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Vol. 1.

VICTORIA, B. C., TUESDAY, MARCH 24, 1891.

No. 2.

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.

COWAN & WILSON
WHOLESALE GROCERS
—AND—
IMPORTERS
—OF—
California - and - Tropical
FRUITS.
—)C—
8 & 10 YATES STREET,
VICTORIA, - - B. C.

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Commission Merchants
—AND—
Importers
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H. C. Beeton & Co., 33 Finsbury Circus,
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European or Canadian Goods.
—
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GUARDIAN ASSURANCE CO.,
NORTH BRITISH AND MERCANTILE
INSURANCE CO., FOR MAINLAND.

E. G. PRIOR & CO.,
Cor. Johnson and Government Sts.,
VICTORIA, B. C.
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BUGGIES.
LOGGERS AND CANNERIES SUPPLIED.
The Leading House in B. C.
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ENQUIRIES SOLICITED.

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 Walswerke.
Dusseldorf, Obepbilk, 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 7A.

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, |
| Gaspari Farrer, | J. J. Kingsford, |
| Henry H. Farrer, | Fredric Lubbock, |
| Richard H. Glyn, | George D. Whatman, |
| Secretary, A. G. Wallis. | |

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

R. R. GRINDLEY, General Manager.
E. STANGOR, Inspector.

Branches and Agencies in Canada.

| | | |
|------------|-----------------|-------------------|
| London, | Kingston | Fredericton, N.B. |
| Brantford, | Ottawa, | Halifax, N.S. |
| Paris, | Montreal, | Victoria, B.C. |
| Hamilton, | Quebec, | Vancouver, B.C. |
| Toronto, | St. John, N.B., | Winnipeg, Man |
| | Brandon, Man. | |

Agents in the United States.

New York—H. Stikeman and F. Brownfield, Agents.
SAN FRANCISCO—W. Lawson and J. C. Welsh, Agents.

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

FOREIGN AGENTS—Liverpool—Bank of Liverpool, 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. | F. B. Greenshields, Esq. |
| A. T. Paterson, Esq. | W. C. McDonald, Esq. |
| Hugh McLellan, Esq. | Hon. J. J. C. Abbott, |
| | Charles S. Watson, Esq. |

E. S. CLOUSTON... General Manager.
A. MACSIDER..... Chief Inspector and Superintendent of Branches.
R. Y. HEWEN..... Assistant Inspector.
A. B. BUCHANAN... Assistant Supt. of Branches.

BRANCHES AND AGENCIES IN CANADA.

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

AGENTS IN GREAT BRITAIN—London, Bank of Montreal, 22 Abchurch Lane, E. C.; Ashworth, 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, Liverpool, (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. Shadob, Assistant Manager.

BANKERS IN THE UNITED STATES—New York, the Bank of New York, N.B.A., the Merchants' 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.

GARESCHÉ, 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 & GREERY 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. GAMBIE & 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, Scotland.

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.....(£2000,000) \$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, Imperial Bank of Canada, Molsons Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

Correspondents throughout the United Kingdom and in India, China, Japan, Australia and South America.

UNITED STATES—Agents Bank of Montreal, 59 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 and 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. It'd
Union Marine Insurance Co.

SOLE AGENTS:

Curtis & Harvey's Sporting and Blasting Powder.
Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1882, Pianos, etc.

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:

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—DEALERS IN—

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MINING SUPPLIES.

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82. P. O. BOX. 80.

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 Insurance Company of Liverpool,
The Royal Mail Steam Packet Company of London,
The British Columbia Canning Company (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.

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.

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, Tarred and Untarred Papers. Agents for Skidegate Oil.

Cable Address:
MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

PROVINCIAL TRADE NOTES.

The Chillwhack paper will make its appearance about April 1st.

Harber Bros. will start a paper at Vernon next month, to be called *The News*.

G. S. McConnell has been appointed agent in this province for Messrs. S. W. Sims & Co. of Montreal.

The first shipment of the spring catch of seal skins was made from Victoria, Friday morning, when 510 skins were shipped to San Francisco.

The Pacific Express and Parcel Delivery Co. (Ltd) propose starting a general express and parcel delivery system in Victoria.

Fred. J. Stephens, who has been in the service of the C. P. R. for some years, has been appointed agent for the company at Vancouver.

The Shuswap Milling Co's saw mill at Kamloops was set in motion on Wednesday after the winter idleness. The orders on hand give promise of a busy season.

W. L. Tait, of Winnipeg, is erecting a shingle mill at Vancouver. The mill will have a capacity of from 35,000 to 10,000 daily, and will be in operation in about a fortnight.

A carload of assorted lumber was shipped to the East Wednesday from the Royal City Planing Mills. These mills are now running again, and are prepared to make an extra heavy cut this season.

A large casting has been turned out by the B. C. Iron Works Company, Vancouver, for the carriers to the refuse burner at the McLaren-Ross Mills at Westminster. The casting weighs over 2,000 lbs.

C. F. Jones, who for the past three years has been connected with Dun, Wiman & Co's branch at Victoria, has been promoted to the position of local manager vice Mr. Matthews, who goes to Winnipeg to take charge there.

Steveston Enterprise, March 14th: The fruit and vegetable canning enterprise which will be established here during the coming season, will have the effect of stimulating gardening and horticulture in this neighborhood.

Messrs. J. Mahrer and E. Pollexfen have gone to England as representatives of the brewers in this Province to enter into negotiations with a syndicate of English capitalists for the purchase of all the breweries, with the exception of the one at Revelstoke.

The B. C. Cattle Company has received 86 head of the finest beef cattle from Chillcotin, 10 head of steers from Calgary, and 100 splendid grain fed hogs, raised in the Province. The cattle from the Northwest Territories are said to be especially worthy of note, and with present freight arrangements, it is expected that large drafts will be made from this section.

It has been reported that the cargo of sugar for the B. C. Refinery, ex Spartan, was badly damaged. Inquiry has been made and the management of the Refinery affirm that although it looked bad to start with, it turned out better than was expected and in better condition even than that which arrived ex C. P. R. steamers. In fact they contend that it was in excellent condition.

Judge Bole has reserved judgment on the Pratt vs. C. P. S.S. line.

W. T. Jackman, of Markdale, Ont., is arranging for the publication of a weekly paper at Centreville.

Buyers of sealing skins say that those obtained from the Indian canoes are fully as well cured as those brought in by the white schooners.

Half a million of salmon fry were turned out in Pitt Lake on March 11th, and half a million more were deposited in Silver Creek on the 17th inst.

The steamer Lorne, Capt. Christiansen, came in from the Cape last week with 110 seal skins, which she had taken from the schooner W. P. Sayward.

The Westminster woollen mill started up on Wednesday last. It is proposed to run it steadily from now until the usual time of closing down, after the wool market begins to slacken in the fall.

The assessment roll for 1901 for the City of Westminster shows that the value of real estate and improvements is \$7,004,820. Last year the total assessment was \$1,595,865; increase over last year \$2,108,955, or more than 50 per cent.

The William Hamilton Manufacturing Company, (machinery,) Peterboro, Ont., are discussing the advisability of establishing a branch factory in British Columbia. The works are now engaged in constructing some extensive mining machinery for the Vancouver Coal Company, Nanaimo.

Public opinion in the Okanagan country is very strongly in favor of a charter being granted, permitting the continuation of the S. & O. down to the boundary line. Railway development is what the country needs, and the few kickers are "cattle kings," who see that the monopoly they have long held cannot continue to exist, if the iron horse and civilization get a firm footing in the district.—Inland Sentinel.

Andrew McLaughlin, manager of the Canadian Pacific Lumber Company, has arrived at Westminster from the East, where he successfully floated the stock of the company, and a mill will be built there this summer. A portable saw mill is now on the way. The company has large timber limits, and logging camps will be established immediately. The exact site of the mill has not been selected, but it will be one of the largest and most extensive employers of labor on the coast.

Messrs. McPhee Bros.' shipyard presents a very busy appearance these times, and is a place of considerable attraction to those who have the time to spare to visit it, says the New Westminster Columbian. A large number of vessels are under construction, and orders are on hand for more, which will be commenced as soon as there is room in the yard for them. A handsome little tug, 50 feet over all beam 9 ft. 6 in., and depth of hold 5 ft., is being built for Mr. J. Wheatfield, of Nanaimo. It will be both strong and speedy. Three sealing boats are being built for a Victoria firm. A pretty little sloop, 32 ft. over all, and 10 ft. beam, is being built for Mr. Johnson, who intends using her for deep sea fishing. These and other craft are well advanced towards completion, and, as mentioned before, others will take their place on the stocks as soon as they can be launched.

J. Mahrer, Nanaimo, contemplates the erection of a large hotel in that city.

Dun, Wiman & Co. have opened an office at Vancouver with Frederick Cockburn, late of Winnipeg, as manager.

It is reported that rich discoveries have been made on the Salmon river, 15 miles from old Fort Sheppard. The ore is said to be gray copper, carrying high silver.

The jewelry store of Mr. A. A. Clayton was closed Saturday, and officers of the Customs are in possession. The seizure was made for under valuation and other alleged breeches of the revenue law.

The work being daily turned out by the British Columbia iron works, at Vancouver, is an exemplification of the enterprise that started and now pulses through the veins of that establishment. A Vancouver Telegram reporter paid a visit to the works recently, and was shown a fifteen hundred pound casting, the first of a ser that has just been turned out. The casting is a cable grip wheel of a new design, invented by Mr. Kendall, of New Westminster. A new and expensive pattern had to be made for the wheel, and the casting was of such a character as to entail considerable risk. This one is the first of the kind ever made in this Province, and was therefore something of the nature of an experiment. The result fully establishes the company's ability to handle work of this magnitude and of this character, where skill and care are required. Mr. Kendall intends introducing his invention throughout the Province and as it is just the thing that lumber men have been looking for, it will no doubt find a large sale. The British Columbia Iron Works are also working on a Wilkin's balance compensating gang belonging to the Columbia River Lumber Co., which was sent in from Donald. It is the intention to remodel it almost entirely.

NEW POSTOFFICES.

The following new postoffices have been opened in British Columbia:

Brownsville, opposite New Westminster, opened February 1st; John Beaton, postmaster.

Coquitlam, at New Westminster Junction, opened March 1st; R. B. Kelly, postmaster.

Errington, 33 miles north of Nanaimo, on the Alberni route, opened March 1st; J. A. McCarter, postmaster.

Hornby Island, 40 miles north of Nanaimo, on the Comox route, opened March 1st; Geo. Foulds, postmaster.

Sapperton will have a postoffice next month, H. L. DeBeck to be postmaster.

A coal famine prevails in Chile. American farm exports are increasing considerably.

The colony of Barbadoes has declared in favor of reciprocity.

Commercial agencies in Dakota are required to deposit \$2,000 with the State treasurer as a guarantee for any judgment obtained for misrepresentation of a firm's credit.

