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Vol. I.

VICTORIA, B. C., TUESDAY, AUGUST 25, 1891.

No. 24.

*** FURNITURE ***
WEILER BROS.

NEW LINES OF
Bedroom, Office and Library

FURNITURE

JUST RECEIVED.

**CHINA AND PRINTED
DINNER & TEA SERVICES.**

Cutlery and Platedware

OF THE BEST MAKERS,

AND FULL LINE OF

HOUSE FURNISHING GOODS

51 TO 55 FORT STREET,

VICTORIA, - - B. C.

E. G. PRIOR & CO.,

Cor. Johnson and Government Sts.,

VICTORIA, B. C.

BRANCH AT KAMLOOPS.

IMPORTERS OF

IRON AND STEEL,

HARDWARE,

AGRICULTURAL IMPLEMENTS,

Wagons and Buggies,

LOGGERS AND CANNERIES SUPPLIED

The Leading House in B. C.

ENQUIRIES SOLICITED.

COWAN & WILSON

WHOLESALE GROCERS

—AND—

IMPORTERS

—OF—

California - and - Tropical

FRUITS.

—)o(—

8 & 10 YATES STREET,

VICTORIA, - {- B. C.

J. A. SKINNER & CO.

WHOLESALE

Crockery, Glassware,
Lamp Goods, Etc.

VANCOUVER, B. C.

MAIN OFFICE AND WAREHOUSES:

HAMILTON, ONT.

Special attention to mail orders.

BAKER BROS. & CO.

:: (LIMITED.) ::

Wholesale Importers—
— and Shipping Agents.

WINES, LIQUORS & IMPORTED GROCERIES

342, 344 WATER ST., VANCOUVER, B. C.

HEAD OFFICE:

6 Chapel Walks, Liverpool, Eng.

TURNER, BEETON & CO

Commission Merchants

—AND—

Importers

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

Indents executed for any description of
European or Canadian Goods.

AGENTS FOR

GUARDIAN ASSURANCE CO.,
NORTH BRITISH AND MERCANTILE
INSURANCE CO., FOR MAINLAND.

BELL-IRVING

& PATERSON

VANCOUVER]

SHIPPING AGENTS

Wholesale & Commission Merchants.

AGENTS FOR THE

Anglo-British Columbia Packing
Company, Limited.

North China (Marine) Insurance
Company, Limited.

BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

Capital Paid up..... (£600,000) \$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.

THE BANK OF

BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital £1,000,000 Stg.
Reserve Fund £265,000 "

LONDON OFFICE:

3 CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoare.
John James Cater, H. J. B. Kendall,
Gaspard Farrer, J. J. King-ford,
Henry R. Farrer, Frederic Lubbock,
Richard H. Glyn, George D. Whatman.

Secretary, A. G. Wallis.

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

H. R. GRINDLEY, General Manager.
E. STANGER, Inspector.

Branches and Agencies in Canada.

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

Agents in the United States.

NEW YORK—H. Stikeman and F. Brownfield, Agents.

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

Have facilities for collection and exchange in all parts of the world.

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.

Hon. Sir D. A. SMITH, K.C.M.G., President.
Hon. G. A. DRUMMOND, Vice-President.
E. S. CLOUSTON... General Manager.

BRANCHES AND AGENCIES IN CANADA.

Montreal..... H. V. Meredith, Manager.
West End Branch, St. Catherine St.
Almonte, O. Hamilton, O. Quebec, Q.
Belleville, O. Kingston, O. Regina, Ass'a
Branford, O. Lindsay, O. Sarnia, O.
Brockville, O. London, O. Stratford, O.
Calgary, N.W.T. Moncton, N.B. St. John, N.B.
Chatham, N.B. New Westminster, B.C. St. Mary's, O.
Chatham, O. ster, B.C. Toronto, O.
Cornwall, O. Ottawa, O. Vancouver, BC
Goderich, O. Perth, O. Victoria, BC.
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.; C. Ashworth, Manager. London Committee—Robert Gillespie, Esq., Peter Redpath, Esq.

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

Buy and sell Sterling Exchange and Cable Transfers. Grant Commercial and Travelling Credits available in any part of the world.
Drafts issued. Collections made at all points.

CARESCHÉ, GREEN & CO.,

(ESTABLISHED 1873.)

BANKERS.

Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANSFERS and LETTERS of CREDIT issued direct on over 10,000 Cities in the United States, Canada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market rates.

AGENTS FOR

Wells, Fargo & Company.

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.

— + FOR + —

Real Estate, Insurance,

Exchange, Mortgages,

Stocks and Shares,

— GO TO —

A. W. MORE & CO.,

TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

HALL, COEPÉL & 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.

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,
Maas River Fishery,
Windsor Cannery, Skeena River,
Rivers Inlet Cannery.

Victoria Cannery,) Rivers Inlet.
Victoria Saw Mills,)

London Office:

43 to 46 Threadneedle Street.

ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & Importers,

Represented in London by H. J. Gardiner & Co.,
Gresham Buildings, E. C.

ROYAL SWEDISH AND NORWEGIAN
CONSULATE.

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. Ltd.
Union Marine Insurance Co.
London Assurance Corporation.

SOLE AGENTS:

Curtis' & Harvey's Sporting and Blasting Powder,
Joseph Kirkman & Son's Gold Medal, Inventions
Exhibitor, 1885, Pianofortes.
J. & W. Stuart's Patent Double-Knotted Mesh
Fishing Nets, Twines, Etc.

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

Agents for the following brands of British
Columbia Salmon:
Ewen & Co., "Lion"; Bon Accord Fishery Co.,
"Consuls"; A. J. McLellan's "Express."

NOTICE OF REMOVAL.

H. CARMICHAEL & CO.

VICTORIA,

Financial and Real Estate

BROKERS,

Have removed from 52 Government St.

— TO —

32 GOVERNMENT STREET

OFFICE OF THE

BRITISH COLUMBIA
PAPER MANUFACTURING CO'Y.

THOMAS EARLE, NICHOLLES & RENOUF

IMPORTER

—AND—

Wholesale Grocer.

AGENT FOR

ALERT BAY CANNING CO.
NIMPKISH BRAND.

Pioneer Steam Coffee and
Spice Mills.

WHARF ST., VICTORIA,

P. F. RICHARDSON,

SUCCESSOR TO

RICHARDSON & HEATHORN.

IMPORTER

—AND—

MANUFACTURERS'

AGENT.

P. O. BOX 107.

42 YATES ST., VICTORIA.

J. & T. BELL,

MANUFACTURERS OF

FINE BOOTS AND SHOES

WHOLESALE.

1667 NOTRE DAME STREET,
MONTREAL.

VICTORIA STEAM BAKERY.

M. R. SMITH & CO.,

WHOLESALE AND RETAIL

CRACKER BAKERS,

VICTORIA, - - B. C.

Office: 57 Fort St. Factory: 91 Niagara St.

T. B. PEARSON & CO

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST, NEAR ORIENTAL HOTEL,
VICTORIA, - - B. C.

—DEALERS IN—

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

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BRAD STS.

TELEPHONE 82. P. O. BOX. 80.

VICTORIA. - B. C.

A. J. Langloy.

T. M. Henderson.

J. N. Henderson.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

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.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
- Sea (Marine) Insurance Co.

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:

- Warnuck 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.

HEISTERMAN & Co. ESTABLISHED 1864
 INSURANCE, FINANCIAL &
REAL ESTATE AGENTS,
VICTORIA, B. C.
 CITY PROPERTY, FARM LANDS ON V. I. & MAINLAND
 MONEY TO LOAN, CONVEYANCING & NOTARIES PUBLIC
 GENERAL AGENTS, BRITISH COLUMBIA
MUTUAL LIFE INS COMPANY of N.Y.

W. H. SOULE.

A. E. STEVENS.

ALEX. McDERMOTT.

**BRITISH COLUMBIA
 PIONEER STEVEDORING CO., LTD.**

ESTABLISHED 1871.

Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.
 Cash security given if required, and satisfaction guaranteed.
 P. O. Box 507. Cable: Soule.

Vancouver, - - - British Columbia.

H. G. WATERSON,

PRINTER,

130½ : GOVERNMENT : STREET,
Telephone 200. VICTORIA, B. C.**H. A. LILLEY,
CITY : CANDY : FACTORY.**

Manufacturer of all kinds of
PLAIN AND FANCY CANDIES,
 Also Importer and Dealer in Foreign and Domest-
 ic Fruit, Nuts, Cigars, &c.
 105 Douglas St. bet. Johnson & Pandora, Victoria.
 P. O. Box 536.

**F. W. NOLTE & CO.
PRACTICAL OPTICIANS,**

The above firm will open a first-class Optical
 Store Sept. 15th. All work guaranteed and done
 in Victoria, including the grinding of special
 lenses. Mr. Nolte, the well known American
 optician, will take the management and give
 his personal attention to the business.

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.**TRADE AND COMMERCE.**

COMMERCIAL JOURNAL OFFICE.
 Tuesday Morning, August 25.
 VICTORIA.

General merchandise lines are quiet but
 in full confidence of the development of a
 satisfactory business with the opening of
 the fall season. It cannot be said that
 there is any stringency in the money mar-
 ket, but it is plain that there is a dispo-
 sition with the banks to keep funds well in
 hand.

GROCERIES AND PROVISIONS.

American smoked meats are increasing
 in price. The tendency is also upward in
 Canadian meats. There was a rise of 2c
 in the east a short time ago. Last winter's
 pack is about exhausted, and the new
 pack will not be in the market until No-

vember. Cheese is quoted at 12c, cream-
 ery butter, 24½c and best dairy, 18½c@20c.

FLOUR AND FEED.

The prospects for farmers, throughout
 the country, are excellent. Harvesting
 and threshing are in full swing, throughout
 the Province. There is a good deal of new
 wheat coming in. The price is the same
 as quoted last week, but will probably de-
 cline shortly. The same may also be said
 of new oats which are, at present, quoted
 at \$35 per ton, but are on the decline. New
 potatoes are coming in freely, but the price
 remains steady. Hungarian flour has ad-
 vanced 25c. per bbl. last Friday and is now
 quoted at \$6.50. Royal brand Oregon flour
 has also advanced to \$6. A recent advice
 from Oregon says: "There is every pros-
 pect now of still higher prices yet. The
 English wheat markets keep advancing.
 Stocks of old flour here are pretty well
 exhausted. Stocks of old wheat will not
 last very long, but by the time it is ground

Jackson & Mylius,
 —DEALERS IN—
**DIAMONDS,
 WATCHES AND
 JEWELLERY.**

REPAIRING A SPECIALTY.
 ALL WORK GUARANTEED.

76 GOVERNMENT STREET,

"COLONIST" BUILDING, VICTORIA, B. C.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

the new wheat will be fit for use. If the
 prices continue very high, it is going to
 check the demand for China."

RICE.

The Victoria Rice Mills quote whole-
 sale:

Japan rice, per ton	\$90 00
China rice	70 00
Rice flour	70 00
Chit rice	25 00
Rice Meal	17 60

FRUITS AND VEGETABLES.

