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will be placed upon pillars, and extend the full length of the room. A cottage window, modelled after one in J. C. Flood's house, in San Francisco, is also in process of manufacture, and will, when completed, be the only one of the kind in Canada. In the manufacture of this work expert mechanics are engaged.

There can be no profit in any transaction until not only the cost of merchandise, but all the charges in connection with the purchase and transportation and selling and proceeds have been taken into account as well as the interest on capital invested and

the salaries of the principals engaged in the management of the business. If the sum realized from the sale of the merchandise is not sufficient to pay rent and taxes, salesmen's and clerks' salaries, cartage, discount, interest, as well as bad debts, depreciation in value of stock on hand, then the result of the business has been a loss to the proprietor instead of a profit. The profit is used to designate the realized balance which goes to increase the net wealth of the proprietor after deducting all these charges. Where there is no balance left there must have been a loss as regards the enterprise of such concerns.

B. C. BOARD OF TRADE.

Over sixty members of the British Columbia Board of Trade were present at the meeting held Friday afternoon last.

Mr. Buller's resolution was read as follows:

"That this Board learns with satisfaction that negotiations have been in progress, and are now pending, for the purpose of giving to Victoria direct railway communication over the Northern Pacific railway system, thereby opening up to commerce the adjacent districts of Vancouver Island, and placing Victoria in direct communication with the trade centres of the continent; Now, therefore, be it resolved—That this Board urges upon its members the importance of forwarding in every way this most momentous project, for the advancement and material welfare of Victoria and the Province of British Columbia."

Mr. A. B. Gray, the seconder of the resolution, said that all would admit the importance of securing direct railway connection for Victoria, and as Victoria would be called upon to contribute substantially to induce a company to come in, he proposed to say something about the advantages which would accrue to the city. Victoria was surrounded with natural attractions; a magnificent climate, and grand scenery on every side. Majestic scenery and comfortable homes were not, however, all that the city required. It was necessary for her commercial supremacy to be maintained, and this could not be done without direct railway communication with the mainland. As an instance of how a railroad built up a city, one had only to look at Vancouver—the marvel of the world. If a railway could do so much for Vancouver in so short a time, what might it not do for Victoria, with her other superior advantages over all the other places in the Province? Close communication with the railway centres to the south was wanted; the present action would give it. What he wanted to see here was a great union terminal, and for this he hoped suitable provision would be made. Rumor had it that the Indian reserve could be secured, and he expected to see there some day a Union depot, which would accommodate not only the trains of the Northern Pacific, but those of the E. & N. railway, the Saanich railway, and the railway from Port Angeles. If the scheme now under consideration was carried into effect, it would help along the Saanich railway. He observed in the room the proposer of another scheme (Capt. Irving). All would admit the good service to Victoria furnished by the C. P. N. Co., but what was wanted was direct rail connection. In regard to the amount of the bonus now asked—one million dollars. This looked like a large sum, but if paid at once it would be less than 5 per cent. on the assessed valuation, and it was reasonable to expect that within three years from the time that the first car entered Victoria, property values here would be increased 100 per cent. As put before the ratepayers, it was therefore a good business proposition.

Mr. H. C. Beaton proposed to move an amendment to the motion before the Board in effect to refer the matter to the Council of the Board, with the request that they procure all definite information obtainable in regard to other railways likely to give Victoria direct railway connection north and south. Mr. Beaton reviewed the railway situation at length,

and urged that as a matter of business this city should make the best bargain it could.

The amendment was seconded by Mr. F. S. Barnard.

Mayor Grant, in speaking to the amendment, gave the details of the proposition that had been laid before the council of the corporation, and asked, was a million dollars too much to pay for such advantage? This was the question for the Board of Trade to consider; for the council to weigh carefully, and the crucial test for the ratepayers to look at.

Capt. John Irving assured the Board that another day would be required to reach Victoria by any road coming in by Gray's harbor. By Port Angeles half a day would be saved, or by connecting with the Great Northern a day and a half. Victoria wanted the best and most expeditious connection. If this was wanted it would never do to accept any scheme for coming in by Gray's harbor. If the ferry crossed from Port Crescent to Port Becher, the trains would give Victoria the go-by. If the ferry came direct to Victoria, Victoria would get the benefit. He hoped the Board would act for the benefit of Victoria, and not for the benefit of a few Port Crescent boomers.

Mr. H. E. Croasdale offered an amendment to the amendment, which provided that in the event of the city being prepared to offer inducements to a transcontinental railway, a committee should be appointed by the Council of the Board of Trade to communicate with the heads of all transcontinental lines coming to the coast or likely to come, asking their best terms for running into Victoria.

Capt. John Irving seconded this amendment.

Major Dupont thought that this agitation of unnecessary change was certain to be more or less mischievous. The construction of the road would no doubt benefit Port Crescent property owners, of which he was one; but he would not endorse the scheme, even if it would put money in his own pocket—with him it was Victoria first. The million dollars could be much more advantageously spent at home; at any rate, it would be wise to ascertain if better offers could not be obtained from other railways.

Mr. E. M. Johnson was not interested in Port Angeles, Port Crescent, Port Becher or any other port. He was a Victorian, and interested only in Victoria. He could not see the use of giving a million dollars to Americans. The Canada Western railway company had been incorporated to give Victoria the best possible connection with the mainland, and it was only a few days ago that he had received a letter from London asking if the charter of that road could be purchased or otherwise acquired.

Mr. Charles Wilson thought that the future of the city of Victoria very largely depended upon the action taken now. Personally, he favored the scheme outlined by Mayor Grant. Victorians did not want to wait ten or fifteen years for a railway. They wanted one now.

Mr. A. J. McLellan did not think any scheme requiring ferryage was wanted; the bridging of Seymour Narrows and construction of an all rail route, while costing a little more, would be cheapest and best in the long run. His opinion was that the

people of Victoria would do well to coolly and carefully consider the situation before they made any move.

Mr. Beaton here withdrew his amendment in favor of Mr. Croasdale's, the latter being amended to refer to the council of the Board the question in debate, for them to enquire into the best method of securing the direct connection with the Northern or Southern mainland by ferry or bridge, and to secure the best terms possible from the different trans-continental lines.

Mr. D. R. Ker asked Mr. Dunsmuir, through the chair, if the E. & N. Railway company was prepared to build the line referred to without a bonus.

Mr. Dunsmuir—At any time an American line will come to the other side.

The amendment, being put to vote, was carried, without further debate, and the Board adjourned.

THE ROCK BAY SAW-MILL.

The capacity of the Rock Bay saw-mill is about to be increased to 80,000 feet per day. Mr. Sayward is now having placed in position an electric light plant, which consists of a Leonard ball engine, 20 horse power and a Crompton dynamo. This will give 100 lights of 50-candle power each, and will furnish sufficient light to accommodate the increased force of men which will be employed to operate the mill at night. It is expected that the new order of things will take effect some time this week.

A GROWING BUSINESS.

Mr. A. Van Milligen, the travelling representative of the British Columbia Soap works, has just returned from a successful business trip which extended as far east as Calgary. Mr. Van Milligen reports business throughout the Province as being in a healthy state, and is perfectly satisfied with the reception his goods are receiving wherever offered. In fact, the soap industry has developed wonderfully this season, to such an extent, indeed, that Mr. Pendray finds it difficult to supply the demands of his customers. The quarters at present occupied by the British Columbia Soap Works are too small to manufacture the amount of goods which the increasing business demands. As an evidence of the growth of the industry it might be stated that the business transacted has doubled within the past three years. Besides soap, Mr. Pendray now manufactures sal soda, laundry blue, liquid blue, vinegar, stove polish and shoe blacking, and finds a profitable market for all his goods.

VICTORIA IMPORTS.

