proverbially suspicious stockholders. The men listened with keenest interest as he told how \$85,000,000 were raised in four days, one of the greatest financial feats on record, and cheered again and again when he had concluded.

## COMMERCIAL TRAVELLERS' TAX.

As indicative of the interest which is taken in the east on the subject of the Commercial Travellers' Tax, the following extract from a report of the last meeting of the Montreal Board of Trade, will be of interest: "A communication was read from the secretary of the Hamilton Board of Trade which contained the following resolution passed by that body: 'That the question of license fees on commercial travellers now charged in Victoria, B. C., be referred to the president and vice-president to communicate with the Boards of Trade of Montreal and Toronto to agree on joint action looking to its removal.' The letter asked for information as to what action the Montreal Board would take. The council expressed its willingness to cooperate with the Toronto and Hamilton Boards, if such action was deemed necessary, but it was understood that in other places, notably St. John, N. B., and Quebec, the question had been decided in the courts." The council of the Board was requested to do its utmost to secure an amicable adjustment of the matter, it being held in the east that the general trade of Victoria and this Province is advantaged, rather than prejudiced by the periodical visits of the travellers.—Colonist.

It is stated that the New Vancouver Coal Co., Nanaimo, has advanced the price of lots from \$400 to \$450. Purchasers must erect buildings on the lots, and not hold them for speculative purposes.

## GENERAL NEWS NOTES.

The Canadian Pacific's new townsite, above Sproat, has been named Robson in honor of John Robson, premier of the Province. The railway grade is completed to the townsite, and the track laid across the Pass creek bridge.

Little or no progress is being made on the trestle work on the Columbia & Kootenay, because of the lack of material. Contractor Campbell returned this week from a trip east, and is now praying for warm weather to come to his aid. The timber is up the outlet, near Balfour, and the ice will have to move before the timber can be moved.

Nelson Miner: Reports from Hot Springs district are that development work is proving the claims and mines of that section to be wonders. The shaft of the United is down 100 feet, and in solid ore. The Tenderfoot shaft is down 60 feet, with good ore in its bottom. The drift in the No. 1 is in high grade carbonate ore. Altogether, the prospects of the camp were never brighter.

A special cablegram says: The British treasury is expected to accede to the proposal of the House of Commons Colonization committee, which asks that £150,000 be loaned to the Province of British Columbia at a low rate of interest for the settlement of 1,250 Scotch crofters in the San Juan district of Vancouver Island. The Secretary of State for Scotland is now strongly urging Right Hon. Mr. Goschen to give an early consent to the loan, in order that a pioneer party may start this season. It is suggested that the Northwest Territories, Manitoba and, perhaps, some of the older colonies, should follow British Columbia's example in this matter.

News Advertiser: Mr. J. Sykes arrived in this city about six weeks ago from Australia, and being very favorably impressed with Vancouver, decided to open up business here. He has accordingly rented two stores on Oppenheimer street, Nos. 20 and 22, and has started in a general crockery business. Some alterations are now being made, and as soon as these are completed he will also deal in new and second hand furniture. Mr. Sykes says that he thinks several other people will come over to British Columbia and engage in business here. These are the people that are wanted in this Province, and men of his class are sure to get on well.

Mr. D. McGillivray, the well-known contractor, has been awarded the contract for clearing and grading the right-of-way of the Westminster-Vancouver tramway from end to end. The right-of-way is 66 feet wide, and is to be cleared its entire width, graded and ready for the ties within 60 days from date. It is learned that Mr. McGillivray will put on a force of some 400 men, and attack the work at half a dozen different places. The next move to be made by the company is the erection of the power house, tenders for which will be called for at an early date. The plant and equipment for the line is reaching Westminster at the rate of several car loads per week, and the whole of it will have arrived within 30 days. If nothing happens to disarrange the present plans of the company, the line will be in operation much earlier than most people anticipated, and it is quite probable a regular service will be established before Dominion Day.—Columbian.

## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, March 31.

## VICTORIA.

The past week has been a most satisfactory one in all branches of trade, especially in the dry goods line. The activity is due to the fact that numerous out-of-town merchants have been in the city, buying well in all lines. Good Friday being observed as a holiday resulted in swelling the sales of Thursday and Saturday.