BANK OF BRITISH NORTH AMERICA.

(From the Canadian Gazette, March 5.)

The 56th yearly general meeting of the proprietors was held on Tuesday at the bank, 3 Clements Lane, Lombard street, Mr. Richard H. Glyn in the chair. There was only a small attendance of shareholders.

The secretary, Mr. A. G. Wallis, having read the report of the directors, which appeared in last week's Canadian Gazette,

The chairman said: Gentlemen, the accounts presented to-day show that the bank earned rather more last year than in the previous year, and I have no doubt that you will consider that satisfactory, especially when we bear in mind that last autumn was a period of very severe financial strain on both sides of the Atlantic. The figures in the balance sheet show some alterations which require a few words of explanation. The deposits and current accounts amounted to £1,082,032, against £2,261,378 at the end of December, 1889, showing a falling off of £278,440; and at first sight you might suppose from this that there had been a permanent falling off in the business and deposits of the bank. But this is not the case. It arises from the fact that the accounts were made up when the bank held a large sum which was deposited with it temporarily and under special circumstances, which unduly swelled the figures at that date. But a fair comparison, allowing for that, would show that the deposits at the present moment are about £80,000 larger than they were at the same period in 1889. The notes in circulation show a small increase, and the bills payable show a decrease of £130,000—perhaps a not injudicious contraction of our liabilities, considering the state of things we were going through in the autumn of last year. The bills receivable and advances are a little larger. Our investments have risen from £68,547 to £140,123, of which £100,000 is invested in consols, which you probably notice we have written down to 95. There is an increase in the Bank Premises account of £5,000. This is mainly accounted for by our building a bank house at Brandon, which we think will be a good investment, and is warranted by the increase in the business of that new branch. The total amount of profit that we had to deal with for the year was £90,818; and our two dividends absorb £75,000 of it, leaving us with £15,000 over. Of this we have placed £10,000 to the reserve fund, and invested it in consols, so that to-day we hold £110,000 in that security. The Court are desirous to see this reserve fund increased. We think that, considering the standing of the bank and the large amount of business we do, it is hardly as large as it ought to be. Then we have placed £2,000 to the Officers' Pension Fund—the same as we did last year, and we have carried over the balance. The competition in the Dominion was very severe last year, both for deposits and business. The rate of the former was raised to 4 per cent. as against 3 per cent., which it was in the previous year, without there being any corresponding advance in the rates of discount and on loans—at least for the first three months of the year. Afterwards the rate hardened, and the banks are now charging 7 per cent. It is satisfactory to see that the bank passed

through the severe crisis here last year with its high credit unimpaired and without any loss. The advances which we have received from the other side are favorable, and the volume of business generally in the Dominion appears to be very largely increasing. It is a little too soon to forecast what will be the outcome of the McKinley Act on the business of the bank's customers in Canada, because it will not have any very serious effect anywhere until later in the year. But no doubt the uncertainty which prevails as to the future is cause for some caution on the part of bankers, and that is a matter to which our general manager is very fully alive. But the Canadians have shown such splendid energy in facing the situation and in seeking for new outlets for their produce and for new customers to take the place of the United States, that we hope that, after all, the results may not be quite so disastrous as some have anticipated. The bank passes such an uneventful life that I am afraid there is nothing further for me to say in reference to it, which would be of any interest to you; but I wish to state before I sit down that I think we are much indebted to our general manager, Mr. Grindley, and the staff generally, for the care and ability with which they have carried on the affairs of the bank during the past year. If any gentleman wishes to ask any questions before I put the resolution, I shall be happy to answer him to the best of my ability.

Mr. Henry R. Farrer: I beg to second the resolution.

The chairman in reply to Dr. Laurie, said the last three branches which had been opened were now doing satisfactorily.

Dr. Laurie: I am sorry to see that you intend still further to increase the reserve fund without increasing the dividend of the shareholders. I think the shareholders would be much better satisfied if you gave them an increased dividend. I remember during the time that we met in St. Helen's Place, Mr. Carter, who then presided over us, telling us that in his opinion a reserve fund of £120,000 would be sufficient, but now you are not content with £265,000 for you desire to increase it still further.

The chairman: Well the times are changed since the period to which you refer. Then £120,000 would have been thought a good reserve fund for banks of this description; but our competitors and neighbors have increased their reserves, and I think that that is a matter very much looked at now.

Dr. Laurie: It doesn't do us any good.

The Chairman: I don't agree with you. I think it increases the credit of the bank. I beg now to move that the report and statement of accounts be received and adopted.

The motion was carried unanimously. The three directors retiring by rotation—Messrs. J. J. Carter, Henry J. B. Kendall and John H. Brodie—were unanimously re-elected.

Sir John Colvill, M. P., proposed the re-election of Messrs. Price, Waterhouse & Co. as auditors, and the motion was agreed to.

Dr. Laurie moved a vote of thanks to the directors and staff for the care that had

been bestowed in the management of the bank.

The resolution was unanimously adopted, and,

The Chairman having acknowledged the vote,

The proceedings terminated.

SHIPPING INTELLIGENCE.

The British bark Duke of Abercorn, 1050 tons reg., is reported to have left Acapulco for British Columbia.

The British bark Ullock, 815 tons, Capt. G. Brown, is chartered by R. P. Rithet & Co., (Ltd.) to load a general cargo at Liverpool in April-May for Victoria.

The steamship Elton sailed from San Francisco on March 1st for Honolulu to load sugar for San Francisco, where she is due about March 25th, thence to Nanaimo to load coal for San Francisco.

The British ship Morayshire, 1,428 tons reg., Capt. Swinton, from Greenock, with piping for the New Westminster Water Works Co., has arrived at Falmouth. The crew refused to proceed to Liverpool.

The British bark Lebu, 720 tons, Capt. Worrall, is now on the berth at Liverpool, loading a general cargo, and will sail early in April for Victoria, consigned to R. P. Rithet & Co., (Ltd.) and is chartered for a salmon cargo to return to the United Kingdom.

The British ship Thermopylae, 948 tons, Capt. Wilson, arrived at Hong Kong on March 16. After discharging she will proceed to Bangkok and load raw rice for the Victoria Rice Mills. She is expected to clear for Victoria about the beginning of April.

The American bark Spartan, 740 tons reg., Capt. Anderson, which arrived at Vancouver, on February 14th, from Manila, is still lying at the B. C. Sugar Refinery wharf refitting. It is expected she will be ready to load about the end of the month.

The SS. Grandholm has for part of her cargo three steel steamers in sections for the Union Steamship Co. These steamers, which are of 300 tons carrying capacity each, are to be erected in Vancouver, and will be used for the coasting trade, on the West Coast.

The American barkentine Catherine Sudden, 308 tons register, Capt. Thompson, arrived at Vancouver, March 16th, from Port Angeles. She was towed into the Inlet by the tug Discovery, Capt. Bollong, of Port Townsend. She is loading at the Moodyville saw mill for China.

The Union Steamship Co. have chartered the Scottish Oriental steamship Tai Chow, 1,350 tons, a sister ship of the Mongkut, to ply on the Vancouver, Victoria, Sound ports and Portland route, as a distributing ship for the new Canadian Pacific China mail. The Tai Chow will sail from Hong Kong about April 1st, and will be ready to bring cargo for the Empress of India. The steamship Grandholm, which is now on the berth at Glasgow, loading for British Columbia, will take the place of the Tai Chow permanently on the expiry of the latter's charter. She will have a limited passenger accommodation.

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..... | 879. | Norman..... | Westminster | Nov 19a. | London..... | 34,61' | ..... | ..... |
| 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..... | 1429. | Ritchie..... | Tacoma..... | Jan 10b. | London..... | 42,13' | ..... | ..... |
| Am ship Henry Villard..... | 1553. | Perkins..... | Victoria..... | Feb 3... | London..... | 65,31' | ..... | ..... |
| Br bark Irvine..... | 655. | Jones..... | Victoria..... | ..... | ..... | ..... | ..... | ..... |

a-Sailed from Victoria Nov. 21. b-Sailed from Port Townsend Jan. 19. c-Chartered by R. P. Rithet & Co., (Ltd.)

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

| NAME. | TONS. | MASTER. | FROM. | SAILED. | FOR. | CONSIGNERS. |
|-------------------------------|-------|---------------|---------------|-----------|---------------|------------------------------|
| 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. (Ltd.) |
| Br ship Duke of Argyll..... | 960. | McDonald..... | London..... | Jan 1.... | Westminster | Bell-Irving & Paterson..... |
| Br bark Lanarkshire..... | 794. | Melville..... | Newport Eng. | 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..... | ..... | Vancouver.. | B. C. Sugar Refinery..... |
| Br ship Forest King..... | 1602. | Morris..... | Shanghai... | Jan 23d.. | Vancouver.. | Hastings Saw Mill..... |
| Am sch Golden Shore..... | 904. | Henderson... | Honolulu... | ..... | Moodyville.. | M. S. M. Co..... |
| Br ship Thermopylae..... | 948. | Wilson..... | Bangkok... | ..... | Victoria..... | Victoria Rice Mills..... |
| Br bark Wanlock..... | 745. | Cooper..... | London..... | ..... | Victoria..... | Turner, Beeton & Co..... |
| Br bark Robert S Besnard..... | 1200. | Andrews..... | Manila..... | ..... | Vancouver.. | ..... |
| ss. Grandholm..... | 1361. | Campbell... | Glasg. & Liv. | ..... | B C Ports.. | Union SS. Co..... |
| Br bark Lebu..... | 729. | Worrall..... | Liverpool... | ..... | Victoria..... | R. P. Rithet & Co. (Ltd.) |
| Br bark Ullock..... | 815. | G. Brown..... | Liverpool... | ..... | Victoria..... | R. P. Rithet & Co. (Ltd.) |
| Br ss. Empress of Japan..... | 3003. | ..... | ..... | ..... | Vancouver.. | ..... |

a-Spk Nov. 28, lat. 31 N, long 23 W. Chartered by R. P. Rithet & Co., (Ltd.) to load guano and fish oil at Killisnoo, Alaska. b-At Colombo. c-cargo 1,300 tons raw sugar. d-In ballast to load lumber for Callao. f-Loading sugar for San Francisco, thence to load lumber for Sydney. 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.