There has been quite a reduction in
 nearly all lines, since last week. Compe-
 tition is keen for business. The canneries
 are now putting up the large fruits which
 will increase importations. Quotations
 are: Peaches, \$1.25; apricots, \$1.25; pears,
 (bartlett), \$1.75; plums, 90c; grapes,
 (white), \$1.25; grapes, (black), \$1.25 apples,
 (green), \$1.50; apples, (red astracan), \$1.65;
 Riverside oranges, \$3.50 to \$3.75; California
 Messina lemons, \$7.25 to \$7.50; bananas,
 \$3.25; cantilopes, \$1.50; nutmeg, melons,
 \$1.50; watermelons, \$5.50 a crate; nectar-
 ines, \$1.50; crab apples, \$1.25; silverskin
 onions, 1½c. per lb.; native potatoes, 1c.
 per lb.; island apples, \$1.50 per box; toma-
 toes, \$1.00; cucumbers, \$1.00; sweet pota-
 toes, 3c. per lb.; sweet corn, 30c. per doz.

SALMON.

Fishing on the Fraser stopped last
 Wednesday, as the sockeye run is over.
 The Boscowitz arrived from the North on
 Saturday, with 12,000 cases salmon. There
 were 700 cases shipped east last week—350
 cases to Toronto and 350 to Hamilton.

LUMBER.

Advices from Melbourne dated July 9
 say that the volume of sales show consid-
 erable shrinkage, and importations are
 falling off.

Messrs. J. and W. Ramsay are recent
 arrivals from Toronto who propose to estab-
 lish a confectionery manufactory in Vic-
 toria. They will sell to the wholesale
 trade.

The Sehl-Hastie-Erskine Furniture Co.,

—IMMENSE STOCK OF—

Furniture, Carpets, Linoleums, Crockery,
Glassware and General.

HOUSE FURNISHING GOODS.

WHOLESALE AND RETAIL. CORRESPONDENCE SOLICITED.

OFFICE AND SALESROOM:

66 to 68 Government Street.

FACTORY:

Laurel Point.

W. L. McCABE, TACOMA,
1st Vice-Pres.

CAPT. JAS. CARROLL,
Pres't.

J. P. BETTS, VANCOUVER, B. C.,
2nd Vice-Pres.

PUGET SOUND AND BRITISH COLUMBIA STEVEDORING COMPANY.

INCORPORATED.

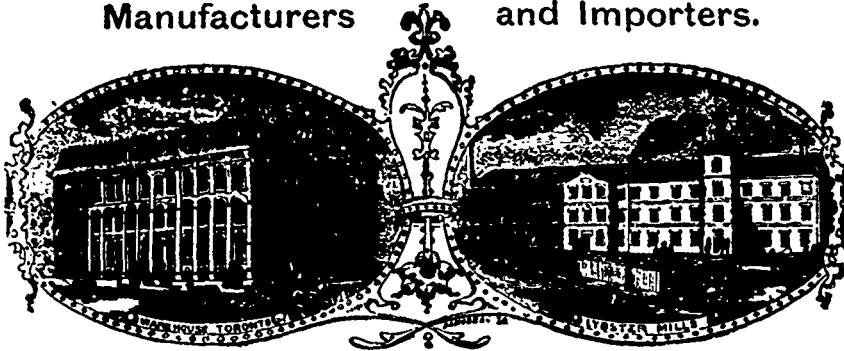
Doing business at all Puget Sound and British Columbia Ports. The only concern with a complete stevedoring plant. Head office: Port Townsend, Washington.

Capt. John Barneson, Sec'y, Manager, Port Townsend. R. Chilcott, Manager Seattle and Port Blakely. F. V. Burke, Manager Victoria, Chemainus and Cowichan, B. C.
All communications to be addressed to the Sec'y at the head office, Port Townsend, Wash. Cable address: Barneson, Port Townsend.

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

BUSINESS CHANGES.

Mr. Carmichael is the new proprietor of the Willows Hotel, Port Kells.

Stewart & Burton, grocery, Vancouver, have sold out to P. Opmstead.

The Glasgow Hotel, Vancouver, is now owned by Messrs. Lee, Haywood & Griffiths.

Messrs. Cowan & Wilson, wholesale grocers, Victoria, have opened a branch warehouse in Vancouver.

Mrs. McGregor has purchased the clothing and men's furnishing business of Jacob Schmidt, Nanaimo.

F. P. Bodwell, of Portland, has succeeded Mr. McClintock at Victoria as inspector of the Transcontinental Association.

Mr. Robert Blundell has been appointed sub-collector of Inland Revenue at Nelson. This officer is under Collector J. E. Miller, of Vancouver.

Stanley Hendersou, late chief clerk pay department C. P. R., has gone into business in Vancouver as customs and general broker, insurance, manufacturers' and shipping agent.

Wm. McGirr is now proprietor of the Moodyville Hotel, lately conducted by Capt. Powers.

John Latta, general merchant, Port Kells, intends to start a pork packing establishment this fall.

E. Cook, who bought out the Messrs. Dunsmuirs' store at Wellington, is selling out his wholesale stock of dry goods in Victoria.

Anson A. Richardson will in future carry on the dry goods business of the firm of Richardson & Horner, which has been dissolved.

Cope & Young, dry goods, Vancouver, are vacating one of the stores at present occupied by them. All their stock will in future be carried in one store.

W. R. Robertson, late manager of Lafferty & Moore's bank at Calgary, has opened an office in Vancouver as accountant, auditor, customs and general broker.

John Earsman has been appointed general agent for Vancouver Island of the New York Life Insurance Co. He supercedes his late partner, John A. Andrew, recently deceased.

H. McDowell.

H. H. Watson.

H. McDowell & Co.,

WHOLESALE - DRUGGISTS.

10 and 12 Cordova St.,

630 Granville St.,

VANCOUVER, B. C.

NANAIMO SAW MILL

Rough and Dressed Lumber,

Shingles, Laths and Pickets,

Doors, Windows and Blinds,

Moulding, Turning, Scroll Sawing,

And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPR.

NANAIMO, B. C.

BOECKH'S

STANDARD

BRUSHES & BROOMS

ARE HANDED

By all leading Hardware, Paint and Oil and Grocery Trade.

MANUFACTURED BY

CHAS. BOECKH & SONS,

TORONTO.

Illustrated Catalogue and Price List mailed on application.

THOMAS HOOPER ARCHITECT,

Over Spencer's Arcad
GOVERNMENT STREET, VICTORIA.
Room 10, TURNER BLOCK,
VANCOUVER.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending August 22nd:

Date.	Vessel and Destination.	Tons.
17-	Sea Lion, ss., Port Townsend	35
19-	Commodore, sp., Wilmington, Cal.	3,087
21-	Jeanie, ss., Alaska	701
22-	Wilna, bk, San Francisco	2,481
22-	Queen, ss., San Francisco	1,160

Total..... 7,533

G. F. and J. Galt will establish a branch wholesale tea store in Victoria.

MANIFEST

SS. Grandholm, Capt. J. Mason, from Glasgow and Liverpool to Vancouver the Union Steamship Co. charterers and consignees.

For Vancouver from Glasgow: 3 steel steamers in pieces, together with engines, boilers and machinery, etc., Union Steamship Co.; 92 cast iron pipes, 18 connections, 45 bales iron tubes, 72 steel bars, 2 bbls and 60 single iron tubes, Thos. Robertson & Co; 1 steam launch, 2 cases, Edward Mahon; 275 pieces or pkgs iron work, etc, 660 do, 1,618 do, order; 7 cases, 3 rollers, 1 pair shafts, 2 cheeks bolted together; 1 cs, 1 cs, 1 cs, 1 pkg nichy, 1 fly wheel, 1 spur wheel, 1 bracket, 1 pkg nichy, 1 double purchase crab winch, 8 cs, 1 pkg, 200 zinc plates, 1 cs, 300 fire bricks, 4 bales, 54 brls cement, 4 cs 11 bbls, 8 bbls shovels, 1 bbl iron, 1 anvil, 5 cs, 4 cs, 1 copying press, 6 bbls oil, 2 bbls fire clay, 2 bbls loam, 1 drum caustic soda, 1 cs condenser tubes, 2 blocks, 1 bale canvas, 1 bale spun yarn, 1 bale tarpaulin covers, 3 coils rope, 8 coils do, 6 bales coal baskets, 1 cs sundries, 1 pc lignum vite, 1 coil rope, 1 cs blocks, Union Steamship Co; 322 bbls tubes, order; 20 tons coke, order; 10 tons coke, order.

For Vancouver from Liverpool: 60 bxs Canada plates, 100 bxc do, order; 3 cs perambulators, 4 crates East India ware, Baker Bros & Co; 322 bars, 51 bbls bar iron, 9cs spikes and nuts, 6 chain cables, 1 cast steel chain, order; 50 cs sauce, 9 cs cocoa, Oppenheimer Bros; 737 cs glass, order; 60 cs whisky, 5 qr casks do, 5 octaves do, 50 cs milk, 2 bxs nichy, Baker Bros & Co; 13 pkgs effects, 1 piano, F S Annandale; 22 pkgs furniture, Capt Steeves; 300 cs bottled beer, Baker Bros & Co; 50 cs gin, order; 96 cs candles, order; 20 cs lime juice, 1 cs camphor, 25 cs castor oil, 149 cs provisions, order; 6 bbls rum, 4 qr casks wine, 13 cs wine, Baker Bros & Co; 8 cs rubber proofed garments, Wm Skene & Co; 20 cs and 1 hhd mustard, order; 5 qr casks brandy, 10 octaves do, 40 cs do, Baker Bros & Co; 52 kegs varnish, 10 csks do, 6 drums oil and varnish, 3 drums turps, 1 bbl brushes, Union Steamship Co; 15 cs and 1 esk confectionery, J Macaulay; 1,272 bars and 59 bbls bar iron, 88 bbls hoop iron, 6 iron chains, order; 12 cs cocoa, 20 cs milk, 5 cs mustard, 2 cs fruit salt, 1 cs curry powder, 10 cs sauce, 10 cs food, 45 cs oilman's stores, 20 cs sardines, 2 bxs oilman's stores, Baker Bros & Co; 224 bags factory filled salt, order; 13 cs galvanized iron sheets, order, 100 boom chains, order; 1 cs and 1 esk ink, 4 cs do, order; 4 qr casks wine, 5 cs mineral water, 25 cs brandy, 5 cs liqueurs, 10 cs vermou, 1 cs tin foil, 60 cs champagne, 10 cs do, order; 50 bbls oil, Baker Bros & Co; 10,000 fire bricks, Baker Bros & Co; 3 qr casks whisky, 25 cs do, 20 cs Geneva, 30 cs gin, 10 cs sardines, 10 cs liqueurs, 1 cs sausages, Baker Bros & Co; 14 cs galvanized iron, 8 cs do, Thos Robertson & Co; 1 cs confectionery, 1 cs samples, 1 cs tobacco, 5 csks and 1 cs ink, order; 50 cs whisky, 30 cs gin, Baker Bros & Co; 4 cs galvanized sheets, 10 bxs spls whisky, J Macaulay; 1 trunk effects, A J Clarke; 1 cs effects, Atwell King; 1 bx effects, A St George Hamersley; 1 chest effects, John Whitty; 1 parcel, Clay & Hudnell.

For Victoria from Glasgow: 35 bbls tubes, Thos Robertson & Co; 6 rolls sheet

lead, Thos Robertson & Co; 30 bars iron, 8 bbls and 233 single iron sheets, Thos Robertson & Co; 1,050 boiler plates, 70 iron plates, 30 steel plates, Thos Robertson & Co; 30 cs ale, order; 50 cs whisky, Benj Gordon, 50 cs whisky, order.