## FINANCIAL.

In financial circles, there is no change to note since last report. It is accepted as very satisfactory evidence of the firm financial standing of Victoria, that the Bank of Montreal will be ready to open its doors for business to-morrow (April 1st.)

## DRY GOODS.

There was a marked improvement in business last week. Country orders are coming in quite brisk, both through travellers and by mail. They are mostly of a sorting up nature and laying in of spring supplies. The wholesale houses have been unusually busy. Country dealers do not appear to be buying so heavy with eastern houses. They are beginning to realize the fact that they can do equally as well, if not better, with local houses than east. Canvassers are reported as buying careful. The market is firm and prices are unchanged. Collections are a little slow, but no uneasiness is felt on this account. Country dealers seem to be getting more careful and are not giving such big credits as formerly, consequently are in a better position to meet their own bills. The outlook is good, and the prospects for a large business this season will no doubt be realized.

## CLOTHING.

Business in the above line has opened up well. A leading manufacturer says the capacity of his establishment is far too small for the business offered. So late as March 30th he had to refuse a big order, not being able to manufacture it in the required time. There is a dearth of skilled white labor to make up the finer grades of goods. Competition is pretty keen but the outlook is bright. Collections are fair. In February quite a number of renewals were asked, but since March 4th notes have been met promptly. On April 4th, it is expected that returns will be highly satisfactory.

## HARDWARE.

Leading dealers assert that, all things considered, trade, during the past winter, has been most satisfactory. The outlook now is most cheerful. The canneries are laying in supplies. There is a good enquiry for building material. An increased acreage of crops, generally, throughout the Province, has resulted in a big demand for agricultural implements. The market is reported firm. The weather does not seem to have affected it at all. Stocks held are large. Collections tolerably fair. Long credits are asked by farmers, but notes are met better than a few years ago.

## GROCERIES.

Concerning the future of the sugar trade, there is a great deal of uncertainty. One wholesale man said: "The market is very unsettled. With free sugar in the United States, it is thought the demand will be so

large that they will have nothing to export. The drawback to foreign countries will be discontinued after to-morrow (April 1st), and as that was what enabled the United States refineries to export, it is believed that they will no longer be in a position to export." Another wholesaler remarked: "In anticipation of a rise in sugars, consequent upon a change in the United States tariff, merchants here have laid in large stocks, which are carried in bond. It is supposed that a good deal will be entered for consumption." Another merchant expressed the belief that at present prices the Vancouver Sugar Refinery will shut American sugars out of this market when the drawback is taken off. He also said that it largely depended on the state of the American market after April 1st whether or not the large stocks, now held in bond, would be re-shipped to the United States. A slight advance is expected in sugar. In general groceries, business is brisk. There is nothing special to note. Quotations remain unchanged.

## FRUIT AND PRODUCE.

There is a good demand for California fruit. California vegetables are now coming in. There is quite an active demand for asparagus, peas, beans, tomatoes, celery and cabbage, which are rather high at present, but will become lower as each steamer arrives. California butter is scarce, not coming in very freely, and is held firm at 31@32c. There seems to be no eastern creamery on the market. Eggs, pickled, are held at 16@17c; fresh Frazer river and Island eggs being in good demand at 25c. Bananas are quoted at \$4 per box; asparagus, 12½c per lb; cabbage, 2½c per lb. Island potatoes have been offered at \$23 per ton; but Mainland potatoes hold firm at \$25.

## FLOUR AND FEED.

No change is reported in this market. Business is very good. No special features. Oats are holding firm, and likely to advance. Manitoba flour is firm, but an advance is anticipated. Victoria flour remains at same prices as quoted last week.

## LUMBER.

The lumber market is rather quiet just now. Tonnage is scarce, and freights are high and firm, at our last quotations. The Australian markets are reported fairly well stocked. Quite a number of ships are reported on the way to different British Columbia mills for cargoes, and considerable activity is anticipated. Quotations are unchanged.

## OTHER MARKETS.

SEATTLE, March 28.—Produce receipts and shipments of merchandise have been very good. A letter just received from the manager of a San Francisco tannery, by a local hide and skin dealer, states that the supply of hides has been larger than the tanneries of the country have been disposed to handle. And now it is proposed to still further limit the output of those tanneries, presumably for the purpose of keeping up the price of leather. From this the writer concludes that the prospects for an improvement in the hide and skin market are not very bright. The local dealer expressed the belief that there might be an advance of ½ cent all around

in a short time, but that would be about the limit.