During the three months, ending March 31, 20,434 lbs. of butter, 2,293 lbs. of cheese, 44,041 lbs. of lard and 15,426 doz. of eggs were imported into Victoria. During that time, also, the following quantities of meats, breadstuffs and sugars were imported: Rice, 352,070 lbs; rice paddy, 700,106 lbs; rice flour, 4,810 lbs; wheat, 18,744 bush.; bran and mill feed to the value of \$3,675; oatmeal, 19,000 lbs; wheat flour, 5,649 lbs; refined sugars, imported direct, 1,384 lbs.; refined sugars, imported indirect, 670,117 lbs; and 62,267 gallons syrups

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark Wanlock.....	745.	Cooper.....	Victoria.....	Sept 17...	London.....	11,000		Feb 27.....
Br ship Titania.....	870.	Morgan.....	Westminster	Nov 19a...	London.....	31,617		Mar. 25.....
Br bark Mennoek.....	787.	Robertson...	Victoria.....	Dec 18...	Liverpool...	30,882		
Br bark Brodick Bay.....	753.	Wakeham.....	Victoria.....	Dec 22...	London.....	32,000		
Br ship Melville Island.....	1429.	Ritchie.....	Tacoma.....	Jan 10b...	London.....	42,138		
Am ship Henry Villard.....	1553.	Perkins.....	Victoria.....	Feb 3.....	London.....	65,318		
Br bark Irvine.....	655.	Jones.....	Victoria.....	c.....	Liverpool...			

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

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br bark Martha Fisher.....	811.	Ghee.....	London.....	Nov 13a...	Victoria.....	Robt. Ward & Co.....
Danish bark Julie.....	610.	Riber.....	Liverpool...	Nov 15...	Victoria.....	Turner, Beeton & C.....
Br ship Duke of Argyle.....	960.	McDonald..	London.....	Jan 1.....	Westminster	Bell-Irving & Paterson.....
Br bark Lanarkshire.....	704.	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. R'y Co.....
Br bark Ordovic.....	825.	Austin.....	Manila.....	March c...	Vancouver..	B. C. Sugar Refinery.....
Br ship Forest King.....	1602.	Morris.....	Shanghai...	Feb 20d...	Vancouver..	Hastings Saw Mill.....
Am sch Golden Shore.....	904.	Henderson...	Honolulu...	f.....	Moodyville..	M. S. M. Co.....
Br ship Thermopylae.....	948.	Wilson.....	Saigon.....	g.....	Victoria.....	Victoria Rice Mills.....
Br bark Wanlock.....	745.	Cooper.....	London.....	h.....	Victoria.....	Turner, Beeton & Co.....
Br bark Robert S Besnard.....	1200.	Andrews...	Manila.....	April m...	Vancouver..	B. C. Sugar Refinery.....
Br ss. Grandholm.....	1361.	Campbell...	Glasg. & Liv.	i.....	B C Ports...	Union SS. Co.....
Br bark Lebu.....	720.	Worrall.....	Liverpool...	j.....	Victoria.....	R. P. Rithet & Co. (L'td)
Br bark City of Carlisle.....	859.	J. Penny...	Liverpool...	k.....	Victoria.....	R. P. Rithet & Co. (L'td)
Br ss. Tai Chow.....	1350.		Hong Kong..	April 2...	Vancouver..	Union Steamship Co.....
Br ship Morayshire.....	1428.	Swinton...	Greenock...	Mar 8 o...	Westminster	
Br bark Duke of Abercorn.....	1050.	Journeaux..	Acapulco...	Mar 29 l...	Vancouver..	Hastings Saw Mill.....
Br ship Blair Athole.....	1697.	Taylor.....	Cardiff.....	March 13..	Esquimalt..	Naval Storekeeper.....
Am bkt Robert Sudden.....	594.	Uhlberg...	San Fran...	n.....	Moodyville..	
Br ship Queen Victoria.....	1605.	Holmes.....	Bristol.....		Esquimalt..	
Nor bark Borghild.....	757.	Haugeland..	Newcastle..	p.....	Vancouver..	Hastings Saw Mill.....
Ger bark Cassandra.....	733.		Acapulco...	q.....	Vancouver..	Hastings Saw Mill.....
Br ship Albertina.....	1504.	Gill.....	Melbourne..	r.....	Vancouver..	Hastings Saw Mill.....
Ger ship Ellac.....	1318.	Rowehl.....	Newcastle..	s.....	Vancouver..	Hastings Saw Mill.....
Br bark Noddleburn.....	1033.	Hall.....	Glasgow.....	t.....	Westminster	
Br ship Rothesay Bay.....	775.	L. Veysey...	Glasgow.....	May.....		

a—Spk Nov. 28, lat. 31 N, long 23 W. Chartered by R. P. Rithet & Co., (L'td.) to load guano and fish oil at Killisnoo, Alaska. b—Sailed from Hongkong Apr 7 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—Arrived Hong Kong, March 15, thence Saigon 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. m—Arrived Manila Feb. 2. n—Chartered to load lumber for Australia. o—Sailed Falmouth Mar 23 with water works supplies. p—On the way to Honolulu, thence in ballast to load lumber for Melbourne. q—In ballast to load lumber for Iquique. r—In ballast to load lumber for Melbourne. s—On the way to San Diego, thence in ballast to load lumber for Melbourne. t—In ballast to load for Adelaide. u—Supplies for Westminster water works.

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Br ship Stamboul.....	1248.	Weston.....	Vancouver..	Jan 30...	Callao.....	900,300	\$ 9,000	50s	
Chil Bark India.....	953.	Funke.....	Moodyville..	Feb 1.....	Valparaiso..	751,306	8,348	65s	
Br bark Ninevah.....	1174.	Broadfoot...	Vancouver..	Feb 28...	Sydney.....	855,352a	9,335	own'rs ac	
Br bark Formosa.....	915.	Kain.....	Vancouver..	Mar 24...	Valparaiso..	600,000b			
Am bkt Catherine Sudden.....	308.	Thompson...	Moodyville..	Mar 31...	Tientsin...	427,539c		77s 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—Composed of 387,871 ft. rough lumber, 39,608 ft. dressed lumber, and 587 bundles of laths.

THE FIRST CENSUS.

The first census of Canada was taken in 1663 and the population was then 2,500. In 1671, the population of Acadia was 441. In 1841, the first regular census was taken, showing Lower Canada 625,000, Upper Canada 455,688. In 1851, the figures were 800,261 for Lower Canada, 952,000 for Upper Canada, Nova Scotia 276,854, New Brunswick 193,800. In 1861, the figures were: Upper Canada, 1,111,566; Lower Canada, 1,396,091; Nova Scotia, 380,857; New Brunswick

252,047; Prince Edward Island, 80,858; British Columbia, 6,000. In 1881, the figures were: Quebec, 1,359,027; Ontario, 1,923,228; Nova Scotia, 440,572; New Brunswick, 221,233; Prince Edward Island, 108,891; British Columbia, 49,459; Manitoba, 65,954; and Northwest Territories, 56,446. These were the official figures with the exception of Manitoba, where the census was taken in 1886, showing a population of 108,640.

F. Richards, tanner, of Quebec, has made an assignment; liabilities \$35,000.

In future a through mail will be sent from Winnipeg every Wednesday to the coast in charge of the Canadian Pacific baggagemen. It is expected the regular postal car service will soon be inaugurated on Wednesday's trains the same as on other days.

The Columbia Iron and Steel Co., of Uniontown, Pa., made an assignment last week. The liabilities are supposed to be \$800,000. The Pennsylvania Construction Co. is forced to go with it, being an adjunct. Its liabilities are \$200,000 with assets of \$150,000.

COMMERCIAL SUMMARY.

Joseph Cahu & Co., wholesale clothing dealers, Kansas City, have been attached for amounts aggregating about \$50,000.

Desaulniers Bros. & Co., manufacturers and importers of church organs, Montreal, have assigned. Liabilities \$47,000; assets unknown.

All the fishery inspectors from the Territories to the Atlantic coast are in Ottawa, discussing regulations with a view to improving the act.

Levi Bros., dealers in Oriental wares in London, Eng., with branch houses in Paris and Constantinople, have failed. The firm's liabilities are estimated at \$125,000, assets \$125,000.

The Canadian customs department has been notified that the combination among the manufacturers of binding twine in the United States does not now exist, or is so disorganized that it cannot control general prices. The collectors have, therefore, been notified to accept all invoices upon their merits and not according to the schedule of prices issued six or eight months ago.