For Victoria from Liverpool: 25 bxs Canada plates, S I. Kelly; 25 bxs Canada plates, order; 50 bxs Canada plates, order; 108 bxs Canada plates, 12 cs galvanized sheet iron, McLellan & McFeely; 17 hhd brandy, 57 qr casks do, 23 octaves do, 665 cs do, 165 cs sauce, 1,155 cs whisky, 11 hhd do, 17 qr casks do, 800 cases ale and stout, 2 cs show cards, 20 cs rum, 15 puns do, 27 qr casks do, 15 octaves do, 500 cs gin, 165 cs wine, 5 cs cocoa and milk; 2 crates earthenware, 2 cs blue, 153 cs wines, spirits, etc, 25 qr casks do, 2 puns do, 1 pipe do, 2 butts do, 201 cs and 4 csks provisions, 50 cs apollonaris water, 120 drums oil, 180 kegs paint, 9 bales blankets, T R Smith, Hudson's Bay Co; 25 cs confectionery, Langley & Co; 300 cs brandy, Boucherat & Co; 200 steel wheels, 100 steel axles, New Vancouver Coal Mining and Land Company; 1 pun rum, B. Gordon; 2 bbls rum, Fell & Co; 3 bbls rum, H Saunders; 1 cs clay pipes, 1 chronometer, H. L. Salmon; 2 brls rum, 2 qr casks port, 2 qr casks sherry, A B Gray & Co; 1 vat brandy, 35 cs do, 1 cs tubes and cocks, Fell & Co; 5 qr casks brandy, 10 octaves do, 20 half octaves do, Boucherat & Co; 25 cases brandy, Henry Saunders; 14 qr casks brandy, 85 cs do, order; 70 cs lime juice, 42 cs confectionery, Evans Sons & Co, 3 vats brandy, 1 cs tubes and cocks, Henry Saunders; 419 bars iron, 237 bbls do, order; 25 cs whiskey, 50 cs do, 4 qr casks wine, 8 octaves do, Turner, Beeton & Co; 40 octaves, 1 qr esk cased wine, naval store-keeper; 1 cs perfumery, 1 cs soap, 1 cs linen goods, 1 cs linen, 1 cs gloves, 1 cs hosiery etc, 1 cs twines, 3 bales carpets, 1 bale rugs, 1 cs cutlery, 1 bx toothpaste, 2 brls Haws, 22 cs brandy, 5 cs champagne, 3 csks pickles, 1 cs bacon, 1 csks sauces, 4 cs sauces, 1 esk pickles, 1 cs mustard, 1 bale rugs, order; 1 cs wearing apparel, F Howard; 772 bars and 36 bbls bar iron, 100 boom chains, 2 cs steel, order; 3 cs galv'd iron, 2 cs galv'd iron, Thos Robertson & Co; 5 cs cold glass, 10 cs wine, 1 pkg samples, Turner, Beeton & Co; 25 cs liquors, 5 cs do, 5 cs do, 15 cs claret, 5 cs do, order.

For New Westminster from Glasgow: 1 cs piano, Chipman, Morgan & Co.

For New Westminster from Liverpool: 59 bxs Canada plates, Cunningham Bros; 1 cs cigarettes, 1 cs cutlery, 4 ironmongers' sundries, 4 crates crockery, order; 7 cs galv'd iron, 2 cs black sheet iron, order; 8 cs floor cloth, Ogle Campbell & Freeman; 1 cush chair, 1 bag shot, Royal City Planning Mills, 577 bars iron, 47 bbls do, order; 1 cush chair, 60 iron boom chains, 4 cases steel, Brunette Sawmill Co.

FOR VANCOUVER.

Glasgow Cargo..... 3,840 pkgs
Liverpool Cargo..... 14,014

Total FOR VANCOUVER..... 18,454 pkgs

FOR VICTORIA.

Glasgow Cargo..... 1,592 pkgs
Liverpool Cargo..... 7,481

Total FOR VICTORIA..... 9,076 pkgs

FOR NEW WESTMINSTER.

Glasgow Cargo..... 1 pkgs
Liverpool Cargo..... 774

Total FOR NEW WESTMINSTER..... 775 pkgs
Grand Total..... 28,305 pkgs

OVER BUYING.

The *Monetary Times* says that an ob servant traveller, recently returned to Toronto from a trip to the far west, noticed that the stocks carried by dry goods and general dealers in the western Provinces, in the majority of cases, were much larger than is the rule in the Province of Ontario, and apparently larger than is warranted by the extent of the trade to be done on the capital employed. This was almost a necessity some years ago, when railroad and steamboat navigation in this newer country was so infrequent as to compel a merchant to lay in a goodly store at one time to carry him until the next opportunity for replenishing. The custom cannot, however, be excused on such grounds now. A trader can have the goods on his shelves in a few days after ordering. He can "sort up" as frequently as he pleases. Perhaps this undesirable feature of store-keeping by our western merchants is being perpetuated from sheer force of long habit. We know that the best governed wholesale firms discourage such a practice by Ontario merchants, and evidences are not wanting that their efforts are gradually bearing fruit. Buyers are beginning to realize that there is every advantage in purchasing frequently—as their needs demand. The stock is always fresher. There is less likelihood of a surplus of unseasonable goods, and slaughter prices to get ready cash when there's an inopportune bill to meet. The general liability is always smaller, and the position of the man, who buys in this way, is consequently far more likely to be one of ease than if he tried to anticipate the wants of his customers for a whole season in advance. A failure now and then gives point to this argument. The insolvent was caught with a large stock when trade was dull. His tempting inducements in the shape of big discounts at clearing sales only put off the evil day, and failure came at last. But we are told that the tendency to overstock shows some really gratifying indications of being brought under proper control. It certainly is a question demanding the best consideration of wholesaler and retailer. It must be clear to all concerned that a practice fraught with so much menace to success in trade is one which should be discontinued without delay.

Hailstorms in the Moselle-Sarre valley, Germany, has caused damage to crops to the extent of 1,000,000 marks.

The Italian papers compliment Lord Salisbury on his happy inspiration in extending a welcome to the French fleet, which will take the wind out of the sails of Russia's ambition. The journals un-animously declare the day is not far distant when France will see that England's friendship is of more value than an alliance with Russia.

A special agent from the Dominion Customs Department has seized \$50,000 worth of dredging plant at Sault Ste Marie, Ont., for under valuation. The dredges belong to Heckler Bros., an American firm which has a sub-contract on the "Soo" canal. The dredges were entered at a low valuation. Four steamboats have also been seized for smuggling and for infraction of the shipping regulations. The boats have been released under bonds.

COMMERCIAL SUMMARY.

The San Francisco longshoremen are striking for higher wages.

Grippes & Son, cornfactors, etc., London, Eng., have failed, with liabilities at £1,000,000.

The Fresno *Republican* says that more raisins will be sold at four cents than at a higher figure.

Eight thousand wrought iron nail workers in Staffordshire and Worcestershire are out on strike against a 10 per cent. reduction in wages.

The wrought iron nail men, of the Worcester and Staffordshire, Eng., districts, are on strike. Eight thousand men are thereby affected.

A big law suit is now on between the American Loan and Trust Co. and the Mineral Development Co. at Milwaukee, involving several million dollars.

A serious fire occurred among the iron works in Jacksonville, Florida, on Tuesday by which property amounting to \$800,000 was destroyed. Insurance about \$500,000.

The John Thyson Grain and Commission Company, of St. Louis, Mo., has failed. The failure was caused by the rapid rise in wheat and the firm having so many contracts outstanding.

It is now officially declared that the German Emperor has no intention of visiting the United States during the Chicago Fair, much as he desires to see the great country across the Atlantic.

The White Star steamship *Teutonic* arrived at New York, on the morning of Aug. 10, from Liverpool. She made the passage in 5 days 16 hours and 33 minutes, which beats the record by one hour and 35 minutes.

Sir Charles Tupper says that the British Colonial Office is of the opinion that the treaty between England and Spain entitles Canada to any reduction extended to the United States by Cuba and Porto Rica till July 1st, next, when the treaty expires.

Fifteen years ago, there was not a single orange exported from California. Last year, there were over 3,000 carloads shipped away. In 1875, the Southern Pacific road shipped 508 pounds of raisins. Last year, they transported over 28,000,000 pounds.

A recent measure introduced in the House of Commons provides for the inspection of hulls or other parts of ships to ascertain their seaworthiness. This inspection includes the masts, spars, sails, rigging, anchors, cables, boats, etc. Anything that will tend to reduce the loss of life and destruction of property at sea, through imperfect construction or inadequate equipment, is to be commended.

In addition to the large docks and elevators erected at Fort William by the C.P.R., the company has now undertaken the construction of extensive coal docks. They will have a storing capacity of 100,000 tons, with machinery of the most modern character and capable of handling eight hundred tons a day. Work has been resumed on the elevator annex, which, when completed, will be capable of storing 1,350,000 bushels.

Russia will rescind the ukase forbidding the exportation of rye, in October.

The French wheat crop will amount to 90,000,000 hectolitres, being a deficiency of 32,000,000 hectolitres.

A dispatch from Martinique states that the cyclone, last Tuesday, destroyed more than 20 ships. The storm was the worst since 1817.

An Ottawa dispatch to the *Toronto Globe* says it is reported the enumeration by the recent census will show the total Dominion population less than five million. The total population by the census of 1881 was 4,324,810.

Two merchants of Zittan, Saxony, named Muller and Japrig, have been sentenced to pay fines of 100,000 florins and 50,000 florins respectively, or undergo six and four years imprisonment respectively, for extensive smuggling operations on the Bohemian frontier.

One hundred tenant farmers wrote to Sir Charles Tupper, the Canadian High Commissioner, offering to take the free trip to view the land in Nova Scotia and New Brunswick. The two elected are Messrs. Thomas Davey, of Beere Manor Farm, Carrington, near Bridgewater, thirty miles from Bristol, and John Queeg, of Oakwood, Selkirk, Scotland. The delegates sailed for Halifax on the 18th inst.

President Carnot expends from \$7,000 to \$8,000 each time that he gives a grand fete, such as society expects him to furnish three or four times during the fashionable Paris season. His official dinners for twenty-four people at a time cost about \$700 each. A dinner, followed by an open reception and dance, costs from \$2,500 to \$4,000. All these expenses come out of the allowance of 625,000 francs annually provided by the nation.

A Washington dispatch says that the treasury department has been advised that Vancouver is the port where the Chinamen that are being smuggled into the United States enter British Columbia. Information is that hundreds arrive there on every steamer, and that about 2,000 annually are brought into the United States at that point. It is said that smuggling Chinese over the line is abetted by a few whites who are rather glad to have the opportunity of dodging the United States' authorities.

More wheat will be exported from Canada this year than ever before. The yield, in Ontario, will be 30,500,000, or nearly 10,000,000 bushels more than last year. The Northwest and Manitoba will yield, it is estimated, about 63,000,000 bushels. Deducting for seed and consumption 30,000,000 bushels, this will leave 33,000,000 bushels for export. Of this amount, Manitoba expects to export 25,000,000 hard wheat, the finest Canada produces. Last year, the total export of wheat from Canada was a little over 15,000,000 bushels. The crop of wheat in Canada this year exceeds everything in the history of the country. The average yield of Fall wheat per acre, this year, will be 24.4 bushels, or five bushels above the average in years past. In western Ontario, some yields produced as high as 35 bushels an acre, and 63, 64 and 65 pounds to the bushel.

There are 1,701 daily newspapers published in Canada and the United States.