SAN FRANCISCO, March 28.—Yesterday being Good Friday, no dispatches were received either from England or Eastern grain centres, and as a consequence dealers on the produce exchange refrained from trading very extensively. There is no material change in potatoes. The local demand is picking up, so the demand remains somewhat firm. Onions hold their own, and some Australian are selling at a slight advance. A goodly lot of oranges have arrived by steamer. The market is firm for choice navels of desirable size. Lots of poor quality of oranges are yet being sold to peddlers at nominal figures. Notwithstanding the fact that 500 boxes of Mexican limes arrived on the steamer Colima, the demand is so great and the market is so bare that prices are maintained at a firm figure. Lemons are slow, and apples are inclined to drag. There is no change in the butter market. Prices are held at 23@24c for fancy roll, but there are tendencies of weakness, owing to a falling off in shipments.

## BRADSTREET'S REPORT.

NEW YORK, March 28.—Bradstreet says that while speculation has been of the duller and most limited kind, the week's proceedings have developed no little strength in the active share list, and a general but steady improvement has been shown in the price of leading shares. The stock exchanges were closed on Friday, and the London market suspends operations from Thursday till next Tuesday. This naturally tends to give a holiday temper to the market, while the exciting and active speculation in the produce markets of the country diverted attention from stocks. The main factors and developments of the week have, however, favored the bulls. No gold shipments have taken place and exchange rates are lower, although this was due to the absence of inquiry, and there is a prospect that next week may bring a higher exchange market and further gold exports. At the same time the condition of affairs in London has undergone a decided improvement, and the fortnightly stock market settlement there, which occurred this week, went through without the recurrence of any apprehension that has lately prevailed in that quarter. A quiet trade is reported from all leading wool markets. The demand is confined almost wholly to Australian and territory, and pulled wools are scarce and manufacturers have to take foreign fleeces in place of them. Sales have been made of small lots of Ohio and Michigan, and full prices have been obtained. Manufacturers do not want inferior wools, as they are making the finest grades of goods their mills can turn out. Texas wools are in fair demand, but the supply has become so reduced that the movement is light and fine. Territories are taken as fast as they arrive. Manufacturers are securing good results from mixing them with Australian wools. Pulled wools are in strong demand and prices are firmer because of reports from pullers of the scarcity of skins. Some large lots of choice Australian wools are due to arrive within the next few days. The supply of these wools, it is thought, will be ample. A receding movement in carpet wools is ex

pected by dealers. Manufacturers are reported to have very light stocks and are looking around for supplies.

Special telegrams to Bradstreet's indicate that the past week has been marked by continued interruption to the movement of general merchandise. Country roadways west and northwest are heavy and interior merchants are not ordering with freedom. Farther west heavy snow storms have blocked railway traffic and as a result there has been a relative quiet in many lines of trade at Kansas City, St. Louis, St. Joe, Omaha, Minneapolis, Duluth, Milwaukee and Chicago. Cincinnati reports that rains and high water at the south have had an unfavorable effect on some southern markets. New Orleans merchants express the belief that the damage done by floods in the regions tributary to that city have been overestimated. On the Pacific Coast higher prices are predicted for salmon owing to the higher prices of tin, of supplies for the season's work and higher wages for fishermen. The demand for wheat from the west coast of South America is becoming noticeable at San Francisco, whence 61,000 bushels were sent to Callao on the 21st inst. The leading money markets experienced an increase of demand this week and a slight hardening of loan rates was a result at the end of the first quarter of the year. This was to be expected. Mercantile collections continue quite generally slow and unsatisfactory. Bank clearings at 50 cities for the week ending March 26th amount to \$31,763,970, a decrease from this week last year of 3.5 per cent. At 55 cities (New York's total excluded) the gain is one-tenth of one per cent. Though very narrow, the stock market has been firm and higher in the absence of gold shipments, the improving financial conditions abroad, and the present favorable crop outlook. Public interest is, however, absent, and the advances were mainly the result of bear coverings. Smaller exports of wheat from San Francisco this week resulted in a sharp decrease in the quantity (wheat and flour as wheat), shipped from both coasts; the total being 69,818,301 bushels from the United States exclusively since July 1st, as compared with 60,639,000 in a like period of 1889-90, with 60,925,000 in 1888-89 and 60,769,000 in 1887-88. This week the total shipped was 1,820,977 bushels against 2,733,089 in the previous week and 1,850,300 in the fourth week of March, 1890. Wheat as well as Indian corn opened this week in fair demand at home and abroad and became very active both for export and speculative account with sharp advances. Later the demand fell away and prices weakened.