A company has been formed at Montreal to build large rolling mills for the manufacture of brass and copper wire rods and other goods. Some American capitalists are interested in the company, which will manufacture brass and copper sheets, few of which are now produced in Canada. Lake Superior ingots will be used exclusively in the goods the company proposes to turn out.

The coming metal, aluminum, is lighter and brighter than gold, stronger than steel, and is made from clay. The metal has been known for many years past. The only question was that of production, but this bids fair at last to be solved. Aluminum will be used for many articles in the house furnishing line. The chandelier of the future will be made of this metal. Also all household utensils. The metal can be mixed with tin, iron or antimony, and, in these combinations, possesses great toughness, durability and resisting force. It is not even yet a cheap metal; but it is cheaper than it was a few years ago. It will not be long before the movement of science is such that aluminum will be as cheap as iron, if not cheaper. A few years ago it sold for \$12 per pound; now it is worth about \$1 per pound.

Wm. Mackay the well-known Ottawa lumberman, who, it will be remembered, was in this city for a couple of days, a few weeks ago, has returned home.

The annual report of the fisheries department contains an elaborate statement by Mr. Wilmot in reference to the Fraser river salmon regulations, and draws attention to the tremendous waste in the canneries.

Postmaster-General Wanamaker has had an interview with the Venezuelan and Chilean Ministers in regard to the carrying out of the postal subsidy act. He expects that new lines of steamers will not only start from northern ports for those of South America, but also from the gulf ports. The result is expected to be a great increase in ocean carrying facilities.

The mission of the delegates appointed to go to England on behalf of Newfoundland, is officially announced to be to procure the abandonment, postponement or amendment of the coercion law now before the Imperial Parliament; to secure compensation for settlers on the west coast for losses sustained under any law that may be enacted or agreement reached; and now that the lobster question has been submitted to arbitration against the protest of the people of Newfoundland, to procure the submission to arbitration of questions which they believe likely to result favorably to them.

H. N. Bate, a leading wholesale grocer, of Ottawa, says that, fearing a reduction of duty on sugar, his firm has not been carrying their usual stock of sugar, but only enough to meet current demands. As to the course the Government will pursue he says that if any change is made, it will, in his opinion, be done so as to still continue protection to refiners. "I think," he adds, "the Government will reduce the duty on raw material or low grades, like those below No. 14 Dutch standard, for instance, and still keep the duty high on the best grades, so as to help refineries. The duty on refined sugar, at present, is one and a half cents per pound, thirty-five per cent. ad valorem, and seven and a half per cent. of an aggregate duty, whilst for that below No. 14, Dutch standard, the duty is one cent per pound and thirty per cent. ad valorem. This is simply enormous. As duties are now, we cannot import refined sugar at all."

The Dominion Government will introduce legislation, next session, prohibiting the use of purse seines for fishing in Canadian waters, and will endeavor to secure an international arrangement prohibiting their entire use.

The arbitrators on the claim of the Canadian Pacific against the Government, leave for British Columbia on the 25th, and will hold a court on wheels in the mountains, visiting the different slopes and grades in dispute.

The Marine Department recently received a letter from Mayor Oppenheimer, Vancouver, requesting it to compel the owners of the SS. Beaver, wrecked at the Narrows, near Vancouver, to remove the wreck. The Minister has declined to take any action. Mayor Oppenheimer pointed out that the Beaver was an eyesore to the community.

A special cable from London to Montreal says that Mercier, who is now in Paris, appears to be most sanguine of promoting increased trade between France and the Province of Quebec. He says the French Societe Haplique has agreed to engage in an import trade in Canadian horses. The Quebec Premier is approaching the ministry, chamber of commerce and leading business corporations with the view of promoting closer trade relations between the two countries.

The Trade Bulletin believes that a large percentage of failures and financial trouble among importing merchants is due to ignorance of what imported goods actually cost. There is a certain amount of truth in this, for many merchants have no idea of the actual amount some of their goods cost by the time they reach their customers. The duty upon an importation, the freight and other charges that have to be met before the shipment reaches his warehouse, and the cost of selling goods by travelers add more to the first cost in the old country than the importer would believe till he has made minute calculations. Another fact often forgotten is, that the duty and freight charges, being paid out in advance of receiving the goods, means often an amount equal to the first cost of the shipment, and the interest on this outlay—which is often made a year or more before the merchant gets his returns—is quite an item when the normal rate of interest in Canada is considered.

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

Office—No. 77 Johnston Street.

VICTORIA, TUESDAY, APRIL 14, 1891.

THAT RAILWAY PROJECT.

As was to have been expected the railway proposal brought before the City Council and the British Columbia Board of Trade has caused other schemes and suggestions to be ventilated. At present, indeed, with the various recommendations that have been made, it would appear to be extremely difficult for the representatives of the people in the City Council to make a choice that would commend itself to the rate-payers when called upon to vote whatever subsidy may be required. As was forcibly shown, it is idle for any one to pretend that by booming the Northern Pacific the money of Victoria would be diverted into American channels. Such would not be the case, since it would require the whole amount of the bonus which was contemplated to build the necessary line of railway from Victoria to the most convenient point on the coast and to provide the steamboat and wharfage required for the ferry service. As Mayor Grant put it, it would appear that a million dollars would be a comparatively cheap price to pay for the advantages that are to be conferred. However, it appears quite necessary that all possible information on the subject should be obtained, and that reasonable time should be given to secure all the offers that be made.

As Mr. Gray suggested, the present would appear to be the time when something should be decided, yet the action of the Board is to be commended in adopting Mr. Croasdaile's amendment, that, in the event of the city being prepared to offer inducements to a transcontinental railway, a committee should be appointed to communicate with the different transcontinental lines coming to the coast as to the best terms they would offer, and generally to ascertain the best method of securing connection by ferry or

bridge. The question is a big one, and in order that the interests of Victoria may not be sacrificed to parties who have property interests at the various suggested points of junction at the other side, the inquiry should be a thorough one. As was developed at the Board of Trade meeting, not only the Northern Pacific Railroad, but the Canada Western, the Esquimaux and Nanaimo, the Victoria and Saanich, and the Canadian Pacific Railway companies are desirous of having a finger in the pie; but some of them would, it is manifest, be powerless to do anything for years to come.

Time is valuable. What must be ascertained, is how best and most quickly can Victoria be placed in a position to have convenient connections either to the north or to the south. A number of herrings have, it will be seen, already been dragged across the trail. Against these great watchfulness has to be exercised, and, therefore, even should not the city of Victoria be prepared at once to vote the necessary subsidy, it is in the highest degree advisable that all inquiries should be at once made. Meantime, let the railway agitation be kept up in the press and at public meetings, for on railway development, and that speedily, the future of Victoria and the Island of Vancouver depends.

THE PROVINCIAL LOAN.

The Government have passed their inscribed Stock Bill and the Bill to authorize the consolidation of Provincial loans and to authorize the borrowing of £700,000 sterling—or, roughly speaking, over \$3,000,000—while the amount of the present sinking fund would be at the disposal of the Province for other purposes. The Government's policy of additional great works is one that should generally commend itself; but it is to be hoped that special care will be taken by them that these outlays shall not be made merely in constituencies that are represented by friends of the Government; but at those points, wherever there may be, and in such a way as shall most conduce to provincial development. It cannot be denied that most governments—not the present Government of British Columbia alone—are inclined to pay greater attention to the demands of their friends than to those of sections whose members are not friendly

to them; but here we are building up a Province—it may be a Pacific Coast nation—therefore, let country have more consideration than party.

RECIPROCITY.

It will hardly be doubted, even though the Government papers say to the contrary, that, in the preliminary negotiations for a Reciprocity Treaty, Canada has been treated rather scurvily by the Washington Government, in being sent back from the American capital without having accomplished anything, simply because Citizen Benjamin Harrison, President of the United States, wished to take a jaunt to the Pacific Coast, and also wished to be present at and personally supervise what was being done. No one has ever heard of Mr. Harrison being a diplomat or having any pretensions in that direction. Mr. Blaine has always been regarded as pulling the strings when he wished the President to jump, and it would almost appear as if this little delay was a dodge on his part to enable him to work some other little scheme for coercing Canada.