Japanese lace is coming into the market. It is a new manufacture, and hitherto has been mainly consumed at home.

The Kingston, last Thursday evening, took out 300 cases of salmon consigned to Halifax, N. S., over the Northern Pacific Railroad.

The adulteration in coffee in France has reached such alarming proportions that it has become a subject for investigation in the Chamber.

The agents of the Anthracite Producing Company met at New York one day last week and ordered an advance of 15 cents per ton in the price of coal to take effect on September 1st.

The refusal of President Van Hornes to speak of the new line of trans-Atlantic steamships between Great Britain and Canada, is taken at Quebec as evidence that Grand Trunk influence has killed the scheme, at least for the present.

A dispatch from Ottawa says that the Dominion Government is negotiating with parties in New York for the purchase of a fast revenue steamer to be placed in the Gulf and lower St. Lawrence to aid in the suppression of smuggling. It is claimed that a suitable steamer cannot be obtained in Canada at present.

Mr. George H. Campbell, of the Dominion Immigration Department, has left for the Dakotas, where he will resume the emigration campaign in the interests of Manitoba and the Northwest. Manitoba's big crop will cause a great many farmers of both North and South Dakota, who have been looking Manitobawards for the past two years, to decide on removing there this fall.

It is believed in Philadelphia that the only one of the original continental flags in existence is in the possession of the city troop of that city. The old flag is spread between two large pieces of plate glass, which keep the air away from it. The probabilities are that were it removed from this case it would fall to pieces. In design, it is somewhat similar to the English jack. The design was made by a committee, of which Benjamin Franklin was a member, in 1776. A few years later, the first American standard adopted by congress was submitted and accepted.

There is a custom shoemaker in Boston whose trade extends all over the country and includes many of the visiting shoe jobbers. He is an autocrat in his way, and, as one of his customers puts it: "He seems to be doing you a favor by accepting your order." Says another: "His charges for custom work range as high as \$14, but he understands how to fit the foot, and the shoes of his make will wear longer and look better than those I can buy elsewhere. I have endeavored to shake off the grip of this dealer by trying others, but after each experiment have been glad to return, and, with deep humility, say: 'Mr. —, will you please take my order for a pair of shoes?' His profits are enormous, and though, in comparison with our manufacturers, he does not make many pairs, yet his income from his business has, since he came to Boston, a number of years ago, made him a rich man."

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

Office - No. 77 Johnston Street.

VICTORIA, TUESDAY, AUG. 25, 1891.

HOTEL ACCOMMODATION.

From a business point of view, it is highly in the interest of the trade of the city of Victoria that either a new hotel be established or that those now existing be made adequate to the requirements of the time. No doubt the city's lack in this particular will be specially emphasized on the occasion of the coming Agricultural Exhibition, but, should it be necessary, it is to be expected that so far as possible some of the private houses will be thrown open to the visitors. It may readily be imagined that the results of the present season of travel have not been such as to infuse much life into the hotel men. The financial stringency which prevailed in Europe as a matter of course spread to the United States, and restricted the pleasure travel which has been accustomed to come this way. Still, though that may be one of the causes of the short number of visitors, it is not the only one, and the comparatively poor accommodations provided and the prices charged for them have been by no means unimportant inimical influences; and these must be removed.

The Board of Trade recently took up the subject, and at a special meeting some pretty plain talk was indulged in. One prominent member said that on the occasion of his recent travels abroad he had heard the Victoria hotel accommodation spoken of as beastly. Another said that it was a standing disgrace to Victoria that it had not hotel accommodation such as travel called for at the present day, while the consensus of opinion was that Victoria was losing a great deal from the want of a first-class hotel. That is the business aspect of the case. What is Victoria losing? One gentleman said that with first-class accommodations the traffic would be increased 200 or 300 per cent., and that the establishment of a first-class hotel at Portland had been the means of bringing trade to that city which was losing it before.

Travel means trade—the circulation of money. This is precisely what is wanted. Every visitor spends or causes money to be spent, and to that extent the place is advantaged. Even if the profit made out of each visitor be only small he circulates money that would not come in without him. Then, so far as business is concerned—with good and at the same time reasonably-priced hotels, the country merchant will come in the more frequently to

see for himself what the wholesalers are doing. Commercial travellers are a most useful class, still they cannot give the trader all the posting that he requires as to the latest developments in business, and therefore it is in an eminent degree desirable that the wholesaler and the retailer be occasionally brought directly face to face.

This idea of better hotel accommodation is one that should be heartily taken up. It is to be hoped, therefore, that the committee which has been appointed by the council of the Board of Trade to deal with this question, to report to a general meeting of the citizens, as to the question of site, accommodations and cost of a first-class hotel and to make suggestions as to the most practical way of financing the scheme, to ensure the early completion of the hotel, will receive every encouragement and assistance.

SHEEP RAISING IN THE PROVINCE

It has always been the contention of many well posted agriculturist, that the Province of British Columbia is specially well adapted to sheep farming, and, in consequence, endeavors were made some time back to secure the admission into it free of duty, of a considerable number of breeding ewes. However, to judge from the subjoined paragraph in the *Colonist*, the leader of the Government is opposed to the idea. The *Colonist* said: "The proposition to admit some twenty or thirty thousand sheep free of duty, ostensibly for breeding purposes, has, we understand, excited a great deal of hostility in the interior. The Premier, at the request of some of his constituents, took the matter up, and, yesterday, received from Ottawa a telegram containing an assurance that nothing of the kind will be done."

Why there should be this hostility, it is hard to understand, especially when it is understood how important a factor the sheep industry is and how specially well adapted to it are our climate and the conditions of our territory. A Mr. Minto, official correspondent of the Bureau of Animal Industry at Washington, has recently been in Victoria, and, in conversation with a newspaper man, is reported to have said that the British Columbia climate is well suited to sheep, and the rough mountainous character of much of the land of the mainland and island alike is just what they delight in. Sheep Mr. Minto spoke of as the best help the settler can have to clear his land of brackens and brambles, while as for their interference with cattle, he scouted the idea. Good grass and rich white clover always follow the sheep. The climate of almost the whole of British Columbia is as mild as that of North Britain and Scotland, where the sheep industry is most successfully prosecuted, and with well crossed, hardy grades, a profitable trade might be done, the demand being always extensive for wool and mutton. The Americans did not, it was said, pay as much scientific attention to sheep culture as they might do, and if British Columbians only went to work properly, they might raise sheep that at twenty months would be ripe for the market, while frequently it is the custom to feed them for four or five years.

THE WELLINGTON MINES.

Rumor has again been making free with the Wellington (Messrs. Dunsmuir's) coal mines, which, it is said, have been disposed of to an English syndicate for a very large sum. The coal properties of this firm are among the best in the Nanaimo basin, and probably in new hands might be developed to a far greater extent than has been possible of late. Misunderstandings between the owners and the employes have materially restricted the output, while the putting on of the boycott at San Francisco must have had an injurious effect. According to Mr. Tully Boyce the strike is still on. Probably under new ownership the difficulties might disappear, and the way be paved for an era of cheaper coal, the price of which is at present high. The coal measures of Vancouver Island are immense, and with those of the belt to which they belong are practically limitless. To all appearances, it would be true economy to consume less wood and more coal in the way of fuel, leaving large quantities of the former for use in the mechanical arts. The parties principally concerned in the mines at present do not appear to be disposed to acquaint the public with the condition of affairs as regards the ownership of the mines; but it may readily be taken for granted that there is something to the stories that have been circulated.

JURY TRIALS.

For something like a dozen solid business days a jury of Victoria merchants has been sitting, under the presidency of Mr. Justice Drake, to hear evidence and argument in the case of Gray vs. McCallum, in which, if both sides are to be believed, there have been developments of gross rascality in connection with the conduct of the business of a mining company. It is not of the merits of the case itself that it is now proposed to say anything, but merely of the serious injury which it must be to the jurors to be compelled to remain so long away from their business in connection with a matter which does not concern them in the least, and which, when they have given their judgment, will doubtless be carried to the highest courts in the country. It will hardly be said that every one concerned in the matter has been desirous of getting at the truth, the whole truth, and nothing but the truth, and the tangle of statement, counter-statement and argument will be an exceedingly difficult one for the jurors to unravel. It is true that at last session of the Legislature the fees of special jurors were augmented; but it will strike the majority of our readers that it would take a great deal more money—if money can in any way be adequate—to compensate the men connected with this case for the loss to their business and the mental rack on which they have been put by this matter. Does not such a case as the one in question constitute an abuse of the jury system? Might it not be more satisfactorily dealt with by judges, learned in the law and specially trained to weigh evidence, rather than by men who are not expected to be up to every line of commercial crookedness?

AID TO RAILWAYS.

The aid granted to railways in Canada for the year ending June 30, 1890, by the Dominion and Provincial governments and by the various municipalities was:

	Loan.	Bonus.
Dominion Government..	\$15,891,533	\$120,553,790
Prov. of Ontario.....	26,000	6,071,017
do Quebec.....	3,722,956	9,454,497
do N. Brunswick.....	50,000	4,217,348
do Nova Scotia.....	50,000	2,087,936
do Manitoba.....	1,945,000	533,300
do Brit. Columbia.....		37,500
Total from Governments..	\$21,035,489	\$151,953,436
Various Municipalities..	2,922,000	10,394,919

Grand Total.....\$24,027,489 \$162,518,352
Besides this, subscriptions to shares or bonds were made by the New Brunswick government of \$300,000, and by various municipalities of \$2,245,500, making a total of \$2,545,500 in subscriptions, and a grand total of aid in loans, bonuses and subscriptions of \$189,721,342.

POULTRY FARMING.

In a recent number of the *Canadian Gazette* which is published in London, it was stated that the trade in Canadian eggs was increasing in volume every week. In ten days, recently, upwards of 3,000,000 Canadian eggs of exceedingly fine quality were landed at Liverpool alone. They are said to have weighed from 15 to 17 lbs. per 120, while the best Continental weigh from 12 to 15 lbs. only; and are also stated to be superior in class to the choicest Irish eggs—their price being from 8 to 10 cents per 100 more than is obtainable for the Irish product. The packing is stated to be superior to that of any continental shipments, and the trade may now be said to be placed upon a permanent footing. Although because of the extreme distance and length of time consumed in the transportation, it might not at present be possible for us to export eggs to Great Britain and Europe, still, despite the McKinley tariff, we might advantageously dispose of eggs to the Americans, and, moreover, accomplish more than we are doing in the way of producing chickens for the market.

LIFE INSURANCE RISKS.

The subject of accepting risks without medical examination has again been brought prominently forward, through the circular issued by the English and Scottish Law Life Association, in which an offer is made to insure bank officials for sums from \$500 to \$2,500, provided they are in active service, sound health and have never been refused life assurance by any company. The family history must also be free of consumption, cancer, brain or heart disease. Thus, it will be seen, there are safeguards thrown around the business which are likely to prevent it being unprofitable. The policies granted are limited payment for the payment to cease at age sixty, and endowments maturing at that age or sooner. At the expiration of seven years from the original contract, the assured can, if circumstances are favorable, take out additional assurance under the same conditions, and that increasing responsibilities may be provided for. It is not intended to limit the offer to persons engaged in banking houses, but to extend the lines to other corporations. The dispensing with medical

examinations has been agitated for some time. In the event of death within nine months after the taking out of additional assurance, under the plan referred to, the face value of the policy will not be paid, but the premiums received will be returned.

CAR LOAD RATES.