General trade in the Dominion of Canada is comparatively quiet but is more active than a fortnight ago. Collections are disappointing. Groceries are perhaps in relatively more active demand. The Dominion reports 41 business failures this week and 26 this week last year. The total number from January 1st to date is 560 against 515 last year.

The Westminster Ledger says that the price of potatoes has fallen considerably in that city within the past few days.

The sealing steamer Neptune arrived at St. Johns, N. F., one day last week, with a catch of 32,000 seals. The gulf steamers have not been heard from.

## SHIPPING INTELLIGENCE.

The German bark Cassandra, 733 tons, is on the way from Acapulco in ballast for Vancouver to load lumber at Hastings saw mill for Iquiqui, Chile.

The British ship Albertina, 1,504 tons, Capt. Gill, is on the way from Melbourne in ballast, and will load lumber at the Hastings saw mill for Melbourne.

The British bark Formosa, 915 tons, Capt. Kain, cleared from Vancouver March 24, with a cargo of lumber from Hastings saw mill for Valparaiso.

The German ship Elise, 1,348 tons, Capt. Rowehl, is on the way from Newcastle, N. S. W., to San Diego, thence in ballast to Vancouver, to load lumber for Melbourne.

The American barkentine Catherine Sudden, 308 tons, Capt. Thompson, has completed her cargo at the Moodyville saw mill, and will sail in a couple of days for Tientsin, China.

The American barkentine Robert Sudden, 591 tons, Capt. Uhlberg, has been chartered to load lumber at Moodyville for Sydney or Melbourne, the former at £2 11s 6d, the latter £3 7s 9d.

The American bark Spartan, Capt. Anderson, is still in port at Vancouver, and has not yet effected a charter. She is being refitted and has nearly passed the survey for reclassing.

The British clipper ship Titania, 879 tons, Capt. Morgan, which left New Westminster on November 19, with a cargo of 34,647 cases of salmon, arrived at London on March 25, 125 days out.

The SS. Empress of India, 3,003 tons, Capt. Marshall, which left Liverpool Feb. 8th, arrived at Hong Kong last week. She is expected to arrive about the middle of April, and is advertised to leave Vancouver May 9th.

The Norwegian bark Borghild, 757 tons, Capt. Haugeland, is on the way from Newcastle, N. S. W., to Honolulu. She will then come in ballast to Vancouver, to the Hastings saw mill, and load lumber for Melbourne.

The ss. Walla Walla, of the Pacific Coast Steamship Co., is the last of the San Francisco steamers to call at Vancouver. In future all freight for mainland points will be transferred at the Outer Wharf, Victoria, to the C. P. N. Co.'s boats.

## IMPORTANT RAILWAY MOVE.

There seems to be little doubt of the early consolidation of the Seattle and Montana road with the Great Northern system. In this connection the report goes that through trains will soon be run from Chicago via St. Paul to Seattle, by way of Winnipeg over the Canadian Pacific, the Fairhaven & Southern, and the Seattle, Lake Shore & Eastern. The rumor bases itself upon the recent election of officers and trustees for the Seattle & Montana, President Hill and Col. Clough being chosen to hold the same positions for the line in question as they occupy for the Great Northern. This fact is regarded as a certain indication of the two roads having identical interests. It is claimed that arrangements have been made to run the proposed through trains over the Great

Northern's own line to Winnipeg, then over the Canadian Pacific to New Westminster, over the New Westminster Southern to the boundary, and over the Fairhaven Southern and the Seattle, Lake Shore & Eastern to Seattle, the latter route being used only until the Seattle and Montana lines north are completed.—Chicago Times.

