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VOL. I.

VICTORIA, B. C., TUESDAY, JUNE 9, 1891.

No. 13.

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

SUCCESSORS TO  
**JOHN WEILER,**  
**MANUFACTURERS**  
**OF FURNITURE.**

LARGEST IMPORTERS IN B. C.

—OF—  
CARPETS, LINOLEUMS, CROCKERY,  
GLASSWARE, WALL PAPER,  
CUTLERY AND  
**HOUSE FURNISHING GOODS**  
OF EVERY DESCRIPTION.

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

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

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

Cor. Johnson and Government Sts.,

VICTORIA, B. C.

BRANCH AT KAMLOOPS.

IMPORTERS OF

**IRON AND STEEL,**

**HARDWARE,**

**AGRICULTURAL IMPLEMENTS,**

**Wagons and Buggies,**

**LOGGERS AND CANNERIES SUPPLIED.**

The Leading House in B. C.

ENQUIRIES SOLICITED.

**COWAN & WILSON**

**WHOLESALE GROCERS**

—AND—

**IMPORTERS**

—OF—

California - and - Tropical

**FRUITS.**

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8 & 10 YATES STREET,

VICTORIA, - - B. C.

**HAMBER, THYNNE**  
**AND HENSHAW,**

*Manufacturers' Agents & Metal Brokers.*

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

**RAILWAY SUPPLIES.**

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

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

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

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

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

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

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

**OFFICES**

105 West Baker St., 346 Water St.,  
NELSON, B. C. VANCOUVER, B. C.  
Vancouver P. O. Box 720.

**TURNER, BEETON & CO**

Commission Merchants

—AND—

Importers

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

Indents executed for any description of  
European or Canadian Goods.

AGENTS FOR

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

**BELL-IRVING**  
**& PATERSON**

VANCOUVER.

**SHIPPING AGENTS**

Wholesale & Commission Merchants.

AGENTS FOR THE

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

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

NEW WESTMINSTER.

## THE BANK OF BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

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

LONDON OFFICE:

3 CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

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

HEAD OFFICE IN CANADA—St. James St.,  
Montreal.  
R. R. GRINDLEY, General Manager.  
E. STANGER, Inspector.

Branches and Agencies in Canada.

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

Agents in the United States.

New York—H. Silkman and F. Brownfield, Agents.  
SAN FRANCISCO—W. Lawson and J. C. Welsh, Agents.  
LONDON BANKERS—The Bank of England; Messrs. Glyn & Co.  
FOREIGN AGENTS—Liverpool—Bank of Liverpool, Scotland—National Bank of Scotland (Limited) and branches. Ireland—Provincial Bank of Ireland (Ltd) and branches. National Bank (Limited) and branches. Australia—Union Bank of Australia. New Zealand—Union Bank of Australia. India, China and Japan—Chartered Mercantile Bank of India. London and China—Agra Bank (Limited). West Indies—Colonial Bank. Paris—Messrs. Marcuard, Krauss et Cie. Lyons—Credit Lyonnais.

## BANK OF MONTREAL.

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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

HEAD OFFICE, MONTREAL.

BOARD OF DIRECTORS:

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

E. S. CLOUSTON... General Manager.  
A. MACNIDER... Chief Inspector and Superintendent of Branches.

R. Y. HENDERSON... Assistant Inspector.  
A. B. BUCHANAN... Assistant Supt. of Branches

BRANCHES AND AGENCIES IN CANADA.

Montreal,	H. V. Meredith, Manager.
West End Branch,	St. Catherine St.
Almonte, O	Hamilton, O
Bellefleur, O	Kingston, O
Brantford, O	Lindsay, O
Brockville, O	London, O
Calgary, N.W.T.	Moncton, N.B.
Chatham, N.B.	New Westminster, B.C.
Chatham, O	St. Mary's, O
Cornwall, O	Ottawa, O
Goderich, O	Perth, O
Guelph, O	Peterboro, O
Halifax, N.S.	Pictou, O
	Winnipeg, Man

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

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

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

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

## CARESCHE, 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 & CREERY BANKERS

And Financial Agents.

A General Banking business transacted. Drafts issued on all points in Canada. Dealers in Foreign and Domestic exchange Money loaned on Notes, Real Estate, Chattel Mortgages and all kinds Of Negotiable Securities. Interest allowed On time Deposits

Bankers: Bank of British Columbia.

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

## CHEAP RATES

—0—

DRAFTS ISSUED

On all parts of CANADA, EUROPE and the UNITED STATES at the Cheapest Rates in the Province.

## A. W. MORE & CO.,

EXCHANGE BROKERS,

TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

## HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe  
Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident  
Insurance Co.