At the last meeting of the Association of Freight Agents for Canada the subject of the shipment of freight at car load rates where goods are sent on consignment or intended for division among two or more persons was discussed, and a resolution adopted to the effect that carload rates would not be allowed. This will affect both wholesale and retail dealers. In small towns sometimes two or more dealers join together to bring in a car lot of a commodity. Wholesalers also sometimes consign car lots of freight to outside points, for distribution, in order to take advantage of the bulk rate. The question, however, arises if there are not so many ways of getting around a resolution of this kind as to make its enforcement impossible. If it can, however, be carried out, it will greatly increase the cost of transportation to some parts of the country, and interfere with the trade of the wholesalers at the larger and more distant centres.

THE B. C. CORPORATION.

The British Columbia Corporation, (Limited,) have begun business with a capital of \$1,500,000, the managers and agents in Victoria being Messrs. Robert Ward & Co. They announce themselves as prepared to transact business as a land, mortgage, investment and trust company; to buy and sell deonture securities, to act as executors and trustees, and to deal with financial operations generally. They have an excellent field before them, and the gentlemen under whose immediate direction the business will be conducted have well earned for themselves the respect and confidence of the whole community—a characteristic which, in addition to the one of undoubted financial strength, as is the case in this instance, is an invaluable one.

EDITORIAL NOTES.

AT THE annual meeting of the Dominion Millers' Association, at Toronto, the secretary, Mr. David T. Plewes, said he had made the following estimate of the Dominion wheat crop for 1891: Ontario, 29,160,000 bushels; Manitoba, 20,000,000 bushels; other Northwest provinces, 5,000,000; all other provinces, 1,000,000; total, 55,160,000. Of this, 32,972,000 will be required in Canada, and the remaining 22,188,000 bushels will be available for export.

MR. J. STANLEY METCALFE, of England, a recognized authority on shipping statistics, estimates the total carrying capacity of the steam and sailing ships of the world at 55,430,000 tons, and that the increase from 1880 to 1890 has been 47.83 per cent. Of this total, three-fifths is done by steamships. England's quota of this carrying

trade has steadily increased, being in 1872 50.30 per cent., increasing in 1880 to 54.47 per cent., and rising to 57.46 per cent. in 1890.

J. A. SKINNER & CO.

Messrs. J. A. Skinner & Co., wholesale crockery, glassware, lamp goods, etc., have opened their British Columbia warehouse at 514 Hastings street west, Vancouver. The firm of J. A. Skinner & Co. was established in 1850 at Hamilton, and is one of the leading crockery and glassware houses in Canada. Mr. Fred. Buscombe, manager of the B. C. branch, has been representing the house in this Province for some years, and secured such an amount of business that the firm felt it necessary to carry a complete stock in this Province for the accommodation of their customers. Mr. Buscombe will shortly be on the road, introducing his new business to the trade of the Province. The success of the British Columbia branch seems assured.

THE ORIENTAL TRADERS' CO.

The Oriental Traders Co. will shortly move into their commodious warehouse, on Granville street, Vancouver, now occupied by Galt & Co. Their trade in teas, coffees, spices, silks, furs, oils, and other oriental products, is now assuming large proportions with the eastern cities, and the location of the company's offices at Vancouver affords them every facility of transportation and communication required in their business. Mr. C. M. Rubidge, their representative, left for eastern cities last week.

One of Nanaimo's leading business men is endeavoring to raise sufficient capital to publish a paper in that city.

Some discoveries have been made recently which seem to indicate that the mountains to the north of Burrard Inlet are full of minerals of a sufficient purity to pay well for development. In Howe Sound, copper, almost native in purity, has been found. Some galena, assaying 70 per cent. in lead has been found among the mountain debris of Seymour Creek. The ore showed $\frac{1}{2}$ oz. of silver and about \$3 to the ton in gold.

The addition to the warehouse of Oppenheimer Bros., Vancouver, has just been completed. The building is now 120 feet in depth with a width of 35 feet, and three stories in height, with basement. A freight elevator has been put in, which is capable of lifting 3,000 lbs. The power is supplied by a 6 h. p. water motor. A part of the third floor is used as a bonded warehouse, while the basement, having a concrete floor, will be used for cold storage.

The Canadian Pacific Navigation Company has given notice of withdrawal from Puget Sound Steamboat Association, to take place next month, the claim being discrimination in the distribution of freight carried out of this port. The Puget Sound & Alaska, or Northern Pacific Company is getting most of it. This, together with a notice from the association to the Pacific Navigation Company that no further subsidy would be paid it for keeping its boats tied up, is believed to mean a dissolution of the steamboat pool.

COMMERCIAL LAW.

PART-OWNERS.

Part owners, quasi-partners, joint owners or tenants in common, who have a distinct or, at least, an independent, although an undivided interest in the property, cannot transfer or dispose of the whole property, or act for the others as partners can in relation thereto; each can merely deal with his own share, and to the extent of his own several right and interest.

Part-owners of ships are tenants in common, holding distinct and undivided interest, and each is deemed the agent of the others, as to the ordinary repairs, employment and business of the ship, in the absence of any known dissent. A majority in interest of the owners can employ the ship, although the minority may dissent, and they may appoint a master, and the dissenting minority will be bound, unless those dealing with the master have notice of dissent or they have protected themselves by proper proceedings in the Court of Admiralty.

CHIROGRAPH.

Chirograph is a deed or other public instrument in writing, which anciently was attested by the subscription and crosses of witnesses; afterwards, to prevent frauds and concealment, people made their deeds of mutual covenant in a script and rescript, or in a part and counterpart, and in the middle between the two copies they drew the capital letters of the alphabet, and then tallied or cut asunder in an indented manner, the sheet or skin of parchment; which, being delivered to the two parties concerned, were proved authentic by matching with an answering one another. Deeds thus made were denominated *syngrapha* by the canonists, and with us *chirographa*, or hand writings. Chirograph was also used for a fine, the manner of engraving which and cutting the parchment into two pieces was observed in the chirographer's office of the Court of Common Pleas until those assurances by matter of record were abolished.

CHARTER-PARTY.

According to Boyer, the derivation of the word is "*quia per medium charta incidebatur et sic fiebat charta partita*," because when notaries were less common, there was only one instrument made for both parties; this they cut in two, and gave each his portion, joining them together at their return, to know if each had done his part. A charter-party is an agreement in writing, by which a ship owner agrees to let an entire ship, or part thereof, to a merchant, for the carriage of goods on a specified voyage, or during a specified period, for a sum of money which the merchant agrees to pay as freight for their carriage. By such an agreement the ship is said to be *chartered* to the merchant, who is called the *charterer*. There are certain terms usually to be found in all charter-parties, viz: a statement of the burthen of the ship, an undertaking by the ship-owner that the ship, being seaworthy and furnished with necessaries, shall be ready a certain day to receive the cargo, shall

sail when loaded and deliver her cargo at her port of destination (the act of God or the King's enemies excepted), the charterer undertaking to load and unload the ship, within a certain number of days, called the *lay* or *running* days, and if he detain her longer, to pay *demurrage*, i. e., a certain sum of money for an extra day, and also to pay freight agreed.

BRITISH COLUMBIA'S MINERAL WEALTH.

To the Editor of the Commercial Journal.

SIR The mineral wealth of our district, and particularly of this camp, is so vast that in writing on the subject I hardly know where to commence. In the first place, there are nearly four hundred mineral claims located in the Hot Springs, or Ainsworth, district, which in itself speaks volumes. In this letter I can only give you a very brief sketch of a few of the best, or, more properly speaking, those on which the greatest amount of development work has been done. In leaving the town by the main government road, the first is the Little Donald, on which a great deal of work has been done for the length of time it has been discovered, and which is a good prospect, and likely to make a mine second to none in the district. Then comes the Banker and a number of others, on which no great amount of work has been done; then the Dictator, which is owned and worked by Spokane capitalists, and which has a splendid showing of high grade ore. The next on the road on which work to any extent has been done is the United, owned by the Revelstoke Mining Co. This property has already been proven to be a mine, as the ore stacked on the dump shows. The company have sunk a large double compartment shaft on it to the depth of 80 or 100 feet, and had the ore body all the way down. It is a lead silver ore and cannot be worked at a profit until the duty is removed from lead ores going into the States, or Canada finds some equally good market for her lead. I understand that the company owning this property, notwithstanding the difficulties in the way, intend working their claim this winter. Then we have the Tenderfoot, lately sold by Mr. W. W. Sprague to Mr. R. Ashworth, of Billings, Montana. This claim is an extension of the United, and Mr. Ashworth now has a gang of men at work sinking a shaft on the lead, and intends pushing the work with vigor until spring. Next we have the Glengarry, situated a little to the south of the Tenderfoot, on which there has been a considerable amount of work done this season, and which has now a first-class showing of mineral in the heading, but, like most of our ores here, the same trouble—the difficulty of disposing of lead ores—affects this promising property. And now with a few words about the well known No. 1 and Sky Line and I will close for this time. The No. 1 is the richest known claim at present in the camp, having, at a depth of one hundred and fifty feet, a magnificent body of high grade ore, carrying considerable quantities of wire silver. The ore body struck about a month ago being seven feet wide. The company have, probably, one thousand sacks of high grade ore at their ore house awaiting shipment. Messrs. Watson and Bremner have a contract to

deliver it at the wharf, and they are fast doing so. Already, two large loads have left here for Nelson, on its way to be converted into bullion. The Skyline is owned by Messrs. McAnne & Co., of Anaconda, and is a property from which a considerable amount of high grade ore has been shipped in the past; but the water getting the upper hand of the workmen they had to discontinue the work on the shaft, and are now employed in running a tunnel to cut the ledge and drain the upper workings. Superintendent McDonald thinks that this can be done in the course of a very few weeks now, when, no doubt, the owners will again put on a force of men to take out ore. The government have dealt very liberally with this camp, in the way of building wagon roads where there is ore to be carried out, and our trustworthy member, Mr. J. M. Kellie, has looked well after the expenditures, that no money has been wasted.

Yours, etc.,
FRANCIS.

AINSWORTH, B. C., Aug. 11, 1901.

SALMON IN BRITISH RIVERS.

A very serious decrease in the number of salmon and fresh-water fish taken in the principal English and Scottish rivers has been observed during the last few years. Since 1888 the number of salmon taken in the Tyne has fallen from thirty-five thousand to nineteen thousand, and of salmon taken in the Severn from twenty-nine thousand to thirteen thousand. Thirty years ago there was a similar condition of affairs, and an act of parliament was passed creating boards whose duty it was to restrict fishing and restock the waters. The appointment and general supervision of these boards are now in the hands of the new county councils, which exhibit very little interest either in sport or the question of the food supply, and have permitted the rivers to be fished in and out of season, without any regard to the inevitable consequences.

Under the old tariff, the duty upon imported beer in bulk was 10 cents per gallon, and 18 cents on the bottled article. An increase was noted a short time ago of three cents on each, making the duty on bulk beer 13 cents, and on bottled 18 cents. Last Wednesday, Collector Milne was notified, by a telegram from Assistant Commissioner A. G. Parmelee, that the duties had been further advanced to 16 and 24 cents—16 cents on bulk and 24 on bottle. The new rate goes into force immediately, and it is supposed has been created to correspond with the increased duties on malt.