## INCORPORATED.

The articles of incorporation of the Oak Bay Land and Improvement Co. (Ltd) have been filed. Three thousand shares, of \$100 each, compose the capital stock, which is fully subscribed, and among the shareholders are Major Dupont, of this city; T. J. Hamill, of Toronto; John White, ex-M. P., of Belleville, two big timber operators; and John Patterson, of New Westminster. It will thus be seen that the company is as strong financially as can be, and its objects, therefore, will be accomplished without a doubt. The intention of the company is to open out and develop that beautiful suburban spot, Oak Bay beach.

## THE BANK OF MONTREAL.

The Bank of Montreal will open their branch in Victoria to-morrow, (April 1), in the old bank of British Columbia building, corner of Government and Bastion streets. The office is opened under the temporary charge of Mr. C. Sweeney, manager at Vancouver. Mr. G. A. Henderson will be the accountant, Mr. W. J. Beaven teller, and Mr. Jas. A. Angus clerk.

The fire insurance agents of Nanaimo, eleven in number, are proposing to form a board of underwriters, to establish uniform rates of premium on fire insurance for Nanaimo. Victoria, Vancouver and New Westminster already have their local boards. The system of the British Columbia boards is modeled after the San Francisco board, which is considered one of the strongest on the continent.

A company has been formed at Chilliwack which will apply for a charter to build a tramway from the steamboat landing to Centerville, and with power to extend to the depot of the proposed railway. It is estimated that \$12,000 will cover the cost of building and equipping the tramway. Both passenger coaches and freight cars will be run. Mr. Kipp has offered 40 acres of his property at Centerville to the railway as an inducement to locate the station there.

Mr. G. W. Grant has just finished the plans of a fine warehouse to be erected immediately on Front street for Messrs. M. M. English and W. J. Armstrong. The building will rest on piles and consist of substantial brickwork throughout. It will tower above the docks to a height of three stories and have a frontage of 90 and a depth of 60 feet. Although plain and devoid of elaborate ornamentation, the front elevation will be bold and imposing in design. The upper and lower windows will have full centre arches, continuous from the second to the third story. The cornices will be brick and iron. The building will have a very handsome appearance when completed.—Westminster Ledger.

# THE COMMERCIAL JOURNAL

Is a medium through which the wholesale trade can be placed in direct communication with every retailer in the Province of British Columbia. One thousand copies of every issue of the paper are distributed among the retail trade, thus rendering it invaluable as a means of reaching this desirable class. To those who receive this paper, and not having ordered it, we would say that **THE COMMERCIAL JOURNAL** will be sent to them **FREE**, until our representative makes a personal call on them; when they can arrange to become permanent subscribers, or order the paper discontinued. The simple fact of taking the paper from the post-office, in the meantime, will not be considered as placing the person to whom it is addressed under any obligation to become a regular subscriber.

British Columbia's illimitable wealth of coal, fish, timber and gold, render it a region of not only great possibilities, but vast probabilities. Although in its infancy, in comparison with the other provinces of the Dominion, the Pacific Province must eventually surpass all the others in the race for wealth.

Coal is found in almost inexhaustible quantities on the island, and the amount of money expended annually in the development of this industry is almost inconceivable. Its excellent quality and the extent of the supply cannot but lead to the conclusion that for many generations to come it must continue to be a source of great wealth to the Province. The proportions of this industry can be better understood when it is stated that last year, according to the annual report of the Minister of Mines, the total output amounted to nearly **SEVEN HUNDRED THOUSAND TONS**.

The Fisheries, which are divided into two separate and distinct classes—the fresh water and the sea fisheries—have been already the source of considerable revenue to the Province, particularly the former. Last year, for a variety of reasons, the salmon pack was not so large as the preceding year, but there are good reasons for believing that this year will far exceed any former one in the development of this industry.

In this Province there are vast limits of timber, which are capable of supplying for years to come the wants of a great population. The lumber trade of the Province is one of considerable proportions, and, at the present time, offers many advantages for the investment of capital.

The future can only reveal the possibilities and wealth of the gold deposits in the mountains and streams of British Columbia. Other minerals are found in paying quantities within the limits of the Province.