It has been officially stated that nothing can be done until Congress meets, and that will not be until November; but, in the meantime, the Parliament of Canada will have met, and, not having anything definite before it, can do nothing in connection with this weighty matter. In one sense, the delay might possibly be advantageous, as it would render it unnecessary for Canada to show her entire hand until the Americans have formally stated their views. But, in matters of this kind, there ought to be no necessity for any holding back on either side. Nevertheless, experience has unfortunately shown that we can never be too careful in our dealings with the people south of the line.

The compliment paid the other day to Mr. F. Elworthy, secretary of the British Columbia Board of Trade, for the assiduity with which he had performed his duties and the success which he had achieved in increasing the membership, was a well-deserved one. Mr. Elworthy is an excellent officer, and, no doubt, under his immediate supervision, the constantly increasing amount of business to be done will be promptly and carefully attended to.

TO BE REMEMBERED.

It should not fail to be remembered that one of the ultimate objects of the National Policy in addition to the fostering and building up of the industries of the Dominion and the development of its natural resources, was to obtain Reciprocity. It, as a matter of course, has taken some considerable time and very much care to perfect the system, which, much as has been done, is yet susceptible of being much modified and improved. Moreover, while there are many persons who think that the time has come when Reciprocity ought to be the next move, there are numerous others who dread the idea of lowering the tariff by which we are protected and safeguarded. In Toronto, for instance, some who were ready to go the whole hog of Unrestricted Reciprocity, now object that Sir Charles Tupper seems inclined to concede too much. With them it would seem that the sole reason for their objection is that they are not friendly to the Government of the day. For instance, Laurier, Wiman & Co. might break down the fence with the utmost impunity, and, indeed, receive commendation for doing so, while the Government party may not even look over the bars.

THE MONETARY TIMES.

Of the many complimentary notices received by THE COMMERCIAL JOURNAL since its first issue, there is none, perhaps, more deserving of attention than the following from the Monetary Times:

"We have received the first issue, bearing date 17th inst., of THE BRITISH COLUMBIA COMMERCIAL JOURNAL, a sixteen-page weekly, devoted to the interests which its name indicates. While it hails from Victoria, its advertisers are not all there; and from the editorial announcement we gather that it will not proceed—as some good people in the capital would doubtless like it to—upon the assumption that Victoria is first, and all other places nowhere. Its editorials, market reports and provincial trade notes appear disposed to give Vancouver and New Westminster a 'fair show.' In short, the new commercial weekly promises well."

THE COMMERCIAL JOURNAL is not under special obligations to speak for any particular section of the mercantile community, but it does

feel constrained to deny that any considerable number of the merchants of this city are inspired with the narrow-minded, and contracted ideas, imputed to them by the leading trade journal of Canada, if not of the continent. It is true, that there are in Victoria a few men—fortunately only a few—who, by a lucky combination of circumstances, and not by any special qualification for conducting a business, have been marvellously successful, and realizing their inability to compete with men possessed of a thorough business knowledge, would seek to build a wall around the city, and shut out competition. These men are not by any means all "pioneers," as is generally stated. The congested communities of the east are well represented in what is now nothing more than a corporal's guard of mossbacks. But this spirit of exclusiveness is confined to a few, and does not enter largely into the composition of the genuine merchant of Victoria. Taken as a whole, we believe, our merchants are as public-spirited as those of either Toronto or Montreal. We must, however, thank the Monetary Times, for its complimentary notice of our efforts to produce a commercial paper worthy of the great Province of British Columbia.

EDITORIAL NOTES.

JAMAICA will send a display of merchandise and products to the different Canadian exhibitions this year.

REPAYMENTS from the Government Savings Banks continue to exceed the deposits. It is questionable whether the Government will raise the rate of interest another half per cent., as it will involve the payment of a quarter of a million annually.

A NEW counterfeit \$2 silver certificate has made its appearance in the United States, and is considered to be one of the best imitations ever produced by counterfeiters. The vignette of Hancock is as fine as the original, while the lettering and lathework are an exact copy of the note. In fact, according to the secret service officers the only difference is too minute to be visible to the naked eye. Bankers and merchants should be on the look out for this dangerous imitation.

TRADE opened up a little better this year for Japan than it did in 1890, the exports for the first month of the year having exceeded the imports by \$695,655. Silk has much to do with this state of affairs, as it figures for nearly 2½ millions. On the other hand, rice was exported to the extent of \$540,522, whilst at the same time the imports of rice and other grains still continue, those of the former having been valued at \$365,196, and of beans, peas and pulse at \$263,915. In view of the large crops last year, it would almost seem that the price of the article is being artificially kept up during the present season.

THERE is undoubtedly a feeling amongst country storekeepers that store credits should be shortened, and that all should insist on quarterly, or, at the very most, half-yearly settlements. If the latter then divide the year at 1st April and 1st October, while there is money circulating from eggs and butter, or early harvest, and before the interest on mortgage and agricultural implement notes have absorbed it all. The prudent storekeeper will do well to alter his mode of settlement at once, and also, as a precaution, see that he does not buy indiscriminately, but establish a credit with reliable houses in each line from whom he can get assistance at certain seasons, and when a financial stringency or a poor harvest comes he will not be forced to assign.

LONDON financial journals of recent date give some figures on the process of the Baring liquidation from a report of the governor of the Bank of England, made at the "half-yearly court," March 12. The position November 1 was that the liabilities amounted to £21,000,000 and assets were estimated at £24,800,000. On March 1 the liabilities were: Liabilities to the public, £3,522,000; debt to the Bank of England, £6,650,000; total liabilities, £10,172,000. The assets on the same day were: Cash and bills, £849,000; debts due, £3,364,000; securities of readily ascertainable value, £1,250,000; partners' property, £1,000,000; total assets, £6,463,000. The balances were in South American securities. The report says of the South American securities that their value is difficult to estimate.

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 March, 1891:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids		\$ 135	25 00
Agricultural implements		350	122 50
Alc. beer & port'rgls	7,955	5,618	1,313 90
Animals		9,208	2,335 90
Books, pamph's, etc.		1,071	214 01
Brass & manuf's of		739	214 65
Breadstuffs, etc. viz			
Grain, of all kinds			
Flour, brls	5,351	3,745	789 59
Meal, "	1,165	5,316	1,088 75
Rice and all other breadstuffs	837	2,089	311 10
Candles, lbs	9	2	50
Chicory, lbs			
Coal and coke, tons	47,380	603	23 19
Coffee, from U.S. lbs	9,732	2,013	228 71
Copper and m's of		531	81 70
Corduroy all kinds lbs	6,625	777	169 51
Cotton, manuf's of		17,856	5,262 51
Drugs & medicines		23,517	9,898 45
Earthen, stone and Chinaware		508	175 91
Fancy goods		8,071	2,135 05
Fish		1,524	327 46
Fruit, dried		1,800	328 60
Green		3,532	561 78
Furs		5	1 25
Glass, glassware		2,291	509 79
Gump'd'r & exp'sib's		263	47 50
Hats, caps & bonnets		5,438	1,631 20
Hops, lbs	556	195	33 36
Iron and steel m's of		35,293	10,816 34
Jewelry & watches and m's of gold and silver		28	5 60
Lead and manuf's of		3,677	573 56
Leather and m's of		2,692	653 49
Marble and stone and manuf's of		276	78 66
Malt	322	333	48 39
Metals, composition and m's of		1,220	251 63
Musical instrum'nts		1,035	310 00
Oils, coal and kero			
scnc, gls	3,250	855	231 00
All other, gals	3,575	1,605	401 61
Paints and colors		631	170 85
Paper and m's of		1,513	619 61
Perfumery		31	10 20
Provisions			
Bacon & ham, etc	8,112	1,910	33
Salt, not from Great Britain or British possessions, or for fisheries, lbs		378	120 30

ARTICLES.