A syndicate of wine growers has been formed at Epernay, France, for mutual insurance against individual losses from phylloxera. A meeting attended by 6,000 persons was held at Epernay to promote this object, but was invaded by a body of wine growers hostile to the measure, who captured the meeting and elected a committee opposed to the scheme. The opponents of the syndicate declare that there is no danger at present from phylloxera and that the movement is a speculative one. They also oppose the government's proposal to appoint inspectors, who shall have the right to enter all vineyards and take measures against phylloxera.

THE MONEY ORDER CONVENTION.

A money order convention has been concluded between the Dominion of Canada and the Colony of Hong Kong, under the terms of which a system of exchange of money orders between the two countries has been agreed upon.

The convention, which came into force on the 1st of July last, comprises 25 articles for the government of the exchange, and the chief points as bearing upon the issue of money orders payable in the Colony of Hong Kong are briefly as follows:

Postmasters of money order offices in Canada will use the ordinary form of money order and advice and are authorized to issue orders payable in Hong Kong, Canton, Swatow, Amoy, Foo-chow, Ning-po, Hang-Kow, Shanghai and Hoikow.

The amounts of money orders are to be expressed in dollars and cents. The maximum amount for which money orders may be drawn in either country upon the other is \$50, and no money orders must contain a fractional part of a cent.

The rates of commission to be charged on money orders payable in Hong Kong or its sub-parts as above are the same as those charged on money orders issued in foreign countries. The full address of the payee is to be given in the advice of all money orders issued in Hong Kong or its sub-part, and in all other respects the issuing postmaster is to be guided by the regulations governing the issue of orders on foreign countries.

These advices of money orders issued in Canada and payable in the colony of Hong Kong, are to be sent to Victoria, B. C., which office has been constituted an exchange office under the terms of the convention.

The order will be handed to the remitter who will send it to the payee.

Duplicate orders, transfers, repayments, etc., may be obtained under certain conditions, from the superintendent of the money order branch at Ottawa through the medium of the postmaster issuing the order.

Money orders issued in Hong Kong payable in the Dominion and certificated by the Victoria exchange office, before dispatch to the office of payment.

HONESTY IN THE GROCERY TRADE.

There are tricks in every trade, is an old saying. To-day, we hear a great deal of trade morality, pure food, etc., but little about the tricks of the retailer. One would suppose that there were none. We hear, says the *Merchants' Mail*, the cry that the wholesaler is retailing, and that it isn't right. But what do we hear about the retailer? Nothing, absolutely nothing. He hasn't any tricks. He don't give false measure or short weight, and, in all his dealings, he is a model to be followed.

Such talk as the above, is simply bosh. There is hardly a wholesaler in business but could give column after column of impositions and frauds that the retailer has practiced upon him.

The last barrel of eggs I received from you is three dozen short, and there were two dozen bad." The grocer, however, was cutting on the price of eggs and so underselling his neighbor grocer. Now, does any sane man believe such a state-

ment as the above, and especially so when every barrel of eggs purchased would be sure to run short or contain a number of bad ones. This is not fiction, but solid, substantial truth we are giving.

We have known cases of retailers writing: "Box received and three bottles broken." Not a bottle was broken, but a rebate on those that they claim was broken increased their profit just so much.

Now these are only a few of the illustrations that could be given to show that there are unscrupulous retailers in the grocery trade as in every other business.

Would not some of our exchanges be doing a good work if occasionally they got hold of the retailer and gave him a roasting so to speak? There is a great deal to reform in the grocery trade right among the retailers themselves. Honesty in dealing with customers in their weight, measure and quality should be every merchant's first thought, and associations should not hesitate to condemn in words that contain no double meaning, that while we ask no more than justice from the wholesaler, at the same time our object and aim is to require the same upon the part of the retailer in his dealings with the wholesaler.

We hope associations all through the state will now begin to correct abuses among themselves, and there are many of them that need handling with gloves off. We must begin at the foundation, if we would rear a noble and permanent structure.

How soon could the retailer drive from the market impure and unwholesome goods, if he saw fit to do so. He stands between the manufacturer and the consumer, and a few words of warning from him to the consumer, regarding such goods, would have a most beneficial effect. But how many do this? The margin on adulteration is larger than on pure goods. These are questions that can be handled with good effect by all our associations.

HE KNOWS HOW.

Mr. and Mrs. Wings were reading the evening paper.

"Peculiar ways the Japanese have," said Mrs. Wings, casually; "they read up in stead of down, and from right to left. What do you suppose they do that for, Mr. Wings?"

"How should I know, Mrs. Wings? What questions you women do ask!"

Then there was silence, until suddenly Wings threw down the paper with a remark and began poking the fire viciously.

"What is the matter, Mr. Wings?" asked his wife.

"Matter? Oh, nothing—nothing at all. I only read a half column of thrilling narrative before I found that it wound up with a patent medicine ad."

Again there was silence. Then Mrs. Wings, who had been pondering something deeply, said: "I know, now, why the Japanese read up instead of down."

"Oh you do, eh? Well, why?"

"So as to see the patent medicine ad, before reading the article."—*London Tid-Bits*.

The \$50,000 4 per cent. bonds issued by the city of Sherbrooke, redeemable in 25 years, have been purchased by Messrs. Hanson Bros., of Montreal, at 94.

YANKEE WHALEBACKS.

The above is the name given by the British *Pall Mall Budget* to the remarkable new type of freight ships invented by Captain Alexander McDougall, of Superior, Wis. Attention has been recently called to these vessels by the successful passage of one of them across the Atlantic ocean. This whaleback steamer, the Charles W. Wetmore, sailed direct from Duluth, Minn., to Liverpool, carrying a cargo of 95,000 bushels of grain.

One advantage of the whaleback is that it costs not nearly so much to build as the ordinary vessel. The first one made cost only \$45,000. But the great and overwhelming point in its favor is that with the same expenditure of steam power it carries twice as much freight as the old style ship. This has been demonstrated beyond question.

Captain McDougall was himself a sailing master on the lakes, and knew every inch of his ground. He also knew what comparatively few persons do, that the freight carried across the great inland lakes exceeds in one year that conveyed by all the Atlantic steamers combined. He built his model to meet the requirements of the occasion, and now it will be adopted for all ocean freight carriers.

When all is said and done, however, it must still be remembered that the whaleback vessel is simply another modification of Ericsson's Monitor. The pattern reverses the ordinary shape of a ship, and is flat bottomed and round decked. The part above the water, when the ship is loaded, looks something like an Indian's moccasin. It is not meant that anybody shall promenade the decks of the whaleback. As in the case of the Monitor, the water in the fiercest storm washes over the deck and slips off. The part that can be damaged is far under water safe from wind and wave.

There are two kinds of whaleback vessels, steam propellers and steel barges for towing. The barges look very much like a monitor, the wheelhouse appearing on top like a turret. So rapidly are these vessels superseding the old ones that the company manufacturing them is preparing to launch a new one every week, fifty-two a year. When the whaleback vessel first appeared in the lake waters, the seamen christened it the "pig," a name by which it is still known there. But undoubtedly it will be known in commerce as the whaleback, from its shape.

Bowes & Bissonette's branch store at Parham, Frontenac county, was burned, together with the Eagle Lake hotel. Total loss about \$15,000; insurance, \$11,000.

The Quebec Board of Trade are not satisfied with the rolling stock clause in the resolution to cancel the Canadian Pacific Railway bonds, and they intend to ask that the sum named be devoted to fixed improvements.

It is estimated that the British mines will be exhausted in less than 600 to 800 years. It is further calculated that drawing upon only one of her fields, the Westphalian, Germany, will not exhaust that before the end of the twenty-seventh century, but that by the beginning of year 2000, the big coal fields of Bavaria and the Aachen and the Silesian districts will also be entirely used up.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

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.....	34,047	.....	Mar. 24.....
Br bark Mennock.....	787.	Robertson.....	Victoria.....	Dec 18.	Liverpool.....	30,882	.....	May 17.....
Br bark Brodick Bay.....	753.	Wakeham.....	Victoria.....	Dec 22.	London.....	32,000	.....	May 7.....
Br ship Melville Island.....	1429.	Ritchie.....	Tacoma.....	Jan 19b.	London.....	42,138	.....	June 17.....
Am ship Henry Villard.....	1533.	Perkins.....	Victoria.....	Feb 3.	London.....	65,318	.....	June 17.....
Br bark Irvine.....	655.	Jones.....	Victoria.....	April 20.	Liverpool.....	28,311	.....	.....

a—Sailed from Victoria Nov. 21. b—Sailed from Port Townsend Jan. 19.

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	\$ 9,000	50s	April 2....
Chil Bark India.....	953.	Funke.....	Moodyville..	Feb 1.....	Valparaiso..	751,306	8,348	65s	April 20....
Br bark Ninevah.....	1174.	Broadfoot.....	Vancouver..	Feb 28.....	Sydney.....	855,352a	9,335	own'rs ac	April 24....
Br bark Formosa.....	915.	Kain.....	Vancouver..	Mar 24.....	Arica.....	744,000b	6,000	55s	July 5....
Am bkt Catherine Sudden.....	308.	Thompson.....	Moodyville..	Mar 31.....	Tientsin.....	427,530c	5,177	77s 6d	June 10....
Br ship Forest King.....	1002.	Morris.....	Vancouver..	June 3.....	Callao.....	1,224,840d	14,224	47s 6d	.....
Am ship Geo F Manson.....	1353.	Crack.....	Moodyville..	May 14.....	Sydney.....	868,154e	9,752	55s	Aug 3....
Am ship Exporter.....	1312.	Kezer.....	Vancouver..	June 7.....	Melbourne w	899,132g	8,802	65s	.....
Am sch Olga.....	478.	Atwood.....	Moodyville..	May 22.....	Shanghai.....	534,133	5,980	65s	.....
Brss Eton.....	1748.	Newcomb.....	Moodyville..	May 15.....	Port Pirie j	1,765,714	15,801	Private	.....
Am bark Spartan.....	749.	Anderson.....	Vancouver..	June 14.....	Melbourne w	502,000h	5,276	00s	.....
Am sch Golden Shore.....	904.	Henderson.....	Moodyville..	June 3.....	Sydney.....	799,058f	8,063	55s	.....
Swed bark Svea.....	603.	Afzelius.....	Vancouver..	July 5.....	Callao.....	438,913 i	4,709	47s 6d	.....
Am Ship Great Admiral.....	1497.	Rowell.....	Vancouver..	July 18.....	Melbourne..	910,586 k	8,716	63s 9d	.....
Br bark Ordovic.....	825.	Austin.....	Vancouver..	Aug 9.....	Callao.....	613,300 n	6,548	50s	.....
Br ship Duke of Abercorn.....	1096.	McDougall.....	Vancouver..	July 29.....	Adelaide.....	688,303 p	8,213	62s 6d	.....
Chil bark Luisa Marta.....	715.	Meyer.....	Westminster	July 19.....	Sydney.....	554,780 l	5,276	52s 6d	.....
Am bark Hesper.....	664.	Sodergren.....	Moodyville..	July 4.....	Shanghai.....	688,544 m	8,305	62s 6d	.....
Chil bark Leonor.....	801.	Harken.....	Westminster	Jul. 22.....	Melbourne..	628,000	.....	00s	.....
Nor bark Borghild.....	757.	Haugeland.....	Vancouver..	July 25.....	Melbourne..	564,556 o	0,000	65s	.....
Ger bark Cassandra.....	733.	Stehr.....	Vancouver..	July 31.....	Iquiqui.....	545,610 t	6,917	47s 6d	.....
Chil ship Hindostan.....	1543.	Welsh.....	Moodyville..	Aug 14.....	Valparaiso..	1,200,419 s	11,860	own'rs ac	.....
Chil bark Antonietta.....	995.	Stack.....	Moodyville..	Aug. 8.....	Valparaiso..	643,244 q	9,681	own'rs ac	.....
Br ship Leading Wind.....	1280.	S. B. Savory.....	Moodyville..	Aug. 6.....	Melbourne..	763,443 r	8,430	60s	.....
Br bark H. B. Cann.....	1299.	Foote.....	Moodyville..	Aug 21.....	Sydney.....	1,041,172u	12,214	50s	.....
Nor bark Saga.....	1413.	Oftedahl.....	Moodyville..	.....	Australia.....	.....	.....	own'rs ac	.....
Nor bark Lotos.....	718.	Salvesen.....	Moodyville..	.....	Melbourne..	.....	.....	own'rs ac	.....
Peruvian bark Pisagua.....	990.	Bendenito.....	Moodyville..	.....	Pisagua.....	.....	.....	own'rs ac	.....