British Columbia, during the past few years, has manifested unmistakable signs of prosperity; and in no place is this prosperity more apparent than in Victoria, her leading city. The seat and centre of wholesaling in the Province is now firmly fixed at Victoria. The accessions that are received to this interest from year to year, and the increase of its total transactions indicate a natural and healthy growth. Vancouver, the terminus of the greatest railway in the world, is one of the wonders of the century. With the development of the territory tributary to and lying to the east of that city, it must become a great seaport, as, in fact, it is at the present time. The fisheries, lumber mills and the magnificent agricultural lands in the neighborhood of New Westminster are sufficient guarantee of the bright future in store for that city. That Nanaimo with its famous coal beds must eventually become an important commercial centre, is no longer open to reasonable doubt. To note each week the progress made throughout the Province, besides giving a review of the business transacted in these four cities will be the aim of

## THE BRITISH COLUMBIA COMMERCIAL JOURNAL.

**Esquimalt & Nanaimo R'y**

**TIME TABLE NO. 13,**  
To take effect at 8.00 a.m. on Saturday,  
Oct. 11th, 1890. Trains run on Pa-  
cific Standard Time.

STATIONS	GOING SOUTH READ UP		GOING NORTH READ DOWN	
	No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	No. 2 Passenger Daily	No. 4 Passenger Saturdays Mondays
VICTORIA	Ar 12.24	Ar 5.58	De 8.00	De 2.30 P.M.
RUSSELL'S VIC. W.	" 12.26	" 5.54	" 8.04	" 2.34
ESQUIMALT	" 12.10 P.M.	" 5.44	" 8.14	" 2.44
GOLDSTREAM	" 11.45	" 5.10	" 8.30	" 3.00
SHAWNIGAN	" 10.50	" 4.24	" 8.34	" 3.04
COBBLE HILL	" 10.40	" 4.14	" 8.44	" 3.14
MCPHERSON'S	" 10.27	" 3.50	" 8.57	" 3.28
KOKSILAH	" 10.17	" 3.40	" 9.07	" 3.38
DUNCAN'S	" 10.12	" 3.34	" 9.12	" 3.44
SOMENOS	" 10.02	" 3.24	" 9.22	" 3.54
CHEMAINUS	" 9.30	" 3.12	" 9.48	" 4.10
NANAIMO	De 8.24	" 2.14	Ar 11.50	" 6.14
WELLINGTON	De 8.10 A.M. De	" 59 P.M.	Ar 12.14 P.M. Ar	" 6.29

On Saturdays, Sundays and Mondays  
Return Tickets will be issued between  
all points for a single fare, good for return  
not later than Monday evening.  
Return Tickets for one and a half ordi-  
nary fare may be purchased daily to all  
points good for three days, including day  
of issue.  
No Return Tickets issued for a Single  
Fare, where such fare is twenty-five cents.  
Through rates between Victoria and Comox  
**A. DUNSMUIR, JOSEPH HUNTER,**  
President. Gen'l Supt.  
**H. K. PRIOR,**  
Gen. Freight and Passenger Agent.

**The Union Steamship Co.**  
Of British Columbia, (Ltd.)  
OFFICE:  
Company's Wharf, Carrall St.,  
VANCOUVER, B. C.

**OWNERS AND AGENTS FOR**  
Sigs. S. Cutch, Sigs. Senator,  
Sigs. Mystery, Sigs. Dreadnaught  
Sigs. Skidgate, Sigs. Leonora,  
Eight Scows (No. 1 to No. 8).  
3 New Steel Steamers Building.  
**VANCOUVER AND NANAIMO.**  
THE FAST AND POWERFUL  
**S. S. CUTCH**  
Leaves the Company's Wharf at Noon and  
the C. P. R. Wharf at 2:30 p. m., daily ex-  
cept Saturdays. Returning from Nanaimo  
daily at 7 a. m., except Sundays.  
Passengers and cargo booked to and from  
Vancouver and all stations on the Esqui-  
malt and Nanaimo Railway, Comox and all  
points on Vancouver Island.  
All kinds of Passenger Excursion, Tow-  
ing and Freighting Business done. Ample  
storage accommodation on Company's  
Wharf, and every facility given to shippers  
of produce for sale or consignment.  
**WM. WEBSTER, Manager.**

**W. J. PENDRAY,**  
**BRITISH COLUMBIA**  
**SOAP WORKS.**  
(Established 1875.)

25 + HUMBOLDT + STREET,  
**VICTORIA, - - B. C.**  
MANUFACTURER OF

Laundry and Toilet Soap,  
Extract of Soap,  
Sal Soda,  
Laundry Blue,  
Liquid Blue,  
Stove Polish,  
Shoe Blacking  
and Vinegar.