BRITISH COLUMBIA LUMBER FLEET 1891.

| NAME. | TONS. | MASTER. | FROM. | SAILED. | FOR. | CARGO FT. | VALUE. | RATE. | ARRIVED. |
|------------------------------|-------|--------------|--------------|-----------|--------------|-----------|----------|----------|----------|
| Br ship Stamboul..... | 1248. | Weston..... | Vancouver.. | Jan 3... | Callao..... | 960,300 | \$ 9,600 | 50s | ..... |
| Chil Bark India..... | 953. | Funke..... | Moodyville.. | Feb 1.... | Valparaiso.. | 751,306 | 8,348 | 65s | ..... |
| Br bark Niveah..... | 1174. | Broadfoot... | Vancouver.. | Feb 28.. | Sydney..... | 855,352a | 9,335 | own'r ac | ..... |
| Br bark Formosa..... | 915. | Kain..... | Vancouver.. | Mar 13.. | Valparaiso.. | 600,000b | ..... | ..... | ..... |
| Am bkt Catherine Sudden..... | 308. | Thompson... | Moodyville.. | ..... | Tientsin... | ..... | ..... | 7s 6d | ..... |

a-Also 360,900 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.

PROGRESS OF CANADIAN MINING.

The number of mining companies formed within the past year, sixty-one in all, is pointed out by the Canadian Mining Review as showing the interest that is awakening in Canada's mineral wealth. From the Atlantic to the Pacific fresh capital has been introduced into the industry, infusing new life into districts previously languishing, and stimulating other sections into increased activity. The greatest number of corporations were instituted in or for the purpose of working mines in Ontario—twenty in all; Nova Scotia comes next with seventeen, while British Columbia, with fourteen, and Quebec, with seven, have received large additions to the amount of capital invested within their borders. Manitoba and the North-West Territories and New Brunswick, show two and one new companies respectively. The sum represented by these concerns is very large, but owing to the fact that some are private ventures, that is, not incorporated, the exact aggregate cannot be ascertained; and the capital of one English company, H. H. Vivian & Co., of Swansea, amounting to over \$1,500,000 cannot be included, both from the fact that only a comparatively small

portion of its funds are invested in Canada, and also on the ground that, although incorporated last year, operations had been carried on for some time previously. Even without these, however, the total capital stock of all corporations amounted to \$19,637,750—a sum that, whether taken on its own merits or as indicative of what is to come, is extraordinarily large. Of this, British Columbia received the largest share, \$6,255,000, Quebec, if the General Phosphate Corporation be included, coming next with \$5,334,000 invested. Nova Scotian mines also received a considerable accession of capital, the stock of new companies in that Province aggregating \$4,235,000; \$3,578,750 was put into Ontario enterprises; \$125,000 in Manitoba and the Territories, besides a private concern, and \$100,000 in New Brunswick. From these figures it is evident that the mining industry is rapidly advancing throughout the Dominion, and to a greater degree than is generally known, and as a large influx of outside capital may be looked for, before very long, the present year may be expected to show a still larger sum.

Mr. Coole, of Colborne, Ont., has shipped 15,000 barrels of Canadian apples to the British market this year.

THE BUSINESS VIEW.

The Journal of Commerce, in referring to the effect of the general election upon the business of the country, says it is perhaps just as well that the government should be sustained; for any reversal of the economical policy of the nation, or even any drastic alteration in the customs tariff at a period of transition like the present, could not have failed to prove injurious to our business interests. Perhaps it is not too much to say that, had a government pledged to such alterations in the tariff as would have been involved by unrestricted reciprocity with the United States been elected, trade would possibly have been paralyzed for some months to come. Business men know how much the mere possibility of such a change has diminished the ever-turn. In certain lines trade has been practically dormant. Manufacturers were slowing down or had stopped altogether, and money intended for new factories or additions to old ones was kept lying idle and out of circulation; customers were afraid to place orders, jobbers were unwilling to import, and holders were nervous and anxious lest any jar to the tariff should involve them in sudden and unmerited loss.

COMMERCIAL SUMMARY.

William O'Rien has been adjudged a bankrupt in an Irish court.

Daniel McLean, wholesale leather merchant, Toronto, has assigned, with liabilities which will approximate \$200,000.

The Orilla Times says emigration to the Northwest and British Columbia from that portion of the country promises to be exceptionally large this spring.

J. R. Barclay, of the firm of J. R. Barclay & Co., stock brokers and financial agents, Montreal, is missing. His partners admit that he has left town, but they are unable to assign a reason.

Wholesale grocers and tobacco men from a dozen different states held a convention in Chicago last week. The object of the convention was to devise a way to eradicate the evils arising from the contract system.

According to a Winnipeg correspondent of the Northwestern Miller, the export shipments of wheat from Manitoba from the last crop are now estimated at 10,000,000 to 11,000,000 bushels, this to include expected shipments to the end of the crop year.

The new C.P.R. steamer Empress of Japan will leave on April 11th on a trip around the world. Intending passengers from America will have to leave New York not later than April 1st. The third boat, the Empress of China, will leave Liverpool on June 15th.

Mr. W. H. Vianen has twelve boats employed on the river in the salmon fishing at present, and, although the catch is small as yet, enough are being caught to supply the local demand. An unusually large number of sturgeon are being caught by the fishermen, and they bring good prices.—Columbian.

Public Opinion, the eclectic weekly of Washington and New York, has just announced the offer of three cash prizes of \$150, \$100 and \$50 respectively, for the best three essays upon the question, "Is any extension and development of trade between the United States and Canada desirable; if so, what are the best means of promoting it?"

A German statistician says that there are 3,985 paper mills in the world, and that of the 1,904,000,000 pounds of paper turned out annually, half is used for printing, 600,000,000 pounds being required for newspapers alone, the consumption of which has risen by 200,000,000 pounds in the last decade. He alleges that, on an average, an Englishman uses annually 1½ pounds of paper, and American 10½, a German 8, a Frenchman 7½, an Italian or an Austrian 3½, a Spaniard 1½, a Russian 1½ and a Mexican 2.

Mark Lane Express, March 16th: The weather of the past week favored crops here, but not on the continent, where 72,000,000 quarters of wheat is expected, a decline of 20 per cent. This is largely the result of abandoned cultivation. A heavy task now devolves on Australia, India and America to supply the lack of 14,000,000 quarters for next year, even in the event of good crops. English wheat is 1s. dearer, California 2s. and other foreign 1s. 6d. dearer; flour is higher; and advances 27s. for good sound corn.

James Park & Son, wholesale and retail provision merchants, Toronto, have suspended payment. Liabilities are about \$90,000; assets unknown.

The United States and Canada together consume 2,430,000 bales of cotton yearly, or 22 per cent. of the quantity consumed in all parts of the world. This is more than the whole production of the United States forty years ago.

The customs seizures in Canada for the past year, according to the auditor-general's report, amounted to \$151,980, of which no less than \$88,051 went to refunds or was distributed to officers, leaving only \$60,029 that went into the treasury.

Archie Cassils, one of Montreal's best known and most popular citizens, is dead, aged 48. Cassils was a member of the leather firm of Cassils & Co., and was a brother of William, Charles and John Cassils, who are all prominently connected with Montreal's business life. One of his sisters is Mrs. Duncan McIntyre.

The population of Canada is estimated at 5,000,000, an increase of nearly 700,000 in ten years. A hundred years ago the population of the United States was 3,920,000, of Canada 150,000. In 1861, British Columbia had 6,000 people; in 1881, the population numbered 49,459. These figures show that Canada has grown proportionately at a faster rate than the United States. She has increased thirty-two fold, while the United States has increased sixteen.—Exchange.

The census bureau has issued a bulletin upon the subject of viticulture in the United States. It shows the total area of vineyards in 1889 to have been 401,261 acres, of which 307,575 acres were in bearing. The total product in 1889 was 572,139 tons, of which 267,271 tons were table grapes and 240,450 tons were used for producing wine, making 24,400,905 gallons; 41,166 tons for raisins, making 1,372,195 boxes (20 pounds each), and 23,252 tons for dried grapes and purposes other than table fruit.

A new method of producing artificial fuel consists in the mixing of ground corn stalks and spades with coarse prairie grass. The mixture is made into a coarse dough by means of water and vigorous stirring up. The dough is then put into proper molds and exposed to an even drying process under high pressure. Thereby pieces are produced in the form and size of briquettes, but which look green gray. These stones, when thoroughly dry, are sold as fuel. They give greater heat than bituminous coal, and are, besides, from 20 to 25 per cent. cheaper.—New York Journal.

We take the following from an American exchange: "France, according to Director Leech of the mint, is the richest country in the world for specie. It has a gold currency of \$900,000,000 and \$700,000,000 in silver. The United States came next with \$702,000,000 in gold, and \$482,000,000 in silver. Great Britain has \$550,000,000 in gold and \$100,000,000 silver; Germany, \$500,000,000 gold and \$145,000,000 silver; India, \$900,000,000 in silver; China, \$700,000,000 silver; and so forth. Director Leech estimates the total gold circulation of the world at \$3,727,000,000, and the total silver circulation at \$3,824,000,000.

Banker Jessie Seligman of New York has drawn by cable on Baron Hirsch of Paris for the \$2,400,000 which comprises the fund, the income of which is to be used to assist poor Hebrew immigrants in America. The draft was immediately honored.

By agreement of the parties, Judge Blodgett of Chicago has dismissed the suit brought by Patrick H. Rice, the millionaire, against the Valentine Blatz Brewing Company of Milwaukee to recover \$100,000 for selling the defendant's plant to an English syndicate.

Cape Breton mine managers have made contracts for the delivery of over two hundred thousand tons of coal in St. Lawrence ports next season. It is stated that the demand from the St. Lawrence next season will be greater than all the Cape Breton mines are capable of supplying.

The B. C. Steamship Co's S.S. West-Indian, Capt. Scott, will, this week, go into the regular freight and passenger traffic, fortnightly, between British Columbia ports and San Francisco. She will load coal at Nanaimo for San Francisco, and return with freight to Victoria, thence to Vancouver and Nanaimo, also to New Westminster when inducement offers. Robt. Ward & Co., Victoria, and Baker Bros & Co., Vancouver, have been appointed agents for Capt. Scott.

The San Francisco Chronicle says: The barring out of the Chinese from this country and Australia has turned the tide toward the Philippines, which will soon be in the hands of the Mongolians. The returns for last year show that nearly 12,000 coolies arrived at Manila, while less than 3,000 departed. Thus nearly 9,000 Chinese were added to the population in a single year. At the present rate of increase of Chinese in all the South Sea islands another twenty years will see the trade and most of the small industries entirely in their hands. Hawaii is already doomed, and the Philippines are following in the same course."

The Canadian Pacific has adopted a heroic measure for obtaining settlers. It has sent Mr. Riddle, Dominion government agent, into McPherson county, South Dakota, with an offer of 160 acres of land on the line of the C. P. R., transportation for families and furniture, and to advance money for the first year's expenses on fifteen year 7 per cent. rates. A. F. Homes, Napanee, left for South Dakota last week to superintend the removal of a number of Dakotans desirous of settling in Manitoba and the Northwest. Already this year fifty-four families have left Dakota to locate on the Canadian side, and it is expected this season 200 Dakotan families will take up homesteads in the prairie province. These immigrants are mostly from Brown and McPherson counties, and are said to be a splendid lot. Most of them are Canadians. The past three seasons have been for them of a most discouraging nature, the wheat crop averaging only about five bushels to the acre. Reports of delegates sent by them to Manitoba and the Territories have been of a most encouraging character, with the result that a large contingent has decided to pull up stakes in Dakota and go to a better country.