—:0:—

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

## BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1866.

Capital Paid up..... (£800,000) \$3,000,000  
Reserve Fund..... (£200,000) \$1,000,000

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

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

Agents and Correspondents:

IN CANADA—The Bank of Montreal and branches, Canadian Bank of Commerce, Imperial Bank of Canada, Molsons Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

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

UNITED STATES—Agents: Bank of Montreal, 59 Wall Street, New York; Bank of Montreal, Chicago.

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

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

## ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & 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, Inventive Exhibition, 1883, 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."

## NICHOLLES & RENOUF

—DEALERS IN—

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

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82.

P. O. BOX 88.

VICTORIA. - B. C.

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

—AND—

**Wholesale Grocer.**

AGENT FOR

ALERT BAY CANNING CO.  
NIMPKISH BRAND.

**Pioneer Steam Coffee and  
Spice Mills.**

**WHARF ST., VICTORIA.**

≡ THE ≡

**Albion Iron Works**

COMPANY, [Ld.]

**Engineers, Iron Founders**

—AND—

**Boiler Makers.**

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

P. O. DRAWER 12.

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

**Richardson &  
Heathorn,**

**42 YATES ST., VICTORIA.**

**Importers Agents**

—AND—

**MANUFACTURERS**

P. O. BOX 107.

Proprietors of the

**West Bay Saw Mill,**

**Gambier Island, - Howe Sound.**

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

AGENTS FOR

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

CANNERIES:

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

London Office:

43 to 46 Threadneedle Street.

REPRESENTED BY

Welch & Co., San Francisco.

REPRESENTED BY

R. D. Welch & Co., Liverpool

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

(LIMITED.)

**WHARF STREET, VICTORIA, B. C.**

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

**AGENTS FOR**

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

AMES, HOLDEN & CO., MONTREAL.

THE

**AMES, HOLDEN CO.**

**MANUFACTURERS**

AND WHOLESALE DEALERS IN

**BOOTS & SHOES**

**41 LANGLEY STREET,**

**VICTORIA.**

A. C. FLUMMERFELT, Victoria.

JAMES REDMOND, Winnipeg.

ESTABLISHED 1864.

TELEPHONE NO. 55.

A. J. Langley, J. N. Henderson, T. M. Henderson.

# HEISTERMAN & CO.

Real Estate and Insurance Agents.

**FIRE - MARINE - LIFE.**

Rents and Interest Collected. Money Loaned. Conveyancing

GENERAL AGENTS FOR BRITISH COLUMBIA

—): OF THE :(—

MUTUAL LIFE INSURANCE CO. OF NEW YORK,

Richard A. McCurdy, Pres't. (Assets over \$147,000,000.)

TELEPHONE 488. —:—:— P. O. BOX 505.

## DALBY, BALLENTYNE & CLAXTON,

**REAL ESTATE,**

Insurance : and : Financial : Brokers.

AGENTS FOR

The Yorkshire Guarantee and Securities Corporation, England.  
The Royal Canadian Fire Insurance Company, Montreal.  
The British Columbia Fire Insurance Company, Victoria.

64 YATES STREET, VICTORIA, B. C.

## 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

## T. B. PEARSON & CO Morrow, Holland & Co.,

Manufacturers of Clothing.

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST, NEAR ORIENTAL HOTEL,

VICTORIA, - - B. C.

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

## LANGLEY & CO.,

ESTABLISHED 1858.

## Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

## 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.

### NOTICE.

The Committee of Lloyd's beg to call the attention 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 Underwriters 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 Underwriters, 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 certificates of a Lloyd's Agent.

LLOYD'S, London, February, 1891.

## F. W. NOLTE & CO.,

PRACTICAL OPTICIANS,

The above firm will shortly open a first-class Optical Store. 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.

### PROVINCIAL TRADE NOTES.

The Westminster Foundry Co. are making a specialty of canning dies.

An eastern gentleman is in Vancouver with the object of starting a roller flour mill in that city.

On Wednesday, June 3rd, the town of Langley, on the Fraser river, was connected with the Canadian Pacific Telegraph system, and on the same day the line was opened to the public. The telegraph office is in Mr. J. M. Drummond's store.

The various canneries, it is learned, have nearly completed their preparations for the season's work, and it is expected, should the state of the river warrant it, that packing will commence early next month.

F. W. Nolte & Co., practical opticians, will open an optical store shortly in Victoria. Mr. Nolte, the practical manager of the firm, is a well known American optician, and will give special attention to the grinding of lenses.

The last spike in the Columbia and Kootenay Railway was driven at Nelson

last Thursday. The track is now being ballasted, and the superintendent of track-layers expects to have it in good shape within thirty days. A train will leave Robson for Nelson on Mondays and Thursdays on the arrival of the boat from Revelstoke, making the run through from Revelstoke in one day. Until the new boat at Little Dallas is completed, a train will leave Nelson on Tuesdays and Fridays for passengers to make connection with the boat for Revelstoke. As soon as arrangements can be perfected an express office will be opened.