DEALER IN  
**CAUSTIC SODA AND ROSIN.**

**CANADIAN PACIFIC**  
**NAVIGATION CO.**  
(LIMITED.)

**TIME TABLE No. 13.**  
Taking effect July 17, 1890.  
**Vancouver Route.**  
Victoria to Vancouver daily, except Monday,  
at 3.30 o'clock, a. m.  
Vancouver to Victoria daily, except Monday,  
at 11.30 o'clock, or on arrival of C.P.R. No. 1  
train.  
**New Westminster Route.**  
Leave Victoria for New Westminster, Ladner's  
Landing and Lulu Island, Sunday at 23  
o'clock; Wednesday and Friday at 7 o'clock.  
(Sunday's steamer to New Westminster  
connects with C.P.R. train No. 2 going east  
Monday.)  
For Plumper Pass Wednesday and Friday at  
7 o'clock.  
For Moresby Island at 7 o'clock.  
Leave New Westminster for Victoria, Monday  
at 11.30 o'clock; Thursday and Saturday at  
7 o'clock.  
For Plumper's Pass Saturday at 7 o'clock.  
**Fraser River Route.**  
Steamers leave New Westminster for Chill-  
whack and Way Landings every Tuesday,  
Thursday and Saturday at 7 o'clock.  
**Northern Route.**  
Steamships of this Co. will leave for Port  
Simpson and intermediate ports on the 1st and  
15th of each month. When sufficient induc-  
ments offer will extend trips to West Coast  
points and Queen Charlotte Islands.  
**Barclay Sound Route.**  
Steamer Maude leaves Victoria for Alberni  
and Sound ports when sufficient inducements  
offer.  
**Bute Inlet Route.**  
Steamer Rainbow leaves every Tuesday at 7 a.  
m., for Cowichan, New Westminster, Burrard  
Inlet, Bute Inlet and way ports.  
The Company reserves the right of changing  
this Time Table at any time without notification.  
Steamers leave on Standard Time.  
**JOHN IRVING,**  
Manager.  
**G. A. CARLETON,**  
General Agent.

**Victoria Rice Mills,**

STORE STREET, VICTORIA, B. C.  
—MILLERS OF—  
**CHINA AND JAPAN RICE**  
**RICE MEAL,**  
Rice Flour, Chit Rice, Etc.  
**VICTORIA**

**ROLLER FLOUR MILL.**

Delta Brand Family Flour,  
Superfine Flour, Bran & Shorts.  
**NOS. 64 & 66 STORE ST.,**  
**VICTORIA.**

**Rock Bay Saw Mill,**

(ESTABLISHED 1858.)  
32 Constance St., Victoria, B. C.

**WM. P. SAYWARD,**

Manufacturer and Dealer in  
**ISLAND LUMBER AND SPARS.**  
Importer and Dealer in  
Doors, Windows and all kinds of  
Dressed Lumber, Etc.  
CONSTANTLY ON HAND A GOOD SUPPLY  
OF BUILDING LUMBER.  
Prepared to Cut Lumber to Order at  
Short Notice.

**VICTORIA**  
**Lumber & Manufacturing**  
**Company.**

PROPRIETORS OF THE  
**CHEMAINUS**  
**SAW MILL.**  
E. J. PALMER, Manager.



# COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

Gives a large percentage of Gas, a high Illuminating power, unequalled by any other Bituminous Gas Coals in the world, and a superior quality of Coke.

THE "SOUTH FIELD" COAL

Is now used by all the leading Steamship Lines on the Pacific.

THE "NEW WELLINGTON" COAL,

Which was introduced early in the present year, has already become the favorite fuel for domestic purposes. It is a clean, hard coal, makes a bright and cheerful fire, and its lasting qualities make it the most economical fuel in the market. The several Mines of the Company are connected with their Wharves at Nanaimo and Departure Bay, where ships of the largest tonnage are loaded at all stages of the tide. Special dispatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

## THE BRITISH COLUMBIA SUGAR REFINING CO. LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.