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RAILWAY LEGISLATION.

During the present session of the British Columbia Legislative Assembly there have been introduced—some of them, indeed, have passed through their different stages—Bills for the promotion of the railway, mining and other interests of the Province. In one or more cases, objection has been raised to projects because, instead of leading from some important centre in Canada to the districts which were their objective point, their place of departure or connection was in the United States. This, it was held, would constitute them feeders of the American trunk roads, and, in the meantime, enable the enterprising people of the United States to secure our raw products to the advantage of their own factories or development works, and thus place obstructions in the way of there being established upon this side the industries which it is the desire of all true Canadians to see started and made to flourish in this province. But there is another way of looking at this matter, and the question may fairly be asked, whether if these lines with American termini were not established, those otherwise almost inaccessible regions would be reached, their products brought to a convenient place of disposal or utilization, and their people placed in connection with the market which they so much need?

Moreover, is it not better to have what may, perhaps, be termed an American road than no road at all? Certain it is, that the special sections to be reached will be benefitted by being opened up to the settler, to the miner, and to the merchant; and, if that be the case, is it not a fact that the whole community is advantaged? It has been said that, behind this opposition is the hidden hand of a great railway monopoly, which without these roads would secure what little traffic

there was to be done, and, as has been the experience, would go on promising almost till the day of doom that it would give all the accommodations that were needed. But the fact is that roads and railways must, as a rule, precede the practical opening up of a new country, so that in such event, the chances of the road being built would be very few and at the best, be very remote. As concerns the Government and members of the House generally, they have manifested an extreme desire to aid railway and development enterprises to the best of their ability; but there are some of the people's representatives, who, it is said, for the love they bear to certain existing or prospective projects, have lost sight of the main consideration.

Moreover, it would appear as if there were too many schemers who are floating schemes upon paper, only in order that they may be bought off by those who, possessed of larger foresight and greater enterprise than they had, are already in the field, and to whom their rivalry would prove to be disastrous. It has been pertinently suggested that some of the proposed corporations, despite their otherwise manifest legitimacy, are as yet possessed of little or no backing, and that the proposals they cover can only be carried out by the enterprise being made a matter of purchase and sale. This objection can readily be met by it being made an absolute stipulation that something shall be done within a very limited time, so as to prevent the enterprise being delayed until a more convenient season when, the advantages being better understood, there will be those who, anxious to carry out the work, will pay the "promoters" a higher price for their "prospects."

Properly safeguarded anything legitimate can in no way be seriously injured by being incorporated in this way as the charter-holders, knowing the shortness of the time during which they must reap their harvest, will energetically exert themselves to capitalize or dispose of the rights they have acquired as the products of their enterprise and hard work. It is not to be supposed that everyone should be given, as it were, the power to lock up certain sections until they or their prospective customers are ready to go to work, but everything should be done to secure the best and most feasible roads which ought not to be allowed to

be paralleled, or their prospects damaged by unscrupulous adventurers. The work of the Railway Committee and of the House, this session, is a most important one, and the public looks to its proper fulfilment for upon it the future of this part of British North America materially depends. Let us have all the available railways we can, but do not let us go mad in the way of giving what may be termed railway license in its worst sense.

ADVERTISING THE CITY.

The action of the Board of Trade and City Council of Victoria in resolving to advertise the city of Victoria by means of a specially prepared pamphlet is one that must commend itself to business men and capitalists. The judicious and, at the same time, liberal use of printers' ink and other special methods of attracting public attention, are a course of action that is, every day, becoming more appreciated. The cities on the Sound have pursued this line with success, at least they have attracted to themselves immense amounts of labor and capital, which, however, have been to an extent greater than the surrounding circumstances have warranted. The building fever was so intense as to cause a boom which, to some degree, has collapsed, with the result of a considerable number of people being left in a measure financially stranded; and, having no work to do, some of them have come to Victoria and Vancouver, and have so flooded the labor market as to cause the fear that their presence will prove detrimental to our own people, who, in consequence, may be compelled to suffer because of the additional competition that has been caused in the wage market.

It is not, on general principles, desirable that a wall of exclusion or of ultra protection should be built around the actual citizens of the Province. There are, however, in all probability, a number of the new or prospective arrivals who might not inappropriately be termed "North American Chinamen." They have no desire or intention of settling, and so soon as they shall have earned all the actual cash possible will be disposed "to fold their tents, like the Arabs, and as silently steal away." It is not to be expected that the contractors who have been entrusted with the different works because of their being

the lowest bidders and mainly on that account, the most eligible tenderers, will do other than secure their labor at the cheapest price, but it is well worth while that they and the people who pay the cost of these works should look at the prospect fairly in the face.

It is hard to point out the exact course that ought to be followed here so as to prevent a repetition of the history which the people of some of the Pacific Coast cities are now making; but there is a lesson to be learned from their experiences. They have been constructed, notably the city of Seattle, with the object of forcing themselves to the front, no matter the consequences that befell their neighbors over the way. Seattle has envied Tacoma, and Tacoma has vexed Seattle. Both are now suffering, and it is for the cities of this Province to profit by their experiences. In Eastern Canada, many years ago, the town of Hamilton, which had earned for itself the name of "The Ambitious City," became nearly bankrupt in its ill-directed efforts to expand itself at the expense of Toronto, and, although this was over a quarter of a century ago, prosperous as the place now is, there are yet manifest signs of its former misfortune. More recently—indeed, it is comparatively speaking the other day only—the city of Winnipeg boomed itself almost to destruction, and for a while its people had a very hard time. Business languished, and it did seem as if, at one period, she could not stand the pressure. She pulled through, however, and the prairie city, according to all accounts, is really in excellent shape. Vancouver had a temporary set-back, partially caused by her destruction by fire, but it must be said that she and her people are full of vim and go.

Victoria has been a place of slower growth, and everything about her gives an appearance of solidity. Her merchants, though they may not be quite as self-assertive and demonstrative as those of some cities, are, all of them, doing a safe and therefore satisfactory business; their credit stands high both at home and abroad, and the number of failures—whether at wholesale or retail—is smaller throughout British Columbia than in any other Province. Victoria may very well be boomed; she is only on the threshold of that future when her increased railway and steamship facilities shall have given her

those means of connection which so far have been denied. The direct railway lines which are now under contemplation will do very much for this important centre. Let the city be advertised as much as possible; let the world at large make no mistake as to who we are, or what we are doing; but let us avoid over-doing the thing in a manner that like the boomerang, shall rebound to our discredit and loss.

EDITORIAL NOTES.

THE New York Evening Post in a financial article says: "The refusal to furnish gold bars for export has caused a great deal of comment as a new departure in the policy of the treasury, and people are ready to argue that an apparent desire to prevent the export of gold would only increase the desire on the other side to have it. The new policy, however, is simply in accordance with that of the Bank of England, which would not furnish anything but sovereigns when \$5,000,000 went from London to this country in December."

TROUBLE is said to be brewing in the Puget Sound Steamboat Association which threatens to assume a serious aspect and interfere with the organization's traffic on the Sound. The Pacific Navigation Company has decided to withdraw from that body and it is believed several other companies contemplate following the same course. It is intimated that a rival combination may be formed.

AN unrevised statement of internal revenue of Canada for January, shows a revenue of \$535,293, compared with \$528,735 for the same month last year. The value of the goods entered for consumption in the Dominion for January last was \$8,317,877, as against \$7,416,166 for January, 1890. The duty collected was \$1,646,459, as against \$1,625,622 for January, 1890. The goods exported were \$4,294,959, or an increase of \$1,053,689 over the same period for 1890.

AS THE months of May and June draw near, speculation in wheat and corn takes on a milder tone in the great grain centres, but the general firmness in all kinds of grain for the current month finds justification in other

causes than the mere manipulations of the option dealers of the wheat pit. The government report showed report showed reserves in farmers' hands March 1st of 112,000,000 bushels of wheat and 542,000,000 bushels of corn. A year ago the wheat reserves were reported as 156,000,000 bushels. Still another factor which materially strengthened prices on wheat was the advance on flour at Leeds, owing to an actual scarcity in that market, on the pressure of which an advance equal to 84 cents per barrel was recorded in a fortnight, or 183½ cents on a bushel of wheat—more than four times the advance in American markets for the corresponding period. Opinions of shrewd observers agree that prices on wheat will be well sustained until the whole of the crop shall have gone forward.

The tax on representatives of Eastern mercantile houses doing business in Victoria has been reduced from \$50 to \$10. There is a proviso, however, that travellers to get the benefit of the reduction must upon their arrival in the city at once procure the necessary license to do business.

OF LATE years there has been great activity on the part of nations in building war vessels. At the present time, England's navy is said to be almost equal in strength to the combined navies of any two of the great naval powers. France is adding to her naval strength, but on a more moderate scale. Italy is going slow just now, because her navy is becoming a burden, but hopes to increase her naval strength materially. The German Emperor, remarks the New York Maritime Register, is ambitious to possess a formidable navy, although the money for the same does not seem to be forthcoming. And the United States are keeping steadily on in their work of building war vessels. This is most costly work, and, as in most military equipments, the longest purse can afford the largest and best material. But the style of naval vessels has changed several times within the last twenty-five years without in any case having the test of naval warfare, and in all the wonderful array of military ships, it would be hard to tell which is the best all around fighting machine. The real test in the end will have to be made by some future Farragut or Nelson.

THE CHINA TRADE.

Capt. A. Marshall, special representative of the owner of the steamships Abyssinia, Parthia and Batavia, was in Tacoma last week. Capt. Marshall confessed that his business was to effect a deal, if possible, by which the steamers might remain in the Pacific trade and run in connection with the Northern Pacific. Asked as to his idea of a proposition the part of the railroad company, Capt. Marshall replied that they would prefer to have the railroad charter the boats and have charge of the whole deal. They would charter the steamers at \$3@3.50 per ton gross register by the government form of charter. On that basis, the monthly rental of the steamers would cost the railroad about \$10,000 each. The Abyssinia has a tonnage of 3,600 tons; the Parthia, 3,200 tons; Batavia, 3,600 tons. Or they would sell the steamers outright for the following sums: Abyssinia \$43,000; Parthia, \$60,000; Batavia, \$45,000. In the aggregate the three are worth \$700,000. Capt. Marshall thought there was enough business between the coast and the Orient to justify the putting on of another line.