ARTICLES.	QUAN.	VALUE.	DUTY.
Seeds		513	58 50
Silk, manuf's of		12,156	3,613 35
Soap of all kinds		45	8 16
Spices of all kinds		60	16 50
Starch, lbs	331	18	6 62
Spirits			
Of all kinds, gals	1,221	6,958	8,531 10
Wine, other than Sparkling, gals	3,355	1,796	2,186 95
Winespr'king doz	91	885	403 50
Sugar above No 11 lbs	26,681	1,537	1,003 50
Notab'vo No 11 lbs			
Sugar, syrups, cane Juice, etc., lbs	7,919	235	150 21
Tea, from U.S. lbs	5,769	1,701	170 40
Tobacco and cigars	2,481	2,078	2,251 97
Wood and m's of		3,330	951 30
Woolen m's of		30,335	11,193 33
All other dutiable articles		17,591	11,175 31
Total dutiable goods		\$25,530	\$89,774 91
Free goods, all other		79,865	
Grand total		\$355 335	\$89,774 91

EXPORTS

From the port of Victoria, for the month of March, 1891—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal	505	2,020
Gold dust, nuggets, etc.		\$18,773
THE FISHERIES.		
Fish of all descriptions		103
Furs or skins of creatures living in the water		6,000
ANIMALS AND THEIR PRODUCTS.		
Miscellaneous		10,760
MANUFACTURES.		
Iron-Pig and scrap cast-ings, hardware, etc.		19
Sewing machines	1	30
Other manuf's		600
Miscellaneous articles		600
Total		\$38,697
Goods, not the product of Canada, for the month of March, 1891:		
QUANTITY.	VALUE.	
Cottons, woollens, etc.		35
Iron-Pig and scrap, cast-ings		405
Manufactures of leather		50
Wood, m's all kinds		331
Other manufactures		1,425
Miscellaneous articles		700
Total		\$ 3,550
Total exports of all kinds		\$2,217

FISH FARMS.

Among the live stock farms that are carried on with profit and pleasure, why should not water farms for the raising of *Amny live stock* be included? It is a matter which few have thought of sufficient importance to spend time over, yet every farmer in the land might have his own fish ponds, and realise a profit from them.

In the use of two kinds of food that are among the most healthful and nourishing the race can utilize the Americans are away behind. These are fish and fruit. It has been calculated that one acre of ground will maintain for a year a beef animal weighing 500 pounds; but an acre of water will, in the same time, produce 10,000 pounds of food in the form of oysters, and not be impoverished in the slightest, while the land grows always poorer in the manner in which it is usually cultivated.

The cultivation of fish food is not yet even in its infancy in this country. It has not been begun, except by a few enthusiasts who are trying to turn public attention to the immense possibilities of water farming in America. The Chinese are far enough ahead of America and of Europe in fish culture, as well they need to be to support three hundred millions of people on a territory nearly a million square miles less in extent than the area of the United States. If the Chinese had America every little lake and stream would be teeming with fish food, and on the shores would be vast goose and duck raising establishments. No; it is certain we are behind the Chinese in the civilization which consists in knowing how to farm the waters.—National Weekly.

THE BRITISH WORKSHOP.

The British Government is the largest manufacturer, the largest storekeeper, the greatest employer of labor, and the greatest consumer of commodities of any state, firm or corporation in the world. No other government carries on so widely ramified and universal an industry, and no other concern requires the services of so many skilled workmen. Its operations are carried on in every part of the world. Nearly every branch of industry is represented—everything that can be conceived of as necessary to the equipment of an army in the field and a naval force at sea to the requirements of the most ordinary household. The aggregate value of the several manufacturing establishments carried on by the government is in the neighborhood of £10,000,000. The capital value of the various dock-yards at home and abroad is £14,000,000. The total number of hands employed is about 40,000, and the amount of wages paid to them in one year was £2,266,000.

This colossal manufacturing fabric has been reared for the most part within comparatively recent years. The development on such a large scale of the manufacturing establishments was induced by the experience gained at the time of the Crimean war. When the war broke out there were not shells enough in the arsenal to furnish the first battering ram that went to the east, and the fuses in store were those that had been in use for forty years.

THE LUMBER OUTLOOK.

Advices from Ottawa state that the season has once again arrived when the big lumber contracts, which may be said to rule the output for the summer season for the Ottawa mills are being made. The outlook this spring is brighter than last, and prices are firmer, showing a considerable improvement in prospects. The statements, made a few days back, that every pile of deals stocked in the Ottawa yards is sold, is borne out by further inquiries. Captain Powell, of Messrs. Perley & Pattee, said: "We are now making our contracts, and prices are better than they were last year. As a matter of fact, trade is improving. We sell all our deals before we begin to cut and have none left of last year's."

Mr. J. R. Booth has disposed of all his deals in stock, and is now making arrangements for the new output. Messrs. Bronson & Weston have cleared their stock out, and are contracting for this season's cut. The probabilities of the season's output are better than they were last year. A tour round the mills revealed that Mr. J. R. Booth will be a trifle late in starting up, as his new mill will not be ready. The accident of his starting late may cause

night work. Very little, if any, night work will be done in Messrs. Perley & Pattee's mills, though should the future equal the present prospects, they have the logs to keep the mill going. Messrs. Bronson & Weston will also be light on night gangs. The Hawkesbury Company have also cleared their deal in stock by selling. New Brunswick advices indicate that there is every reason to believe that the coming summer will be a good one from a business point of view. There has been very little, if any, falling off in the output of lumber this winter. There are improved facilities for handling logs, and the fall could not have been hauled from the stump, the over supply of yarded logs will bring up the amount to the full standard. The heavy snow will bring the logs in with a rush, and at small expense, and the lumber when sawed will not have to compete with old lumber in the market, as last fall the supply was exhausted. With a greedy market the price of lumber must advance. As the late election has settled the policy of the country for the next five years, business men know what to expect, and can govern themselves accordingly. Whereas, last year an election was coming, and all were afraid to risk much till they saw how affairs would terminate.

GLUT OF SILK IN JAPAN.

What to do with the vast quantity of silk now lying unsold at the Yokohama, is a topic which engages the attention of not only business men, but financiers in general. The quantity of silk thus detained is put at nearly 30,000 bales. Should things continue in their present state, and should there be no large influx of specie, the Keizai Zasshi apprehends that a panic will overtake the Japanese commercial world at the end of the year, and questions the wisdom of the course pursued by the Bank of Japan, which has advanced money at a low rate of interest to silk merchants, in order to enable them to wait for an improvement in the market. Had not this step been taken by the "Nippon Ginkon," the silk merchants, says the Tokyo journal, might have been compelled to sell their goods at very low prices, but there would not be such a vast quantity still on hand. Further, the foreign merchants who were reluctant to purchase Japanese silk on account of the violent fluctuations of exchange, had no resource but to fall back on Italian silk in view of the uncompromising attitude of Japanese holders. From these circumstances, it is doubtful whether the facility, given to the silk merchants, by the Bank of Japan, has been beneficial either to the dealers themselves or to the financial world in general. As to the cardinal question, whether this silk had better be sold within the year, even at a low price, or whether it should be held over until next spring, the Keizai Zasshi is decidedly in favor of the former course. If there were any certainty of a rise of price next spring, it would be advisable to wait until then, but, when there is no such certainty, it seems far wiser to sell now than to run the risk of losing a large sum of interest during the interval. How to sell without bringing down the price to a dangerous figure is left to the discretion of the merchants concerned.

The Jiji Shimpō is of the same opinion. It agrees with the Keizai Zasshi in thinking it extremely impolitic to hold on until next spring. The Japanese silk merchants are advised to sell by all means within the year, but in selling they ought to preserve their combination in such a manner that competition amongst them may not reduce the price to a ruinous point. There seems to be some persons who even propose that the Bank of Japan should raise the rate of interest on the money advanced to the silk merchants, so as to force them to sell their goods. But the Jiji Shimpō regards such a proposal as rash, and calculated to involve serious trouble.

The Koku-Hon and the Hochi Shimbun, writing on the prospects of foreign trade in general, seem to take a similar view of the situation, for they base their calculations on the supposition that the silk now remaining unsold will be disposed of within the year.

GOLD DISCOVERY.