a—Also 300,900 laths. b—Composed of 45,000 ft telegraph poles, 440,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c—Composed of 387,871 ft. rough lumber, 30,068 ft. dressed lumber, and 587 bundles of laths. d—composed of 1,144,286 feet rough, 80,560 feet T. & G. flooring, 21,000 ft box shooks (5,000 boxes). e—Composed of 23,355 feet dressed and 844,799 feet rough, also 22' 16 feet pickets and 231,210 feet laths. f—Also 2,875 bds laths. g—Also 1,078 bds pickets and 1,466 bds laths. h—Also 1,750 bds laths. i—47,059 feet on deck. j—arrived Newcastle June 17. k—of which 78,615 feet is on deck; also 11,925 ft pickets and 2,004 bundles laths. l—Also 3,116 bds laths. m—Also 68,078 feet T & G flooring. n—composed of 483,996 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. o—Also 1,053 bds laths and 463 bds pickets; deck load 72,032 feet p—Also 90,411 ft dressed, 2,488 bds pickets and 1,131 bds laths. q—Also 139,164 T & G flooring, 1,429 bds laths and 47 spars, deck load 41,942 ft. r—Also 2,500 bds laths and 8,679 bds pickets, deck load 76,879 ft. s—Also bds laths, deck load 100,197 feet. t—Comprising 182,638 feet t & g flooring. u—Also 2,138 bds staves and 1,131 bds laths.

SHIPPING INTELLIGENCE.

The steamship Empress of Japan sailed Yokohama Aug. 19 for this port.

The steamship Batavia, of the Upton line, left Hong Kong on Aug. 20 bound this way.

The Peruvian bark Pisagua, 990 tons, Capt. Bendenito, from Pisagua June 6 in ballast, arrived at Royal Roads July 21, thence to Moodyville to load a return cargo of lumber.

The American ship Benjamin Sewell, 1,361 tons, sailed from Yokohama Aug. 15 for Vancouver, with 2,500,000 lbs. of tea consigned to the Canadian Pacific Rail way for shipment east. She is expected to arrive about the 20th Sept,

The Government steamer Quadra is expected to leave the Clyde for Victoria this week.

The Nicaraguan bark Don Adolfo, 653 tons, Capt. Collie, which cleared from Callao June 26 for Royal Roads, consigned to N. Bichard, has been chartered to load lumber at New Whatcom for Noumea.

The British ship Queen Victoria, 1,005 tons, Capt. Holmes, from Bristol April 18, arrived at Esquimalt Aug. 18 with cargo of coals for the Navy Yard. She is chartered to load a return cargo of grain at Tacoma for the U. K.

The British bark H. B. Cann, 1,299 tons, Capt. Foote, sailed from Burrard Inlet Aug. 24 for Sydney, N. S. W., with a cargo of lumber from the Moodyville saw mills, consisting of 1,041,172 feet rough, 2,138 bds staves and 1,131 bds. laths, valued at \$12,214,

The Morayshire has nearly completed discharging cargo at Vancouver, and will be towed around to New Westminster this week. She is under charter to load wheat at Tacoma for the U. K.

The steamship Empress of China arrived at Hong Kong Aug. 22. She will leave for this port on the 1st of September. She is due at Shanghai on Sept. 4, Yokohama Sept. 8 and Vancouver Sept. 22nd.

The Norwegian bark Lotos, 718 tons, Capt. Salvesen, from Callao June 27, arrived at Port Townsend last week in ballast. She is bound for Moodyville, being under charter to load lumber for Melbourne.

The steamship Parthia, Capt. Pantou, sailed from Vancouver Aug. 20 for Yokohama and Hong Kong. She has a cargo of nearly 3,000 tons measurement which consists of 6,000 bales of cotton, 26,000 feet of

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNERS.
Br bark Waniack.....	745.	Cooper.....	London.....	May 12h.	Victoria.....	Turner, Beeton & Co.....
Br bark Lebu.....	726	Worrall.....	London.....	Apr 20 j.	Victoria.....	R. P. Rithet & Co. (Ltd).....
Br bark City of Carlisle.....	823.	Kendall.....	London.....	June 13.	Victoria.....	R. P. Rithet & Co. (Ltd).....
Ger ship Ellise.....	1240.	Bolt.....	San Diego.....		Vancouver.....	Hastings Saw Mill.....
Br bark Noddleburn.....	1053.	Hall.....	Glasgow.....	May 18c.	Westminster.....	D. McGillivray.....
Br ship Rothsay Bay.....	750.	L. Veysey.....	Glasgow.....	April 30i.	Westminster.....	
Br ship Titania.....	870.	T.W. Selby.....	London.....	July 16 f.	B. C. Ports.....	H. B. Co and Bell-Irving & Paterson.....
Br bark Callao.....	978.	James.....	Honolulu.....	July 18.	Victoria.....	R. P. Rithet & Co.....
Br ss Empress of China.....	3003.	A. Tillet.....	Liverpool.....	July 15.	Vancouver.....	Canadian Pacific Railway Co.....
Ger bark Katinka.....	816.	Kohler.....	Rio Janeiro.....		Moodyville.....	Moodyville Sawmill Co.....
Nor bark Flora.....	700.	Anderson.....	Newcastle.....	May 13c.	Vancouver.....	Hastings Saw Mill.....
Br bark Lizzie Bell.....	1036.	Adam.....	Liverpool.....	y.	Victoria.....	R. P. Rithet & Co. (Ltd).....
British bark Glenberrie.....	800.	Groundwater.....	London.....		Victoria.....	R. P. Rithet & Co. (Ltd).....
Br bark Hawthornbank.....	1288.	Porter.....	Java.....	Aug 3.	Vancouver.....	British Columbia Sugar Refinery.....
Am bark Colorado.....	1036.	Gibson.....	New York.....	July 25 h.	Chemainus.....	Victoria Lumber and Manufacturing Co.....
Br bark Argyleshire.....	1208.	LePage.....	Glasgow.....		Victoria.....	
Br ss. Eton.....	1746.	Newcomb.....		w.	Moodyville.....	Moodyville Sawmill Co.....
Br ss. Empress of Japan.....	3003.	Lee.....	Yokohama.....	Aug 19.	Vancouver.....	Canadian Pacific Railway Co.....
Br ss. Batavia.....	1628.	Hill.....	Hong Kong.....	Aug. 20.	Victoria.....	F. C. Davidge & Co.....
Am ship Hecla.....	1475.	Cotton.....	Kobe.....		Vancouver.....	Canadian Pacific Railway Co.....
Chil bark India.....	953.	Funke.....	Valparaiso.....	e.	Moodyville.....	Moodyville Sawmill Co.....
Am ship Benjamin Sewell.....	1361.	Sewell.....	Yokohama.....	Aug 15.	Vancouver.....	Canadian Pacific Railway Co.....
Br ss Hounslow.....	1709.	Norman.....	Iquiqui.....		Nanaimo.....	

h-passed Dover May 13 passed Portland May 15; spoken May 17, lat. 47 N., long. 7 W., June 9, no lat. long 27W.; will be loaded at Victoria by Turner, Beeton & Co. for U. K. j-Chartered to load salmon for U. K. s-to load lumber for Melbourne. A or P P; rate 65s. t-Supplies for Westminster water works, spoken May 23, lat. 49 N., lon. 10 W. spoken May 29, lat. 33 N., long. 15 W. e-to load a return cargo to Valparaiso on owners' account. f-Chartered by Bell-Irving & Paterson to load salmon at Fraser River. c-Via Santa Barbara to load for Melbourne, A or P P rate 62s 6d, May 18th put into Sydney leaking, sailed May 24 y-August loading. i-Chartered for salmon to U. K., direct port, 43s 6d. b-Cargo of blacksmiths' coal for San Francisco. w-September loading for Geo. Wills & Co., Australia. o-Chartered for Melbourne, A. or P. P.

lumber from the Hastings sawmill for Yokohama, machinery and general freight. No flour is taken this trip on account of the scarcity in the market. She also carries 30 sacks mail and one parcel post basket, 22 cabin, 2 intermediate and 53 steerage passengers. This is the twentieth voyage of the Parthia on this line, and her last visit to Vancouver, she having made this trip under special charter. The Parthia will go on berth at Hong Kong for New York. The agents are now contracting for freight at Hong Kong. She will then go home to Glasgow.

The steamship Zambesi, 1,500 tons, Capt. Edwards, of the Upton line, from Kobe and Yokohama August 7, arrived at Victoria Aug. 23. Her total cargo consists of 2,500 tons. There is 1,500,000 lbs tea, principally for New York, and 400 tons general oriental cargo which will also be shipped overland from Portland by the Union Pacific Railway. The balance of the cargo is for local, Sound ports and Portland. The passenger list is composed of six whites, fourteen Japanese and twenty Chinese. The Zambesi towed into harbor a three-masted schooner, lumber laden from the Sound, which she struck at 2 a. m. Sunday, 25 miles down the straits. There was a very dense fog at the time and the steamer was running at decreased speed. The extent of the damage cannot be known until the deck load is removed.

British bark Callao, from Honolulu, arrived Aug. 24, to load salmon.

PROVINCIAL TRADE NOTES.

A. Derby, blacksmith, Kamloops, has sold out to Frank Harmon.

There is some talk of the Belgians starting a co-operative store in Nanaimo.

W. Kirkup & Co., stoves and tinware, Revelstoke, are offering to dispose of their business.

The Lindsay Mercantile Co., general merchants, Ainsworth, have sold out to H. Giegerich.

The following new post offices were established in British Columbia on August 1st: French Creek, Vancouver District; Revelstoke station, Yale District; Short Reed, Westminster District.

Mr. Frank W. Case, representing Jas. W. Lester & Co., confectionery, Montreal, is introducing his house to the trade of the Province, with the object of establishing a branch warehouse in Victoria.

The Wm. Hamilton Manufacturing Co. of Peterborough have made a contract with J. A. Carthew to supply machinery and plant for a new saw-mill, to be located on the Skeena River, having a capacity of 50 thousand per day.

The business of Reid & Currie, founders and machinists, has been formed into a limited liability company, with \$100,000 capital. The present works will be enlarged and improved facilities added to meet the increasing wants of the trade offering from the Fraser River industries.

Blighe & Lyne, proprietors of the Ashcroft Hotel, have dissolved partnership, Wm. Lyne continues.

Mr. Fred W. Nolte, the American optician, who is to take the management of the new optical firm of F. W. Nolte & Co., arrived in the city Tuesday evening.