James B. Williams, Vice-President of the Northern Pacific was interviewed in New York city in regard to the reported negotiations for chartering the steamers Abyssinia, Parthia and Batavia for the Chinese trade. "Such a loan is an impossibility under the charter of the Northern Pacific," said Mr. Williams. "We have no more right to run steamships than to establish shoe shops. We would not embark in that trade if we could. The tea trade does not last more than two months in the year and other imports amount to little as freight. The steamers used to make a profit by bringing over a load of 1,000 or 1,500 Chinamen at probably \$50 apiece. The Chinamen cannot come now and profit in the trade is gone." Mr. Williams added that he did not think any offer or any subsidiary company of the Northern Pacific had made any negotiations that would give rise to the report referred to.

CANADA'S CATTLE TRADE.

The vast increase of the export of cattle by Canada during the year 1890, was, without doubt, the surprise of the trade for that year. "Still they come!" was the cry; and those old croakers in the cattle business who had always been prophesying the speedy failure of this supply find themselves very much out, and have had to take a back seat. Apart from men of the croaker class, there have been many of our hard-headed traders who have doubted the ability of Canada to maintain her previous year's record in the cattle exporting business, basing their calculations upon the fact that the country has been scoured within the radius of civilization to feed the demand of the British markets, and in competition in the trade with the United States, whose vast exports to this country of cattle and meat it is the ambition of the Dominion exporters to emulate.

The point I would have my readers note is this: as the stream of civilization flows out to the western ranges of the Dominion Canada, so will the fruits of that civilization return in the shape of cattle and sheep, meat, butter, cheese, and bacon, and the other products of the land of their

adoption, back to the country from whence they came—back to their dear old England. Looking at the Canadian cattle business from this standpoint, one must see at a glance that it is only in its infancy. I have seen it written in the pages of this journal that from Montreal alone 150,000 cattle will be despatched to this country this year. This looks a lot on paper, and without doubt it is a big drove; but when one comes to think of the enormous absorption by this country of cattle for quick feeding purposes, and for the supplying of meat to such a meat-eating population as the British people are, this vast number even sinks into insignificance. Should continental ports open their gates to American and Canadian cattle, the competition in the trade, and for the trade, will reach its height. This may seem to our readers a long way off yet, but it will come, I have no doubt, before the Millennium. Putting this, for the present, on one side, however, we shall see this year, and in the years to come, Canada's cattle trade with this country increase with leaps and bounds; that is, barring prohibitive legislation or disease.

I saw in some of our markets last week splendid specimens of thoroughly finished fat Canadian bullocks that had been fed in Ireland. Canada holds the monopoly now of the imported store cattle business, and in all probability she will continue to hold it. The business hitherto has proved highly satisfactory, the results this side the Atlantic proving the wisdom of those who first inaugurated the trade. This trade alone must be a source of pleasure and profit to our Canadian contemporaries, and gives them a big pull over their United States confederates. Let them (the Canadians) see well that their system of inspection is rigidly adhered to, so that no suspicion of disease shall occur in their shipments to mar or ruin the business, and Canada yet shall rule the roost in the trade in cattle with this country.—"Passe Partout" in the Meat Trades' Journal.

The memoranda of association are published of the Westminster Slate Company, limited, with a capital stock of \$100,000, with headquarters at Westminster; and of the Nelson Smelting and Mining Company, capital \$500,000.

There should be more life-saving service stations along our Pacific coast. The number of stations there now is comparatively few and the distance between many of them is too great to leave unprotected. There are several points on the coast where stations are needed. The traffic along the coast, already very large, is increasing steadily, and in view of this fact it seems strange that the Life Saving Service has not already extended the sphere of its operations. Charges have been made of the inefficiency of the Service near San Francisco. These may be exaggerated, but it would be better if they could be immediately and fully denied, which does not seem to be the case. Nothing can be done now in the way of providing for additional stations until next year, but meanwhile Superintendent Kimball ought to inquire fully into complaints and remove, as far as he may, any causes for them that may exist on the Pacific coast.—New York Maritime Register.

CUSTOMS DECISIONS.

A memorandum of decisions recently rendered by the Customs Department has been received in this city. Among those in which the people of Victoria and the province are interested are:

| | |
|-----------------------------------|--------------|
| Apricots, green..... | 20 per cent. |
| Extract of hemlock bark..... | 20 " |
| Mince meat, 11 cents per lb..... | 35 " |
| Middlings, per barrel..... | 75 cents. |
| Potted meats, per lb..... | 3 " |
| Wheat screenings, per bushel..... | 15 " |
| Carpenters' rules..... | 25 " |

It is the intention to publish the decisions every month in future, and a statement will shortly be published of all former decisions, showing rates of duty under the old and new tariffs.

BONDS ON THE MARKET.

The London Monetary Review of Feb. 21 says: Messrs. Armstrong & Co. announce that they are authorized to receive applications for an issue of £122,500 guaranteed four per cent. sterling first mortgage debenture bonds of the Shuswap & Okanagan Railway. These bonds will rank *pari passu* with those issued last year and now quoted in the Stock Exchange official list, and form a part of a total authorized issue of £255,000, the interest on which has been guaranteed by the Government of British Columbia for 25 years. The price of issue is £97 per cent., but as it includes the payment of a full six months' interest due on the 1st July next, the net price is reduced to £90. The principal is repayable in 1915 by a sinking fund, by purchase in the open market, or by drawings, at £105 per bond. The interest on the bonds is unconditionally guaranteed by the Government of British Columbia for the full term of the bonds, i. e., twenty-five years (each coupon bearing the signature of the Minister of Finance), and the line has been leased for twenty-five years to the Canadian Pacific Railway, they having undertaken to pay the company 40 per cent. of the gross receipts without any deduction whatever.

TRANSFER OF THE SOUTHERN.

The Southern Railway was formally transferred to the Great Northern on the 19th inst. In conversation with Mr. Donovan, chief engineer of the Southern, the New Westminster Ledger learned that a strong effort was being made to have regular trains running over the line to Liverpool by April 1. Mr. Donovan states that the Great Northern Company has now under consideration the matter as to whether a ferry or a bridge shall be used to transport the trains across the river. In any case, a temporary ferry boat will be necessary, but this, Mr. Donovan says, will be easily procurable when word has been finally received as to the decision of the main question at headquarters at St. Paul. The chief engineer believes that the Southern will shortly be one of the finest bits of railway on the whole Pacific, and so much progress has already been made in perfecting the roadbed, that he promises to take a party from Liverpool to Fairhaven, a distance of 47 miles, in 60 minutes, on April 1.

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of February, 1891:

| ARTICLES. | QUAN. | VALUE. | DUTY. |
|--|--------|--------|----------|
| Acids, except oxalic | | \$ 60 | \$ 12 00 |
| Agricultural implements | | 910 | 262 55 |
| Ale, beer & port'rgls | 2,271 | 918 | 266 78 |
| Animals | | 8,338 | 2,530 60 |
| Books, pamph's, etc. | | 1,278 | 267 97 |
| Brass & manuf's of.. | | 560 | 156 30 |
| Breadstuffs, etc, viz | | | |
| Grain, of all kinds | | | |
| bush | 7,608 | 4,919 | 1,130 64 |
| Flour, blbls..... | 2,175 | 8,143 | 1,637 05 |
| Meal, "..... | 293 | 889 | 149 70 |
| Rice and all other breadstuffs | | 3,581 | 1,425 80 |
| Candles, lbs..... | 13,647 | 1,301 | 329 90 |
| Chicory, lbs..... | 3,808 | 135 | 152 32 |
| Coal and coke, tons | 289.8 | 1,850 | 166 85 |
| Coffee, from U.S. lbs | 13,508 | 2,756 | 290 15 |
| Copper and m's of | | 1,417 | 213 90 |
| Cordage all kinds lbs | | 282 | 172 67 |
| Cotton, manuf's of | | 5,418 | 1,667 14 |
| Drugs & medicines | | 18,018 | 7,433 57 |
| Earthen, stone and Chinaware | | 1,896 | 657 25 |
| Fancy goods | | 838 | 272 50 |
| Fish | | 1,558 | 341 45 |
| Fruits, dried | | 570 | 182 24 |
| Green | | 2,184 | 311 50 |
| Furs | | 55 | 13 75 |
| Glass, glassware | | 2,176 | 568 35 |
| Gunpowder | | 782 | 136 25 |
| Hats, caps, etc | | 876 | 262 80 |
| Iron and steel m's of | | 25,175 | 7,551 12 |
| Jewelry & watches and m's of gold and silver | | 215 | 44 20 |
| Lead and manuf's of | | 506 | 124 50 |
| Leather and m's of | | 2,337 | 568 05 |
| Marble and stone and manuf's of.. | | 641 | 190 88 |
| Malt | | 861 | 136 35 |
| Metals, composite and m's of.. | | 729 | 212 90 |
| Musical instruments | | 592 | 360 75 |
| Oils, coal and kerosene, gals | 24,675 | 6,535 | 1,776 60 |
| All other oils | 5,636 | 3,382 | 755 57 |
| Paints and colors | | 494 | 144 50 |
| Paper and m's of.. | | 1,989 | 805 82 |
| Perfumery | | 144 | 43 20 |
| Provisions | | | |
| Bacon & hams, etc | | 4,771 | 1,292 84 |

BRITISH SHIPBUILDING.

It is mentioned that British shipbuilding has not been so busy in some portions of the United Kingdom as it was last year, and that the decrease of production at some points has been very considerable. The following table gives the production and the increase or decrease as compared with 1890:—

| | Total tons. | Increase | Decrease. |
|--------------|-------------|----------|-----------|
| Clyde..... | 349,995 | 14,794 | |
| Tyne..... | 235,567 | | 46,143 |
| Wear..... | 197,482 | | 19,854 |
| Tees..... | 127,741 | 17,305 | |
| Hartlepool | 90,847 | 13,972 | |
| Belfast..... | 65,783 | | 16,220 |
| Mersey..... | 30,577 | | 5,198 |
| Barrow..... | 24,656 | | 2,182 |
| Pundee..... | 24,494 | 6,183 | |
| Thames..... | 17,000 | 9,000 | |

It will be seen that the Clyde, so long prominent in the production of iron and steel tonnage, not only holds its pre-eminence among shipbuilding stations but increased its output of tonnage during the year. It may be interesting to note the production during the series of nine years past, showing the remarkable fluctuations that have taken place in shipbuilding in that period. Following are the figures:—

| Tonnage. | Tonnage. |
|--------------------|--------------------|
| 1881.....1,000,000 | 1886.....473,400 |
| 1882.....1,200,000 | 1887.....578,000 |
| 1883.....1,250,000 | 1888.....903,687 |
| 1884.....750,000 | 1889.....1,300,933 |
| 1885.....540,000 | 1890.....1,571,110 |

It will be observed that the tonnage

ARTICLES.