The various societies of California pioneers are accustomed to celebrate the 19th of January as the date of the discovery of gold by J. W. Marshall at Coloma, but that it is an error is shown by Mr. John S. Hittell in the Century, as follows: a fac-simile

of the entry in Bigler's diary being printed in the magazine as ocular evidence):

The first record of the discovery, and the only one made on the day of its occurrence, was in the diary of Henry W. Bigler, one of the Mormon laborers at the mill. He was an American by birth, then a young man, and now a respected citizen of St. George, U. T. He was in the habit of keeping a regular record of his notable observations and experiences, selecting topics for remark with creditable judgment. His journal kept during his service in the Mormon battalion and his subsequent stay in California is one of the valuable historical documents of the State. On the 24th of January, in the evening, Bigler wrote in his diary: "This day some kind of mettle was found in the tail-race that looks like gold."

Nothing was said in public about the date of the discovery until 1856, eight years after the event when Marshall published a letter in which he said that he found gold at Coloma "about the 19th" of January, 1848. Neither then, nor at any subsequent time, did he claim that his recollection of the day was aided by a written memorandum. In 1857, he published a statement that the discovery was made on the 18th, 19th or 20th. His biography, prepared under his direction, and printed in 1870, fixed the 19th as the precise day. As years elapsed, he became more exact, perhaps under the influence of public opinion, which from 1856 to 1889 accepted the 19th as the day. On the 9th of September, 1885, at the annual celebration of the admission of the State into the Union, I delivered an address on the gold discovery to the Pioneers of San Francisco, and sent a copy of it in print to Mr. Bigler, of whom I had heard as one of the survivors of the Coloma party, and requested him to correct my errors, if he found any. He replied that according to his diary, the gold was found on the 24th. At my solicitation he copied the entries of his book from that day to the middle of May, and then I began an investigation which made me familiar with the diaries of Azariah Smith, a survivor of the Mormon battalion and one of the mill builders at Coloma, and with the diary of Sutter. These three diaries agreed substantially with one another, and with Marshall's statement that four days after the discovery he took specimens of the gold to Sutter's Fort. Smith made his entries on Sunday as a rule; and on the 30th January, he wrote that on the preceding week gold had been found at the mill, and that Marshall had gone to New Helvetia to have it tested. This was probably written in the morning, for Bigler's entry made on the same day mentions that the test was successful, implying that Marshall had returned.

Sutter's diary reports that on the 28th January, Marshall arrived at the fort "on important business," without mentioning the gold. The agreement of the three diaries with Marshall's statement that he went to New Helvetia four days after the discovery, the superior value of documentary evidence as compared with vague recollections, dimmed by years of intervening events, and the uncertainty of Marshall in reference to the date, left no room for doubt that the 24th was the true day, which I gave to the public for the first time in January, 1886.

MILLIONAIRES.

Some people are firmly convinced that rich men are a detriment to a country or a city. It is unfortunate that a few people in the world have been taught that there is a necessary antagonism between capital and labor, and that the world will never prosper until all the rich men are made poor. It is stated that wealth is an evil because rich men can by speculation obtain control of stocks and other property, for which they have never given value. All gambling is bad. It is bad to buy lottery tickets, to play poker, or to gamble in grain, provisions, or stocks. The remedy for gambling is not to destroy the money with which men gamble, but to make the gambling illegal and disreputable. As the law makes the Louisiana lottery illegal, so it should make the Chicago grain board and the New York stock exchange illegal. But it would be no wiser to stop these gambling operations by taking away the property of wealthy men than it would be to destroy all the Paris green in the world because foolish people sometimes poison themselves with it, or to destroy all the chloroform in the world because patients sometimes die under its influence. As a matter of fact, the great majority of those who gamble in provisions or stocks are not wealthy men. Where there is one "Old Hutch" there are a thousand small operators. These can—and do—combine to corner the market and to put up the prices of food.

The operations by which, for example, Cornelius Vanderbilt obtained control of the Harlem road are less injurious, because there the rich gambler merely got the better of the less rich gamblers. The public did not suffer. Indeed, it is doubtful if there is a railway in the world which carries passengers or freight at lower rates than those charged by the Vanderbilt railway.

There is scarcely any doubt that Jay Gould is, in a material sense, a bad man; that his influence on the country and the world is distinctly evil. But it does not follow, because he has put his talents to bad uses, that wealth is a bad thing. And even Jay Gould has done good. He picked up more than one bankrupt railway, which was making no money for its owners, and doing little good for the country it traversed. He has put new capital into it, connected it with other lines, and made it both profitable to the owners and of value to the community. Our argument, however, is not that transactions like those of Vanderbilt and Gould are advantageous or even right; but that the remedy for them is not to be found by the destruction of wealth, or by its communistic distribution among the people.

Early in May, steamers of the Allan Line are to be put in service between New York and Glasgow weekly; so says the N. Y. Times.

The wholesale prejudice that has been aroused against the slaughter of birds for hat decorating purposes has led to the manufacture of artificial birds.

A short time ago the creditors of R. Alexander, grocer, Winnipeg, had a meeting and an extension of eighteen months was granted him. This was secured by mortgage on stock and farm.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, April 14.
VICTORIA.

There is a noticeable improvement in the general condition of things this week. The only branch that shows any falling off is the dry goods trade, and this is accounted for by the fact that an unusual volume of trade was transacted the previous week. The market for outside real estate is dull, while Victoria property is, as usual, in good demand and holding firm.

FINANCIAL.

The amount of business transacted by the banks is satisfactory. Collections generally are reported fair, notes being taken up promptly. In very few cases has an extension been asked. There was a slight advance on sterling rates the first of the month, and still continues strong with a tendency to go higher. The active demand for money for commercial purposes still continues, and bankers have every confidence in the commercial advancement of the city and Province. For speculative purposes money is not free.

DRY GOODS.

Travellers report satisfactory orders from up-country points, in fact considerably better than at this time last year. In Victoria there has been a fair, steady business, but it has fallen off slightly from the previous week, when numerous northern buyers were in the city. The trade in goods is opening up, and dealers are laying in their usual summer season stock, dress goods, prints, pique, lawns, muslins, and in fact, all spring dress materials, are selling well. Collections, generally are fair, being better in the city than in the country districts. A prominent dealer says that out of all his notes for fall goods, which came due April 4th, not one renewal was asked.

CLOTHING.

The manufacturers report that business in the clothing line is rushing. Continued lack of skilled workmen is complained of, consequently factories are unable to turn out the work as fast as required. Orders are coming in good. Collections are very good.

GROCERIES AND PROVISIONS.

A good volume of business is being transacted, and trade continues to show all the very encouraging general features noted in past weeks. Sugars are still advancing, and liable to go higher. The market is a little unsettled. Canned goods are stiffening up. Prices have advanced east, and stocks are lowering. Stocks in peas and corn are pretty well exhausted. Canned meats are advancing. The meat market is entirely bare; but several shipments are expected this week. The market is strong, and a little higher, a rise of one cent per pound has occurred since last week.

FRUITS AND VEGETABLES.

Business in these lines is improving as the season advances. There is a good, steady trade with no alteration in prices. The first small fruits from California are expected to arrive in about two weeks, when business will become more active. Orders from the country seem to be improving. We quote: Oranges, Los Angeles, \$2.50@2.75; Riverside, \$3.25@3.50;

navels, \$5@5.25; lemons, California, \$1.50@1.50; Sicily, \$7.50. In vegetables, asparagus is quoted at \$3 per box; celery, \$7 per case of six dozen; cabbage, 2½c per lb. California roll butter has fallen, the market prices ruling much lower than last week, and is now quoted at 27½c. There is no good eastern dairy in the market. There is a fair supply of fresh ranch eggs, and are quoted at 22½c. Pickled eggs are nearly out of the market, the small stock bringing very low prices, from 10@12½c.

FLOUR AND FEED.

There has been another advance of 15c per barrel in Snowflake brand of Oregon flour. All the leading brands of Oregon flour are now quoted at from \$5.80@6.00 per barrel. Manitoba brands are holding firm. Hungarian being quoted at \$6.50@6.60. Sales of Delta brand, Victoria mills, are increasing considerably of late, owing to the high prices of Manitoba and American flour, and remains firm at \$5. Prices of Enderby brands have been sent out this week, and it is expected that shipments will be on the market in the course of a few days. Prices will range about the same as Oregon brands. Feed is firm, but no change in prices is noted. The potato market is fully supplied, although prices remain steady at \$23@28 per ton for Island and Fraser River potatoes, according to quality. Oats are getting scarcer, and have an upward tendency, and are now quoted at \$35@40 per ton. Oatmeal remains steady at the advance noted last week.