In consequence of the premature publication of the sealers' memorial by the Provincial Press, the association will draw up another memorial on a different basis, to be presented to the Home Government.

The British Columbia Fruit Canning and Coffee Co. have considerably enlarged their cannery and warehouse in Vancouver to accommodate the increased pack they are putting up this season of local and imported fruits.

Mr. Samuel O'Kell has started his fruit cannery and preserving works on Work street near Rock Bay bridge, under the style of the Victoria Preserving Factory. He is canning and preserving the large fruits, also making marmalade, etc.

Mr. W. J. Macaulay, vice-president of the Victoria Lumber and Manufacturing Co., has gone to San Francisco for the purpose of making arrangements to establish an agency there. The company propose to appoint agents at other points shortly.

Mr. Fletcher, P. O. Inspector, has been authorized by the department to make arrangements for opening post offices at the following points: Huntington, New Westminster District; Nicomekl, New Westminster District; and Webster's Corner, near Port Haney.



The Largest Factory of its Kind
in the Dominion.

LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Super-
vision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies
and Preserves

—PREPARED BY—

Michel Lefebvre & Co
MONTREAL.

Established 1849. Gold, Silver
and Bronze Medals. 20 1st
Prizes.

JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

ENGINES AND BOILERS

Corliss Engines, Armington & Simms' Engines, Hoisting Engines, Gas Engines,
(1 to 10 h. p.), Vertical Engines and Boilers.

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Belting, Brass Goods, Globe Valves, Packing, Rubber Hose, Safety Valves,
Steam Fittings, Rubber Valves, Signal Lamps, Black and Galvanized
Iron Pipe, all sizes up to 6-inch.

Estimates for Marine and Stationary Engines furnished on application.

P. O. Box 174. Telephone 368.

O. P. ST. JOHN, Manager.

THE WM. HAMILTON MFG. CO., (LD.)

OF PETERBOROUGH.

Saw : Mill : Shingle, : Planing : and : Mining : Machinery.

Mill Supplies always on hand.

BRANCH OFFICE : . . . 408 CORDOVA STREET, . . . VANCOUVER

McLEAN & STEWART,

General -- Outfitters

And Importers of

GENTLEMEN'S AND BOYS' CLOTHING

SCOTCH HOUSE,

1 FORT STREET, VICTORIA, B. C.

COLONIAL METROPOLE

Headquarters of the Theatrical Profession.

31 & 33 JOHNSON ST., VICTORIA.

The very best moderate priced Hotel in the City
Rates, \$1.00 to \$1.50 per Day.

THOS. TUGWELL, PROPRIETOR.

THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Close to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Propr.

A. E. PLANTA & CO

REAL ESTATE,

AND INSURANCE AGENTS,

P. O. BOX 167. NANAIMO, B. C.

—) AGENTS FOR (—

Commercial Union Assurance Co., of
London, England.

Equitable Life Insurance Society of New
York.

Accident Insurance Co. of North America.

—: NEW GOODS —:

Just received a full line of choicest
Brands of Tea Try them.

R. H. JAMESON,

33 FORT STREET.

PAGE & MacGREGOR,

Real Estate, Financial and Life
Insurance Agents.

Commission - Brokers.

18 TROUNCE AV., VICTORIA, B. C.

—: CENTRAL :—

BOOK & STATIONERY CO'Y,

45, Government St., Victoria, B. C.

KERR. & BEGG.

W. G. CAMERON,

The Original and only One Price

CASH CLOTHIER,

55 Johnson Street.

C. B. LOCKHART & CO.

Importers and Dealers in all kinds of

Furniture, Upholstery, Carpets,

Linoleums, Etc.

70 GOVERNMENT STREET,

P. O. Box 534.

VICTORIA, B. C.

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Commission, Fire and Life

Insurance and General Agents.

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REAL ESTATE BROKERS.

Town, Suburban Property and Farm Lands
for Sale.

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C. GARDINER JOHNSON

612 CORDOVA ST., VANCOUVER.

Forwarder and Commission Merchant,

Customs Broker for C. P. R. Co.

MARINE NOTARY

For Canadian Pacific Steamship Co.

CONVEYANCER, ETC.

AGENT FOR

Henry & Albert Submarine Wrecking and Min-
ing Divers. Complete outfit always on hand.
Prices on application.

Union Marine Insurance Co.
W. H. Dodd, Shipping Agents, Melbourne,
Australia.

CORRESPONDENCE SOLICITED.

P. O. Box 415.

Telephone 357

NOTICE.

The Committee of Lloyd's beg to call the at-
tention of merchants to the fact that, in all
cases when they may have to make claims for
loss or average on their Policies, it would very
much facilitate a settlement by their Under-
writers if they would instruct their consignees,
in the absence of special provision in the Policy,
to call in Lloyd's Agent at the port of arrival,
with a view to his conducting the necessary
surveys and assessing the damage sustained.

It is believed that a clause, insisting on the
employment of surveyors appointed by Under-
writers, has been inserted in the policies of most
American and Continental Marine Insurance
Companies. While English Underwriters do
not make this measure compulsory, consignees
should be aware that claims will probably be
settled in this country with greater readiness
if they are properly supported by the certifi-
cates of a Lloyd's Agent.

LLOYD'S, London, February, 1891.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13,
To take effect at 8.00 a.m. on Saturday,
May 9th, 1890. Trains run on Pacific Standard Time.

GOING SOUTH HEAD UP		STATIONS		GOING NORTH HEAD DOWN	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	Victoria	Esquimalt	No. 2 Passenger Daily	No. 4 Passenger Saturdays Mondays
Ar 12.24	Ar 6.58	VICTORIA	RUSSELL'S VIC.	De 8.00 A.M.	De 3.30 P.M.
" 12.20	" 6.54	RUSSELL'S VIC.	ESQUIMALT	" 8.14	" 3.44
" 11.45	" 6.19	ESQUIMALT	GOLDSTREAM	" 8.30	" 4.00
" 10.50	" 5.24	GOLDSTREAM	SHAWNIGAN L'E	" 9.34	" 5.04
" 10.40	" 5.14	SHAWNIGAN L'E	COBBLE HILL	" 9.44	" 5.14
" 10.27	" 4.50	COBBLE HILL	MCPHERSON'S	" 9.57	" 5.20
" 10.17	" 4.40	MCPHERSON'S	KOKSIALI	" 10.07	" 5.30
" 10.12	" 4.34	KOKSIALI	DUNGAN'S	" 10.12	" 5.44
" 10.02	" 4.24	DUNGAN'S	SOMENOS	" 10.22	" 5.54
" 9.30	" 4.12	SOMENOS	CHEMAINUS	" 10.48	" 6.10
De 8.34	" 3.14	CHEMAINUS	NANAIMO	Ar 11.50	" 7.14
Ar 8.25	" 2.50 P.M.	NANAIMO	WELLINGTON	De 12.14 P.M.	Ar 7.20
De 8.10 A.M.		WELLINGTON			

On Saturdays and Sundays

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

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. Freight and Passenger Agent.

Union Steamship Co., B. C., (L'td.)

Head Office and Wharf, Vancouver, B.C.

Vancouver and Nanaimo Daily.

SS. CUTCH Leaves C. P. R. Wharf at 1:30 p. m., returning from Nanaimo at 7 a. m. Cargo received at Union S. Co's wharf, Vancouver, until noon.

TOURISTS' TICKETS

Are issued for round trip from Vancouver and return via Nanaimo, Esquimalt & Nanaimo Railway to Victoria, and return by E. & N. Ry to C. P. N. Co's steamers from Victoria to Vancouver. Fare, Round Trip, \$6.00.

VANCOUVER AND PORTLAND, ORE.

Carrying Freight and Passenger,

SS. TAICHIOW (1300 tons). This steamer makes fortnightly trips between Vancouver and Portland, via Victoria, Sound ports and Astoria.

Small steamers and scows always available for excursion, towing and freighting business. Ample storage accommodation on Co's wharf. Contracts taken. All particulars on application to office.

Union S. S. Co., B. C., Vancouver.

William Webster, Manager.

TELEPHONE 94. P. O. Box 217.

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. 14

Taking effect June 23, 1891.

Fraser River 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 connects at New Westminster with C.P.R. train going east. For Plumper Pass Wednesday and Friday at 7 o'clock. For Moresby Island Friday at 7 o'clock.

Leave New Westminster for Victoria, Monday at 13 o'clock; Thursday and Saturday at 7 o'clock. For Plumper Pass Saturday at 7 o'clock. For Chilliwack and Way Landings, Tuesday, Thursday and Saturday at 7 o'clock.

Burrard Inlet Route.

Leave Victoria for Vancouver daily, except Monday, at 2 o'clock, a.m. For Moodyville, Saturday at 2 o'clock. Steamers "Premier" and "Eastern Oregon," for all Sound ports, connect daily at New Whatcom with train leaving Vancouver at 9 o'clock.

Leave Vancouver for Victoria daily, except Monday, at 13 o'clock, or on arrival of C.P.R. No. 1 train.

Northern Route.

Steamships of this Company leave for Fort Simpson and intermediate ports on the 1st and 15th of each month. When sufficient inducements offer, trips will be extended to Queen Charlotte Islands.

Barclay Sound Route.

Steamer Maude leaves for Alberni, Ecola Uchulet, and Sound ports, the 27th of each month.

Bute Inlet Route.

Steamer Rainbow leaves every alternate Friday for New Westminster, Burrard Inlet, Nanaimo and Logging Camps, extending trips to Bute Inlet when inducements offer.

JOHN IRVING, Manager.

G. A. CARLETON, General Agent.

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.

* + * + * + * + * + * + * + * + *

Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON.
Victoria Route.

8:00 a.m. Lv Tacoma Ar. 5:15 a.m.
10:15 a.m. " Seattle Lv. 3:30 a.m.
1:30 p.m. " Pt. Towns'd " 12:00 p.m.
4:30 p.m. Ar Victoria " 8:30 p.m.

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

6:00 p.m. Lv Tacoma Ar. 4:30 p.m.
9:00 p.m. " Seattle Lv. 2:30 p.m.
12:15 a.m. " Pt. Towns'd " 11:30 a.m.
2:45 a.m. " Anacortes " 9:00 a.m.
6:45 a.m. " Fairhaven " 7:30 a.m.
6:15 a.m. " Selhome " 6:30 a.m.
4:30 a.m. Ar Whatcom " 6:00 a.m.

Snohomish River Route.

7:00 a.m. Lv Seattle Ar. 2:00 p.m.
8:45 a.m. " Edmonds Lv. 12:30 p.m.
10:30 a.m. " Muckelteo " 10:45 p.m.
12:00 m. " Marysville " 9:30 a.m.
2:00 p.m. " Lowell " 8:00 a.m.
3:00 p.m. Ar Snohomish " 7:00 a.m.

STEAMER EDITH.

Pt Townsend Mail Route.

11:00 p.m. Lv Seattle Ar. 5:00 p.m.
12:00 p.m. " Kingston Lv. 4:30 p.m.
12:30 a.m. Lv Pt. Madison " 4:30 p.m.
3:00 a.m. " Pt. Gamble " 1:00 p.m.
4:00 a.m. " Pt. Ludlow " 12:00 p.m.
6:00 a.m. Ar Pt. Townsend " 10:00 a.m.

For further information apply to
C. G. CHANDLER,
G. F. & P. A., Tacoma, Wash.
E. E. BLACKWOOD, Agt., 82 Gov't Street.

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.