| ARTICLES. | QUAN. | VALUE. | DUTY. |
|---|--------|-----------|-------------|
| Salt, not from Great Britain or British possessions, or for fisheries, lbs..... | 21,000 | 89 | 31 50 |
| Seeds..... | | 379 | 39 15 |
| Silk, manuf's of..... | | 2,006 | 600 65 |
| Soap of all kinds..... | | 267 | 105 03 |
| Spices of all kinds.. | | 479 | 102 95 |
| Starch, lbs..... | 892 | 31 | 16 04 |
| Spirits, | | | |
| Of all kinds, gals.. | 4,317 | 6,192 | 8,705 30 |
| Wine, other than Sparkling, gals.. | 2,453 | 1,722 | 1,722 67 |
| Winespr'kling doz | 101 | 969 | 479 95 |
| Sugar above No 1 lbs | 10,510 | 583 | 387 79 |
| Notab'vo No 1 lbs | 753 | 20 | 13 50 |
| Sugar, syrups, cane juice, etc., lbs..... | 13,752 | 488 | 283 92 |
| Tea, from U. S. lbs | 400 | 111 | 11 40 |
| Tobacco and cigars. | 4,314 | 1,837 | 1,989 62 |
| Wood and m's of. | | 2,993 | 871 50 |
| Woolen m'n's | | 7,321 | 2,148 20 |
| All other dutiable articles..... | | 42,284 | 10,814 01 |
| Total dutiable goods..... | | \$188,657 | \$62,996 95 |
| Free goods, all other..... | | 46,402 | |
| Grand total..... | | \$235,059 | \$62,996 95 |

EXPORTS

From the port of Victoria, for the month of February, 1891:

| MINERALS. | QUANTITY. | VALUE. |
|--|-----------|----------|
| Gold dust, nuggets, etc..... | | \$13,126 |
| FISHERIES. | | |
| Fish of all descriptions..... | | 65,536 |
| ANIMALS AND THEIR PRODUCE. | | |
| Miscellaneous..... | | 12,950 |
| MANUFACTURES. | | |
| Wood, m's all kinds..... | | 51 |
| Other manuf's..... | | 432 |
| Miscellaneous..... | | 388 |
| Total..... | | \$92,492 |
| Goods, not the product of Canada, for the month of February, 1891: | | |
| QUANTITY. | VALUE. | |
| Agricultural products..... | \$ | 100 |
| Cottons, etc..... | | 5 |
| Iron..... | | 5 |
| Sewing machines | | 488 |
| Wood manuf's all kinds.... | | 479 |
| Other manufactures..... | | 1,779 |
| Total..... | \$ | 2,901 |
| Total exports of all kinds | | 95,393 |

placed in the water in 1890 falls but a trifle short of the previous year, which was the largest in the history of British shipbuilding. The output of last year is in another respect remarkable. While almost exclusively of iron and steel, and in very large measure made up of steam vessels, the production of the year considerably exceeded the total registered tonnage of Canada, the latter being mainly built of wood.

It is to be observed that the outlook for the current year in shipbuilding in the United Kingdom is not so good as during the past two years owing to the depression in freights. But nearly 1,000,000 tons of shipping are on the stocks, mainly to be completed during the year. It is truly remarkable that in a comparatively dull year there should be almost as much iron tonnage building in England as all that Canada owns of wooden ships. Our respective populations are about in the proportion of one to seven.

Hughitt & McIntyre's new mill is situated at Genoa, on Cowichan Bay, B. C. The mill is about completed and will be running in a few days. The capacity will be 125,000 feet per day. There are six million feet of logs in river and boom, and the company have just completed contracts for the putting in of 16,000,000 feet of logs at Cowichan Lake for the coming season.

INLAND REVENUE AND CUSTOMS.

INLAND REVENUE RETURNS

For the month of February, 1891:
Vancouver Division—Comprising the Mainland of B. C.:

| | WAREHOUSED. | EX-WAREHOUSED. |
|-------------|------------------|------------------|
| Tobacco.. | 1,050 lbs | 1,050 lbs |
| Malt..... | 31,974 " | 31,974 " |
| Spirits.... | 3,417.98 P. gals | 1,720.66 P. gals |

Victoria Division—Comprising all of Vancouver Island:

| | WAREHOUSED. | EX-WAREHOUSED. |
|-------------|------------------|------------------|
| Tobacco .. | 7,786 lbs | 8,374 lbs |
| Cigars | 30,250 " | |
| Malt..... | 53,917 " | 53,917 lbs |
| Spirits.... | 4,066.62 P. gals | 2,900.83 P. gals |

Cigars manufactured..... 135,700
Cigars warehoused..... 90,250

Paid duty ex-factory..... 105,450
Raw leaf tobacco, imported, lbs..... 3,539
Malt, manufactured in Victoria, lbs..... 9,126
Malt, imported from San Francisco, lbs. 53,974
Malt, from Toronto, duty paid, lbs. 40,000

Total, lbs..... 103,100
Imported petroleum, cans..... 5,922
Exported for H. M. Navy, beer gals..... 1,500
Beer manufactured, gals..... 22,086

NEW INDUSTRIAL COMPANIES.

Among the memoranda of association in the B. C. Gazette are that of the Pacific Traders and Navigation Company, of Vancouver, with a capital stock of \$20,000, and the Nelson City Land and Improvement Co., the incorporators being Messrs. W. P. Sayward, C. T. Dupont, Joshua Davies, Edward Crow Baker and Edward Mahon. The memorandum of the Victoria Canning Company of British Columbia is also published. The trustees are Messrs. R. P. Rithet, James A. Laidlaw, Thomas E. Ladner, Henry E. Harlock, Francis Page, John Irving and Mouritz Strouss. Their object is to acquire and take over the several fishing stations and canneries, and the business thereof respectively, known as follows, viz: The Laidlaw & Company, Fraser River, Dominion brand; The Delta Canning Company, Fraser River, Maple Leaf brand; The Harlock Packing Company, Fraser River, H. P. Brand; The Wellington Packing Company, Fraser River, Wellington brand; The Standard Packing Company, Skeena river, Standard brand; The Cascade Packing Company, Naas River, Cascade brand; the land, wharves, buildings, etc., etc.

MINE LIGHTING.

As an outcome of the recent mine disasters in western Pennsylvania, one of which was about the most terrible happening of the kind on record, a good deal of discussion is taking place with regard to the proper method of lighting mines. The latest scheme is electric illuminating, and it is likely that a bill will be presented to the present Pennsylvania State Legislature providing for the use of incandescent lamps in all mines. Several Pittsburg gentlemen, well qualified to speak, are firmly of the belief that electrical illumination offers the only satisfactory solution of the difficulties at present existing.—The Mining and Scientific Review.

The Revelstoke Lumber Company is busily engaged in enlarging its mills for the reception of new machinery expected in a few weeks.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, March 21.
VICTORIA.

The beautiful weather of the past few days has had a cheering effect, and trade in all lines appears to be good. Merchants are all hopeful, the indications being most favorable for a large increase in the volume of trade.

FINANCIAL.

There is an active demand for money for ordinary commercial purposes, consequent upon the spring business opening up, and in addition there has been a fair demand for loans on real estate, as the building operations for the season are developing. The money market is quoted as follows: Commercial loans, gilt edge, 5 per cent. per annum, commercial loans, medium, 10 to 12; New York sight draft, 15; New York telegraphic, 25; London Bankers', 60 days, \$4.86; London Merchants', \$4.81; London Sight Bankers', \$4.89; London Sight Merchants' \$4.86; Cable, \$4.90.

DRY GOODS.

Great improvement in this trade is noted on account of the favorable weather. Local trade is unusually good. Buyers are beginning to come in, and country orders are equal to expectations. Summer goods are in demand, and everything looks more favorable this week than last. The market is steady, and no changes worth noting. Collections are a little slow, but dealers hope to make satisfactory remittances shortly.

GROCERIES AND PROVISIONS.

The spring business has opened up, and a general increase is reported from all provincial points. The northern and shipping trades are both brisk. We quote the following prices, subject to cash discounts: Granulated sugar, 7½@7½c; yellow, 6½@6½c; kegs in each case ½ higher. Meats—Hams, 15c; breakfast bacon, 15c; short roll, 13½c; long roll, 13c; clear side, smoked, 12½c; dry salt side, 11½c; mess pork, \$24 per bbl; lard (50-lb tins as basis), 11c; smaller sizes, ½ higher in each case. Canned goods are firm, and in some lines are advancing, especially peaches. Canned vegetables are also firm, corn having gone up from \$1.50 to \$1.70. Tomatoes have advanced, and are still rising. In other lines there is no material change. American canned goods have advanced from 10 to 20 per cent in all lines. As the season for dried fruits is about over, they are held firm at old prices. Green fruits are now coming in and quoted as follows: Oranges—Los Angeles, \$2.75@3.00; Riverside, \$1.75@4.00; Navals, \$1.25@6.50. Apples are high and scarce, being held at from \$1.75@2.00. Lemons—California, \$5.50; Sicily, choice, \$7.50. There is a brisk demand for Canadian creamery butter, but the supply is limited, which has caused large importations of California roll butter. There is plenty of grade creamery in stock, but the demand is reported light.

FLOUR AND FEED.

Flour remains about the same, since the advance noted last week, and the market does not show any signs of further advance at present. Oats are firm, with a tendency to rise. Wheat is steady. Chop

and other mill feeds remain the same. Potatoes are weakening and chances of lower prices within the next week or two. Imports of American flour have fallen off during the past week and are expected to be rather light in the future. Manitoba grades declined 10c early in the week, but have since recovered, and are now 5c higher. Merchants are reported to be well stocked in flour. The Victoria Mills are getting a stronger hold on the market, and notwithstanding the advance in outside brands, Victorias have remained at the old price, which is giving our flour a considerable advantage over imported brands. Quotations are: Victoria Mills Delta Brand, \$5; Portland Roller, \$5.40; Snowflake, \$5.40; C & C, \$5.25; Manitoba Hungarian, \$6.10; Manitoba Strong Bakers, \$6.10; Oregon Super-fine, \$4.50; wheat, \$31 per ton, oats, \$35; barley, \$33; corn, \$10, chop feed, \$35; bran, \$21, shorts, \$28, potatoes, \$25.

RICE.

Rice, in the primary market, has advanced. Japanese are holding their new crop and stocks are being sent from Siam and Burmah to supply the local Japanese demand, which has caused the late advance in prices. They all claim a short crop in the primary markets, and prices are going to remain firm. Wholesale quotations are as follows: Japan, \$90 per ton; best China, \$100 per ton; No. 1 China, \$70 per ton.

DRUGS.

Business is reported steady. There has been no fluctuations but we note that camphor is going to be scarce; the demand is likely to be greater than the supply. Stocks in refiners' hands cannot be large, and any unusual demand would necessarily advance values. The weather has been so severe in Europe that the orange and lemon crop has been reported nearly half destroyed. Oil of lemon and oil of orange are going to be short and high.

LUMBER.

The local demand is good. More buildings will be built in the business portion of the city this year than last, while a large number of residences are also expected to be erected. Quotations: Rough, \$12; dressed, \$20; double dressed, \$22.50; laths, \$2.50; shingles, \$2.50.