RICE.

There is some excitement in Japan rice in the primary markets. Rough rice has advanced \$5 per ton in Yokohama, and has still a strong upward tendency. The China rice market is reported steady.

LUMBER.

Local trade still continues brisk, prices remaining steady. The foreign trade has not changed materially for some time. The Australian market is reported slightly overstocked, but it is expected that a limited number of cargoes will be required before long, which will give the mills here a considerable amount of work.

VANCOUVER.

Business has been fairly brisk in shipping circles during the last week, and the coasting trade has been good. The British ship Forest King, 1,702 tons from Shanghai, arrived at Vancouver on Saturday, to load lumber for Callao, Peru, at the Hastings saw mill. The business of the B. C. Sugar Refinery is gradually increasing, and it has been decided to enlarge the warehouse accommodation. A large brick warehouse 100 feet by 68 feet will accordingly be erected next to the present one. The foundations are now being dug out, and the building will be put up as rapidly as possible. Merchants report that they cannot complain of trade. Most of them, says the News Advertiser, have now got in a supply of California butter, but none hold a heavy stock. The prices range from 22@30 cents per lb. A little dairy butter can still be obtained at 25 cents per lb., and cooking butter is fetching from 10@15 cents per lb. Cheese still remains the same, and is firm at 13 cents. The advanced prices of last week on meats are still maintained.

the quotations not having changed. The following are the present prices: Dry salt, 11½ cents; soil bacon, 11½ cents; breakfast bacon, 13½ cents; ham, 14 cents; mess pork, 22½ cents. Lard is held at the following prices: In tubs, 12 cents; in palls, 12½ cents; in tins, 13 cents; Chicago lard compound, 12 cents. Potatoes keep firm at \$24 and \$25 per ton, although Ashcroft potatoes are still fetching from \$28 to \$30. T. W. Clark & Co. expect a large consignment of Ashcroft potatoes this week. Oregon onions are coming in, and are fetching from \$6@6.50. Carrots and turnips still remain at the same prices. The flour market still remains in a very unsettled state, and a strong upward tendency is manifest in both American and Manitoba flour. The latest telegraphic report from the east shows that flour has still further advanced 25 cents, and although the prices in the local market have not yet further advanced, an advance is shortly expected. An upward tendency is also manifest in the prices of feed. Merchants have now got rid of their stocks of pickled eggs, and the few remaining are being cleared out. The best pickled eggs only fetch 15 cents per dozen, while 8 cents is the lowest figure reached. Oregon fresh eggs have come in during the last few days in rather large numbers, and the price has slightly dropped, 23 cents per dozen being the price mostly quoted. Oranges still remain plentiful, a carload having arrived Friday for McMillan & Hamilton. Bananas are fetching \$1.50, and Oregon apples \$2.50. Strained honey, (Californian) is now to be had, and is fetching 13 cents per lb.

NEW WESTMINSTER.

There is little to report in market matters this week. The farmers are busy ploughing and seeding, and have no time for shipping whatever surplus stock of grain or produce they may have left after setting aside the necessary quantity of seed. The Columbian reports the receipts of farm produce, generally, light during the past week. Business has been good in the city—the liveliest of the season—and the merchants are well satisfied with the volume of trade so far this spring. The lack of accommodation since the great fire in February last has interfered to a considerable extent with the business of a few firms, but they will soon be in fine quarters again and on a better footing, probably, than ever before to meet the requirements of trade. There are no changes to note in the price of farm produce. There has been a steady demand for hay and grain, and a rather active market for potatoes. Butter for table use is all coming from California at present, but dealers expect to have the local article on hand again in a couple of weeks. Eastern creamery, number one, has almost disappeared from the market.

OTHER MARKETS.

The Seattle wheat market continues firm at 82 cents, and the receipts are increasing from day to day. On Friday ten carloads were received at the Seattle elevator. No change is reported in the condition of the market on other grains, hay or feed. The vegetable market is well supplied with cabbage, asparagus, rhubarb and celery, though the celery is not of the

choicest quality. There are a few new potatoes, but the price is high—5 cents per pound.

A late Puyallup dispatch says that there is nothing new to report with regard to hops. Work is progressing rapidly in the yards, almost all the poles being now set. The acreage of Washington will be materially increased this year, but to what extent is not known yet, as it is too early for official statistics.

The San Francisco wheat market is a trifle easier, although quotations are practically unchanged. The demand is fair, but offerings are light, and consequently there is little trade in spot stuff. The speculative market continues active, but prices are lower. Choice feed barley is steady, with fair demand. Oats are very firm. Corn is strong. There are no changes in millstuffs. Hay and beans are quiet. Potatoes remain unchanged. Shipping orders are coming in from the east for white varieties. New potatoes are slow and weaker, if anything, in price. Onions are also weaker and lower in price. Activity still marks the fruit market. Strawberries are beginning to come forward more freely, and the quality is an improvement.

SHIPPING INTELLIGENCE.

The *Martha Fisher* came in Monday. The *SS. Empress of India* sailed from Hong Kong April 7 for Victoria.

The British bark *Deva*, which was to go on the berth at London for Esquimalt, has been withdrawn.

The British steamship *Empress of India* sailed from Liverpool April 11th with a full passenger list.

The British bark *Archer*, 765 tons, Capt. J. Dawson, which left Liverpool Nov. 25, arrived in port April 10, consigned to R. P. Rithet & Co., (Ltd.)

The schooner *Maud S.*, 95 tons reg., Capt. McKeil, left Halifax Nov. 13, and arrived at Victoria April 8, 143 days out. She will fit out for the sealing trade.

The British bark *Noddleburn*, 1,053 tons, Capt. Hall, is on the berth at Glasgow, loading supplies for the New Westminster Water Works, for D. McGillivray.

The American ship *Great Admiral* has been chartered, by the Hastings sawmill, to load lumber for Melbourne. She is coming from Hong Kong in ballast.

The British ship *Forest King*, 1,602 tons, Capt. Morris, which left Shanghai January 22nd, arrived at Vancouver April 10th, in ballast to load lumber for Callao.

The British bark *Rothessay Bay*, 775 tons, Capt. L. Veysey, is on the berth at Glasgow, loading pipes for the New Westminster Water Works. She will also carry a general cargo.

The British bark *City of Carlisle*, 859 tons, Capt. J. Penny, has been chartered by R. P. Rithet & Co., (Ltd.) to load at Liverpool for Victoria, and will sail in May. She takes the place of the *Ullock* which has been withdrawn.

The British bark *Callao*, 978 tons, Capt. James, left Liverpool February 13th, for Honolulu, thence in ballast to Victoria, and is expected to arrive in September. She has been chartered by R. P. Rithet & Co., (Ltd.) to load salmon for the United Kingdom.

MANIFESTS.