VANCOUVER.

The inclement state of the weather has had a depressing effect on business during the past week, but, everything considered, the week may be said to have been fairly good. The prospects for business are better than at any time for years, and Vancouver is now on a good foundation. There is a noticeable scarcity of money, but the purchasing power of the people is not really contracted to any great extent. The sugar refinery is now running in full blast, and gives employment to a great number of men, and retains in the Province a large amount of money that has hitherto found its way east.

DRY GOODS.

Spring goods are being delivered now, and merchants anticipate a large trade the coming season. Collections have been somewhat slow, but little uneasiness is felt on that account. The trade can now be said to be on a solid financial basis.

SUGAR.

Sugars are firm, with a tendency to rise. The B. C. Refinery quotes: Granulated, 7½c; Yellow, 9½c. Shipments from eastern refineries have almost stopped west of Winnipeg. The B. C. Refinery can now compete on equal terms at Winnipeg with the Montreal refineries, and, as a consequence, has already shipped six carloads to Winnipeg and one to Medicine Hat. The American duties are off after April 1, and San Francisco refineries are sending in sugars at a very low figure, which has resulted in the present weak prices.

CANNED GOODS.

Stocks are light and prices strong, which has a tendency to check consumption.

TEAS.

The stocks of low grade black tea are reported so thoroughly cleaned up in China, that prices are certain to remain high until tea stocks accumulate again in the large centres. There has been quite a shrinkage in the export China tea trade for some time past, and the demand for low grade black tea has now reached the point when it exceeds the supply. About the first of the year the price rose from 75 to 100 per cent. We quote: Low grade black teas, 18@19c and firm.

PROVISIONS.

The provision market has not changed anything to speak of for some time, and business is steady. Creamery stocks are short and California butter will be brought in to supply the demand. Eastern dairy fairly plentiful, but not of high quality. There has been an advance of about two cents lately. We quote: Creamery, 20c; best eastern dairy, 23c; medium, 15c. Cheese is stiffening a little, quotations being 12½@13c. The old stock of eggs is being closed out at from 10@15c. Some fresh eggs have reached the market and find quick sale at from 27@28c. Meats are steady. Hams, 13½c; breakfast bacon, 12½c; short rolls, 10½c; long rolls, 11½c; pork in barrels, \$22; smoked long clear side, 11½c; dry salt, 10½c. Lard is held firm; in tubs, 11½c; in pails, 12c; tins, 12½c. Flour has advanced in price, and it is believed that it will rise 20c per barrel more, on account of the advance in the price of wheat. Dealers are holding heavy stocks, which were mostly purchased before the rise. Quotations are: Manitoba Patents, \$6@6.25; Manitoba Bakers' \$5.50@5.75; Oregon flour, \$5@5.50; chop feed, \$33@35 per ton; oats, 35c per bushel; wheat chicken feed, 30@35c per bushel; bran, \$22.50 per ton; shorts, \$25 per ton.

LEATHER.

The Vancouver Tannery is supplying considerable quantities of buckskin and wax and grain calf to Ontario and Quebec dealers. An Act of the British Columbia Legislature prohibits the export of raw deerskin from the Province, consequently they have to be tanned before they can be shipped east; and orders have been placed for all that can be supplied. The supply of hides is about 1,000 per month from the city and surrounding country. The light hides are tanned here but heavy ones are shipped to San Francisco.

Quotations are as follows: Buckskin, \$1@1.25 per lb; harness leather, 25@33c per lb; calf, 60@75c per lb; grain calf, \$15@18 per doz; kip, 40@50c per lb; bridle leather, \$1@6 a side; lace leather, 65c per lb.

LUMBER.

The lumber market is quiet. There is a continued scarcity of tonnage, which is caused by the strong tendency of grain freights and the weakness of the Australian market. The bark Formosa has nearly completed her cargo at the Hastings Mill, for Valparaiso. The Moodyville saw mill started running last week to supply the American barkentine Catherine Sudden with cargo for Tientsin, China.

There is little to speak of doing in Eastern shipping, which does not develop until the spring opens up in Manitoba and the Territories. The demand in the eastern market, this coming season, is expected to be greater than ever before, as it has increased yearly. In the local trade it is reported that more bills are offering than ever before at this time of the year. Finer residences are going to be built this season and a better class of business blocks erected. Competition is very keen for the trade and prices are low. We quote; rough, \$10; dressed, \$17.50@30; shingles, \$2; laths \$2.

BRADSTREET'S FINANCIAL REPORT.

NEW YORK, March 20.—Bradstreet's says speculation has been extremely dull and prices have generally tended lower during the past week under the influence of gold shipments and continual signs of financial uneasiness abroad. It is true that fears of the collapse of a large London firm, whose entanglements in South American railroad contracts made it a very disturbing element in the London market, has been averted, and at the same time the financial crisis in Buenos Ayres seems to be passing over, and the premium on gold there has fallen, but it is evident that London is not yet in a condition to take any interest in our security market, unless it is for temporary speculative turns, encouragement for which must come from this side of the ocean.

Unfortunately, immediate influences here are not calculated to encourage speculative improvement. The action of the treasury in placing restrictions upon the facility with which gold can be taken from the treasury for shipment abroad is no doubt a salutary exercise of the powers conferred on it, at the last session of congress. In charging a premium for gold bars, finally in deciding to redeem legal tenders or gold certificates only in coin, our government only conforms its practice to that of the Bank of England and continental state banks.

The strong demand for and large sales of Australian wool have been the principal features of the wool markets during the week. Fine territorial and Texas wools are the most active of domestic grades. Other wools are comparatively quiet, but values remain unchanged. Australian wools have taken the place of Ohio fleeces to some extent, and sales which have been made of the latter are small and have shown a gradual decrease for several weeks. Quarter and three-eighths blood wools are in strong request and very firm. The supply is very small, and the quantity which has changed hands during the week has been large, considering the size and quality of stocks. Pulled wools are moving well, and few choice lots can be found in any of the leading markets. Carpet wools are in fair demand, and quotations are firm and unchanged.

BUSINESS CHANGES.

D. C. Coverlay has opened a grocery at Mount Pleasant, Vancouver.

Weeks & Ford, grocers, Vancouver, have dissolved. Geo. W. Weeks continues.

Mr. Cartwright, of Vancouver, has bought the Lansdowne Hotel at Lansdowne.

E. H. Cole, grocer, Vancouver, has sold out to Andrew J. Whitenack, from Portland.

The Dominion Hotel, Kamloops, is advertised for sale by Mrs. P. Neison, the owner.

Howell & Logg are opening a tailoring establishment in the Driard block. Both practical men.

Schneider & McDonald, Lansdowne, have dissolved partnership, Schneider continuing the business.

John Tiernay intends opening a grocery store at the corner of Howe and Pender streets, Vancouver.

Chas Herd, late of Beggs & Herd, New Westminster, intends going into the tailoring business in Victoria.

Adderton & Smith, bakers, Nanaimo, have dissolved partnership. The business will be continued by Smith & Hague.

Chas. W. Minor has taken over the interest of W. H. Pennock in the jewellery firm of Pennock & Kingham, Victoria.

W. E. Cook, late with Lenz & Leiser, intends opening out in dry goods and gent's furnishings about May 15th in Victoria.

Alex. P. Joyce, real estate agent, Victoria, has admitted J. T. L. Meyer, late of Calgary, as partner, under the firm name of Joyce & Meyer.

S. E. McIntosh and J. W. Endean have bought out the Rock Bay Coal, Wood and Lumber Yard, Victoria, from Richardson & Heathorn.

Richard P. Sharp and Samuel Maclure, New Westminster, have entered into partnership as architects, under the firm name of Sharp & Maclure.

McMillan & Son, Vancouver, have sold their grocery business to Brown Bros. Messrs. S. H. and Alex. Brown come from Prince Edward Island.

The firm of W. L. Davis & Co., grocers, has changed. Edward Burrows sold out his third interest, and Frank Fillion has been admitted as full partner.

Prout & Insley, proprietors of the Leland House, Vancouver, have dissolved. Chas. Edwards, formerly of Melbourne, Australia, has bought Mr. Prout's interest.

H. C. Macaulay retires from business as proprietor of the Victoria Coal, Wood and Lumber Yard; the Victoria Lumber and Manufacturing Co. (L'td) succeeding.

D. Lyal & Co., New Westminster, have bought out Zed. S. Hall, bookseller and stationer, of same place. They intend opening a wholesale stationery warehouse.

The partnership between James Rosseau and H. B. Dewsbury, under the firm name of Rosseau & Co., boots and shoes, New Westminster, has been dissolved. James Rosseau continues.

William J. and Thomas B. Whitley, formerly of Emerson, Manitoba, have bought the grocery business of Major Wilkins, Vancouver, and will continue it under the firm name of Whitley Bros.

BACK AGAIN.

Mr. Robt. Ward, president of the British Columbia Board of Trade, returned from England, on Saturday last, after six months absence from this city, and on reaching town remarked that he had been wonderfully well pleased with the marked signs of progress and prosperity which characterized Victoria. He returned by the Inman SS. City of New York and Northern Pacific Railway, making the journey, exclusive of a day and a half's stay in New York, in the rapid time of twelve and a half days. He observed that, except for the attention which the late Dominion elections had aroused, but little interest was taken in matters Canadian, and he thought the opportunity a grand one for making known to the people at home the resources and development of this magnificent colony. He spoke of the comparative lack of business confidence which prevailed in the mother country, caused by late financial and commercial complications, on which account it was by no means as easy to negotiate loans as had been supposed. He thought it was a great mistake to attempt to sell five per cent. loans of Victoria, or any other Colonial city, upon the London market. There was not such a plethora of money as would induce capitalists to readily let out their money at such a rate. It would be far more economical to place them at 4½ as relatively a much higher price for the debentures could be obtained. The city of Montreal had signally failed with its million dollar issue of 3½ percents. They had altogether gone a begging, the very best offer having been 79. At present that loan had not been placed. Referring to the salmon trade, he had found that the large consignments of Alaska fish of indifferent quality had tended to keep down the price of the better grades of British Columbia goods. This showed that the canners ought to be afforded every facility for putting up their goods as economically as possible. The outlook might be regarded as fairly good, although there was the same lack of speculative feeling in this line as in most other branches.

A WEAK POINT IN STOREKEEPING.

Upon the readers of the Monetary Times has frequently been urged the importance of the care and intelligence necessary to a proper reckoning of the profits of a business. We fear that in too many instances it is a feature of a storekeeper's bookkeeping about which a great deal of ignorance, or culpable neglect is shown. Instances of almost weekly occurrence may be had from the columns of this journal which indicate that there are traders who have never known what it meant to take stock, and even where this had been done the system pursued was so crude that the most vital elements in the calculation were never included.—Monetary Times.

Another month will see all the rock work finished up on the Columbia and Kootenay. Grading will be recommenced as soon as the frost is out of the ground. The weather has just been cold enough to require vigorous exercise to keep warm, hence the rapid progress reported by Mr. McCammon, who has charge of the work.—Nelson Miner.

FAILURES AND THEIR CAUSES.

Bradstreet's carefully compiled account of business failures for 1890 as compared with 1888 and 1889 does not sustain the general impression that times have been growing harder, and the epitome furnished by that journal, as to the causes of those failures, must wholly remove the impression that as a rule they were due to or at all connected with faulty governmental policies, suggests the Seattle Post-Intelligencer.

The record in question covers both Canada and the United States, and shows that in these countries, apart from establishments too insignificant to be catalogued, there is one commercial or industrial concern for each seventy of population. The total of these establishments catalogued for 1890 numbered 1,063,000. Of these 12,299 failed. This gave a ratio of 115 in 10,000, against 127 in 1889 and 118 in 1888.

Of these 12,299 failures there were 10,673, or about 91.3 per cent. with liabilities ranging from twenty thousand down to a few hundred dollars each. The most interesting part of the review, and the most significant, is that in which Bradstreet's classifies these smaller failures as to their causes, as follows:

| CAUSE. | NO. | LIABILITIES. |
|---------------------------------|--------|---------------|
| Incompetence..... | 2,005 | \$ 21,545,326 |
| Lack of experience..... | 611 | 3,562,065 |
| Lack of capital..... | 4,052 | 45,809,192 |
| Unwise granting of credits..... | 502 | 7,204,055 |
| Failures of others..... | 257 | 20,790,648 |
| Personal extravagance..... | 242 | 2,626,381 |
| Neglect of business..... | 300 | 2,111,592 |
| Competition..... | 246 | 2,194,554 |
| Disaster..... | 1,358 | 42,650,814 |
| Speculation..... | 601 | 19,616,481 |
| Fraud..... | 416 | 6,612,069 |
| Total | 10,673 | \$175,032,831 |

From which it will be observed that inadequacy of capital was responsible for about 40 per cent. of these failures. And including these the table shows that fully 80 per cent. of the failures were due to causes that were purely personal; incapacity, inexperience, lack of capital, poor judgment in giving credit, neglect of business and personal extravagance. Only 862 of the 10,673—competition 246, and speculation 601 or about 8 per cent. in the number, and about 12 per cent. in the amount of liabilities, are even constructively or in part attributable to other than faults of the individuals, firms or corporations concerned, or at all to governmental policies.

Under any economic system men are liable to embark in lines of business concerning which they have no knowledge, or for which they have had no proper training, or to "bore with too large an augur," or be injudicious and lavish in swelling their sales by indiscriminate credits, but above all to maintain a style and scale of expenditure in their mode of living which their business will not justify. As a rule, with very rare exceptions, this report in Bradstreet's shows that the failures of 1890 were due to one or another of these causes, for which the parties affected were solely responsible.

Which proves on irrefragable testimony, no less than the firms numbering nearly a million that maintained their business and credit, that in these countries business has only to be conducted on sound principles, by those who are competent fairly experienced, and who trade and live within their means, and in the matter of credits display good judgment and a fair amount

of caution, to be profitable and successful. In other words, that business by business men on business principles will pay.

THE GROWTH OF CITIES.

One of the most noticeable features of modern development is the rapid growth of cities, sometimes at the expense of the rural districts, which are being absorbed by the great centres of population. Nor is this the case in newly settled countries alone for the tendency to concentration in the cities appears to be general throughout the world, and in some of the oldest and most settled countries the process seems to be going on with the greatest rapidity. The recent census in the United States showed this in a marked degree; but the German census shows that the growth of the large cities in that country during the last five years has been much greater than the growth of the large cities on this continent. In the nine cities of Berlin, Hambur, Leipsic, Munich, Breslaw, Cologne, Dresden, Madgeburg and Frankfort-on-the-Main, the population has risen from 3,132,755 in 1885 to 4,241,179, an increase in five years of over 35 per cent. This growth has, in some cases, been almost phenomenal, the old town of Leipsic, for instance, having increased from 170,076 to 353,372, or 108 per cent., and Hamburg, Cologne and Madgeburg having each increased 75 per cent., while Berlin has increased 20 per cent. to 1,574,435, and has now a larger population than New York. In the United States there are only four cities which have increased as much as 120,000 in the last ten years, but in Germany there are four cities which have greatly exceeded that, viz., Cologne, 121,271; Leipsic, 183,295; Berlin, 259,188; and Hamburg, 304,766. The growth of some of the smaller cities is very noticeable. This crowding into cities is going on everywhere, and the censuses to be taken this year in Canada, Great Britain and even in India, will show some very remarkable increases in the population of the large cities.

FISHING OPERATIONS BEGIN.

Fishing licenses are now being issued to fishermen, exporters and dealers at \$20 each. Mr. Max Mowat has been appointed temporarily to fill the place of Inspector of Fisheries, but has not yet decided as to whether he will accept the position as a permanency. Certainly no one is better qualified in the city to do so than Mr. Mowat, whose popularity also is great. Fishing on the river has already begun, and it is expected no difficulty will be experienced in filling the heaviest orders.—Ledger.

PURCHASING ALASKA.

Some few weeks ago a statement was credited to the Territorial Delegate from Alaska to Congress, to the effect that he was authorized to offer to purchase Alaska from the United States for the sum of \$20,000,000, and remarked that, if Alaska was to be sold, Canada ought to be the purchaser, as it would "round off" the Dominion and be a very satisfactory way of settling the Behring Sea difficulty. The suggestion has been not unfavorably received by some of the American papers, amongst them the

Tribune, of Davenport, Iowa, which says: "The idea is not so absurd as some might be led to think at first sight. Suppose the United States should sell Alaska to Canada for several million dollars more than we paid for it, and afterwards Canada should desire annexation to the United States, this Government would be ahead in the transaction. When Behring Sea difficulty is being settled, if Canada should make a reasonable offer for Alaska the United States should accept it. As that territory is now managed it is a continual expense to the United States. The little island of Cuba would be more valuable to our country than Alaska, and the money we would receive from Canada for this barren territory could be applied on the purchase of Cuba, provided, of course, Canada wanted Alaska and Spain would sell Cuba."

ANTIQUITY OF DRUMMERS.

"The commercial traveler," writes an American who visited England more than half a century ago, "is generally a young and very shrewd individual, possessing a great suavity of manner, and a remarkable ability to suit himself readily to all the varied moods of his various customers. Furnished by his principals with choice samples of their goods, he steps into his chaise, or the stage, and with a light heart commences his circuit. At each town upon his route he carries at the principal inn, where he is sure to find a hearty welcome. After thus ensconcing himself in comfortable quarters, he arranges his samples, and if it be forenoon puts them under his arm and issues forth to visit the storekeepers. Wherever he goes he is met with cordiality. Like all travellers he is full of anecdote, and has at his command the rarest news of the time. None are more glad to see him than the shopkeepers' wives and daughters. To these he imparts the most recent scandal and the latest fashions, affording them subjects for gossip until his next visit to the town. To the tradesman he lauds his samples with all the eloquence and ingenuity of which he is capable, and and seldom leaves without making considerable bargains."

SPECIAL TAX REPEALED.

By the provisions of the McKinley bill the special government tax on the stock of dealers in tobacco and cigars is no longer to be collected after May 1. Internal Revenue Commissioner Mason has forwarded to his representatives in this city a circular stating that by the provisions of sections 26 of the McKinley bill the special tax is repealed. There is a proviso, however, by which every "dealer in leaf tobacco, retail dealer in leaf tobacco, manufacturer of cigars and peddler of tobacco" is required to register his name, place of business and trade; provided that cigar and manufactured tobacco dealers are not required to register.—S. F. Herald of Trade and Grocer.

Richardson & Heathorn have secured the contract from the City of Victoria to supply 200 tons 4-inch cast iron piping for the water works. This piping will be supplied from the Canada Pipe Works, Hamilton, for which Richardson & Heathorn are the agents.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13,

To take effect at 8.00 a.m. on Saturday, Oct. 11th, 1890. Trains run on Pacific Standard Time.

| GOING SOUTH READ UP | | STATIONS | | GOING NORTH READ DOWN. | |
|-----------------------------|--|----------|-----------------|-----------------------------|--|
| No. 1 Passenger Daily | No. 3 Passenger Saturdays Mondays | VICTORIA | RUSSELL VIC. W. | No. 2 Passenger Daily | No. 4 Passenger Saturdays Mondays |
| Ar 12.24 | Ar 5.53 | 1 | 1 | De 8.00 A.M. | De 2.30 P.M. |
| " 12.20 | " 5.44 | 4 | 4 | " 8.14 | " 2.44 |
| " 11.45 | " 5.19 | 11 | 11 | " 8.39 | " 3.09 |
| " 10.50 | " 4.24 | 28 | 28 | " 9.31 | " 4.01 |
| " 10.40 | " 4.14 | 31 | 31 | " 9.44 | " 4.14 |
| " 10.27 | " 3.50 | 37 | 37 | " 10.07 | " 4.30 |
| " 10.17 | " 3.49 | 38 | 38 | " 10.12 | " 4.44 |
| " 10.12 | " 3.44 | 39 | 39 | " 10.22 | " 4.54 |
| " 10.02 | " 3.34 | 43 | 43 | " 10.48 | " 5.16 |
| " 9.36 | " 3.12 | 52 | 52 | Ar 11.50 | " 6.14 |
| De 8.25 | " 2.14 | 73 | 73 | Ar 12.14 P.M. | Ar 6.20 |
| De 8.10 A.M. | 50 P.M. | 78 | 78 | | |

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 ordinary 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, President.
H. K. PRIOR, Gen. Freight and Passenger Agent.
JOSEPH HUNTER, Gen'l Supt.

The Union Steamship Co.

Of British Columbia, (Ltd.)

OFFICE:

Company's Wharf, Carrall St.,
VANCOUVER, B. C.

OWNERS AND AGENTS FOR

S. S. Cutch, S. S. Senator,
S. S. Mystery, S. S. Dreadnaught,
S. S. Skidegate, S. S. 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 except Saturdays. Returning from Nanaimo daily at 7 a. m., except Sundays.

Passengers and cargo booked to and from Vancouver and all stations on the Esquimalt and Nanaimo Railway, Comox and all points on Vancouver Island.

All kinds of Passenger Excursion, Towing 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 14:30 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 14:30 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 Chilliwack 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 inducements 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.

G. A. CARLETON, General Agent.
JOHN IRVING, Manager.

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.

x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x

VICTORIA

Lumber & Manufacturing

Company.

PROPRIETORS OF THE

**CHEMAINUS
SAW MILL.**

E. J. PALMER, Manager.

x + x + x + x + x + x + x + x + x + x

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.