British bark *Archer*, Capt. Dawson, from Liverpool to Victoria; sailed Nov. 25, 1890; arrived April 7, 1891; R. P. Rithet & Co., (Ltd.), consignees—3,000 bxs tin plates, order; 2 crossings, 4 switches and stock rails, 4 check rails, 2 lever boxes, 1 bdl point rods, order Bank of Montreal; 1,792 brown sacks common salt, 2,352 tarp sacks factory filled salt, J H Todd & Son; 150 cs stout, 50 cs ale, order; 2 crates sanitary ware, 7 drums caustic soda; 2,680 pcs earthenware drain pipe, Turner, Beeton & Co; 50 cs ale, 150 cs whiskey, order; 300 cs lime juice, 10 cs confectionery, Evans, Sons & Co., (Ltd.); 200 cs stout; 200 cs ale; 50 cs lime juice cordial, 10 cs raspberry vinegar, order; 100 bxs glass; 80 tons pig iron, order; 20 csks fire clay; 10,000 white bricks, 5,000 silicate fire bricks, 1,450 sacks coarse salt, 1,702 sacks fine salt, order; 50 cs lemon juice; 1 hhd do, order; 10 qr csks rum, 10 qr csks whiskey, 100 cs do, 50 cs brandy; 10 cs cherry brandy; 10 cs ginger brandy, order; 103 bdls hoop iron, 25 plates iron, 37 bars iron, 37 bdls do, Matthews, Richards & Tyo; 58 csks nitrate of ammonia; 1 cs do, 17 cs manure salt, 8 rolls paper, 10 cs wax, order; 2,360 sashweights, 176 pigs lead, 30 cs Y M sheathing, 33 pkgs comp sheathing nails, 32 csks sil: soda, 1 csk zinc, 25 bars steel angles, 137 bars Swedish iron, 20 steel ship plates, 140 drums white lead, 60 kegs nails, 184 bdls lead pipes, 14 rls sheet lead, 1 cs copper nails, 10 chains, 3 brls mixed paint, 5 cs copper paint, 1 cs patent dryers, order; 300 bxs glass, 3 hds hol'ware, 31 bxs glass, 200 bdls oakum, 4 hds stoneware, 4 hds Bass' ale, 15 cs ginger ale, 25 cs stout, 10 bdls acme oil, 8 drums linseed oil, 13 drums composition, 120 bdls grain bags, 1 cs beehive etc, 3 cs brushware, 20 brls Stockholm tar, 30 cs sauce, 20 cs pickles, 300 cs whiskey, 10 brls do, 200 cs do, 5 brls Irish whiskey, 1 csk sherry, 1 csk Madeira, order; 1 cs mineral water, 1 cs show case, R P Rithet & Co., (Ltd.), 6 qr csks sherry, 6 csks, 37 anvils, 30 bdls buckets, 30 rls netting, 141 grindstones, 234 bdls hoop iron, 2,116 bars iron, 160 bdls do, 1,334 sashweights, 17 cs galvanized iron, 1 keg lead, 5 sheets do; 18 bdls iron, 50 sheets do, 20 plates do, order; 1,056 tin plates, 1,120 sks fine salt, 3 steel chains, 12 bdls red lead, order; coop containing 2 swans and 2 ducks, on deck. For Vancouver—10 cs wine, Wm Urquhart; 10 hds beer, 45 cs bottled beer, Baker Bros & Co (Ltd.); 41 pks furniture, 1 cs piano, 1 cs optical instruments, Capt Fanquice.

BUSINESS CHANGES.

Clarke & Co. propose opening as wholesale grocers in Vancouver shortly.

Geo. A. Cooper has admitted Geo. Brown as a partner in the real estate business. The firm will be known as Cooper & Brown.

The firm of Bouchier, Croft & Mallette will in future be known as Bouchier & Croft. Mr. Mallette retires to take the position of general manager of the Port Angeles Southern Railway.

W. Williams and Major Wilkins are the new proprietors of the Glasgow Hotel, Vancouver. Major Wilkins, who was formerly in the grocery business in Vancouver, bought out the interest of H. Lee.

COMMERCIAL TRAVELLERS.

Below is given the names of the British Columbia members of the Commercial Travellers' Association of Canada, together with the firms they represent:

W. G. Mackenzie, G. C. Shaw & Co., commission, Victoria.

Herbert Galt, G. F. & J. Galt, grocers, Vancouver.

Robert Martin, G. F. & J. Galt, grocers, Vancouver.

John L. Beckwith, Mason Bryan, & Co., dry goods, Glasgow.

W. A. Dier, M. Fisher, Sons & Co., woollens, Montreal.

W. H. Redmond, Ames Holden Co., (Ltd.) boots and shoes, Victoria.

C. R. King, Evans & Sons, (Ltd.) drugs, Montreal.

W. B. Smallfield, Turner, Beeton & Co., dry goods, Victoria.

J. A. Teupoorten, Langley & Co., drugs, Victoria.

J. C. Marshall, H. B. Co., general merchants, Victoria.

E. Munro, Campbell & Anderson, crockery and hardware, New Westminster.

E. G. Anderson, E. G. Anderson & Co., commission, Victoria.

W. Patterson, J. A. T. Caton & Co., gent's furnishings, Victoria.

J. J. Southcott, G. F. & J. Galt, grocers, Vancouver.

W. McCraney, F. W. Hart, furniture, Vancouver.

H. J. Scott, Hamilton Powder Co., powder, Victoria.

John Burns, jr., John Burns, commission, Vancouver.

E. H. Talmadge, E. H. Talmadge & Co., drugs, Toronto.

D. R. Ker, Brackman & Ker, millers, Victoria.

John S. Anderson, Edison Electric Co., Vancouver.

W. T. Rattray, Kyle, Chesborough & Co., dry goods, Montreal.

W. Garden, W. Garden & Sons, grocers, Vancouver.

R. E. Cooper, J. Macdonald & Co., dry goods, Toronto.

A. C. Flummerfelt, Ames Holden Co., (Ltd.) boots and shoes, Victoria.

John A. Purkiss, Nicholles & Renouf, hardware, Victoria.

Edward A. Morris, R. P. Rithet & Co., (Ltd.) grocers, Victoria.

Robert Kelly, Oppenheimer Bros., grocers, Vancouver.

John F. Fee, C. Strouss & Co., dry goods, Victoria.

Augustus Van Milligen, W. J. Pendray, soaps, Victoria.

Mortimer Appleby, J. Piercy & Co., clothing, Victoria.

Lewis Richard Fox, T. B. Pearson & Co., clothing, Victoria.

Herman Bornstein, H. Bornstein, hides, Victoria.

Mr. Benj. Gordon is secretary of the association for this province, and Messrs. Gus Leiser and J. C. Marshall directors.

A paint factory has been established at Vancouver.

Three new salmon canneries are to be erected on the Fraser River this year.

C. B. Lockhart & Co. have received a large consignment of furniture, carpets, etc.

THE COMMERCIAL JOURNAL

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

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

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

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

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

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

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

THE BRITISH COLUMBIA COMMERCIAL JOURNAL.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13,

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

STATIONS	GOING SOUTH READ UP		GOING NORTH READ DOWN	
	No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	No. 2 Passenger Daily	No. 4 Passenger Saturdays Mondays
VICTORIA	Ar 12.24	Ar 5.53	De 8.00 A.M.	De 2.30 P.M.
RUSSELLS Vic. W.	Ar 12.24	Ar 5.53	De 8.01	De 2.31
ESQUIMALT	Ar 12.10 P.M.	Ar 5.44	De 8.14	De 2.44
GOLDSBROUGH	Ar 11.45	Ar 5.19	De 8.30	De 3.00
SHAWINIGAN L.E.	Ar 10.50	Ar 4.24	De 8.34	De 3.04
COBBLE HILL	Ar 10.40	Ar 4.14	De 8.57	De 3.27
MCPHERSON'S	Ar 10.27	Ar 3.50	De 10.07	De 4.30
KOKSILAH	Ar 10.17	Ar 3.40	De 10.12	De 4.44
DUNCANS	Ar 10.12	Ar 3.44	De 10.22	De 4.54
SOMENOS	Ar 10.02	Ar 3.34	De 10.48	De 5.10
CHEMAINUS	Ar 9.36	Ar 3.12	Ar 11.50	De 6.14
NANAIMO	De 8.34	De 2.14	De 11.59	De 6.29
WELLINGTON	De 8.10 A.M.	De 50 P.M.	Ar 12.14 P.M.	Ar 6.29

On Saturdays, Sundays and Mondays

Return Tickets will be issued between all points for a single fare, good for return not later than Monday evening.

Return Tickets for one and a half 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'l Supt.
JOSEPH HUNTER, Gen'l Supt.
Gen. Freight and Passenger Agent.

The Union Steamship Co.

Of British Columbia, (Ltd.)

OFFICE:

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

OWNERS AND AGENTS FOR

S. S. Cutch, S. S. Senator,
S. S. Myrcery, S. S. Dreadnaught
S. S. Skidgate, 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 Westminister Route.

Leave Victoria for New Westminister, Ladner's Landing and Lulu Island, Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock. (Sunday's steamer to New Westminister 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 Westminister 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 Westminister for Chilliwuck 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 Maudo 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 Westminister, 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.

VICTORIA Lumber & Manufacturing Company.

PROPRIETORS OF THE

CHEMAINUS SAW MILL

E. J. PALMER, Manager.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

THE BRITISH COLUMBIA SUGAR REFINING CO. LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.