**INLAND REVENUE AND CUSTOMS.**

**INLAND REVENUE RETURNS**

For the month of May, 1891:  
(OFFICIAL.)

*Victoria Division—Comprising all of Vancouver Island:*

Spirits.....	\$4,472 14
Malt.....	510 88
Tobacco.....	1,166 40
Cigars.....	1,013 55
*Bonded warehouse license.....	10 00
Inspection petroleum.....	40 40
<b>Total.....</b>	<b>\$7,219 37</b>

\*Bonded wh, Cowan & Wilson.

WAREHOUSED.		EX-WAREHOUSED.	
Spirits....	3,892.17 P. gals	3,440.07 P. gals	
Malt.....	51,068 lbs	51,068 lbs	
Manufactured Tobacco—			
8,187 lbs	5,832 lbs		
Raw Leaf Tobacco brought in—			
2,968 lbs	2,424 lbs		
Raw Leaf Tobacco—			
782 lbs	782 lbs		
Cigars ...	20,900 cigars	15,650 cigars	
Cigars manufactured.....		164,150	

*Vancouver Division—Comprising the Mainland of B. C.:*

Spirits remaining in warehouse, May 1.....	0,611.47 pf gals
Spirits warehoused during May.....	4,930.05 "
<b>Total.....</b>	<b>11,541.52 pf gals</b>
Spirits ex-warehoused during May.....	3,327.42 pf gals

Balance in warehouse June 1, 8,214.10 pf gals

Tobacco remaining in warehouse May 1.....	1,400 lbs
Tobacco warehoused during May 1....	9,756 "
<b>Total.....</b>	<b>11,156 lbs</b>
Tobacco ex-warehoused during month	10,108 "

Balance in warehouse June 1..... 1,050 lbs

Raw Leaf warehoused.....	553 lbs
Raw Leaf ex-warehoused.....	553 lbs
Malt imported.....	41,365 lbs
Malt manufactured.....	6,153 "
<b>Total.....</b>	<b>47,518 lbs</b>
Malt ex-warehoused.....	47,518 "
Cigars manufactured.....	76,250
Cigars paid duty ex-factory.....	76,250
Petroleum inspected, 85 pkgs—2,465.92 Imp gals	

**RECEIPTS FOR MAY.**

Spirits.....	\$4,325 55
Tobacco.....	2,021 26
Cigars.....	457 50
Malt.....	475 18
Petroleum Insp.....	18 00
Licenses.....	10 00
<b>Total.....</b>	<b>\$7,307 43</b>

\*This represents bonded warehouse license granted to R. E. Lemon, of Nelson, B. C.

**CUSTOMS RETURNS**

At the port of Victoria for the month of May, 1891:

Duties.....	\$ 97,962 74
Chinese revenue.....	5,004 50
Miscellaneous.....	755 96
<b>Total.....</b>	<b>\$103,723 20</b>

The following are the customs receipts at the port of Vancouver for the month of May, as compared with the same month last year:

	1891.	1890.
Duties.....	\$22,857 38	\$18,060 25
Chinese.....	4,910 00	7,421 50
Other.....	62 66	96 14
<b>Total.....</b>	<b>\$27,820 04</b>	<b>\$26,497 89</b>

During the past month the customs collections at the port of Westminister amounted to \$1,063.35. The previous month the total amount of duty collected was \$4,912, showing a decrease of \$3,848.65.

The following are the customs returns

**IMPORTS AND EXPORTS.**

**IMPORTS.**

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

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids.....		\$3,895	\$ 974 06
Agricultural imple-ments.....		1,782	632 20
Alc, beer & port'rgls.....	10,348	5,640	1,441 44
Animals.....		17,514	4,816 60
Books, pamph's, etc.....		1,335	327 11
Brass & manu'rs of.....		834	246 80
Breadstuffs, etc, viz Grain, of all kinds bush.....	1,348	1,377	196 55
Flour, brls.....	739	3,435	651 56
Meal, ".....	811	2,408	455 08
Rice and all other breadstuffs.....		25,366	7,784 05
Can lles, lbs.....	3,249	321	80 25
Chicory, lbs.....	672	24	28 88
Coal and coke, tons.....	84,1710	574	43 87
Coffee, from U.S. lbs.....	5,929	1,196	119 80
Copper and m'fs of.....		921	225 70
Cordage all kinds lbs.....		211	44 11
Cotton, manu'rs of.....		9,101	2,626 25
Drugs & medicines.....		24,155	9,578 20
Earthen, stone and Chinaware.....		1,768	578 75
Fancy goods.....		1,781	566 75
Fish.....		2,310	553 07
Fruit, dried.....		1,961	333 28
Green.....		6,258	849 38
Furs.....			
Glass, glassware.....		993	271 85
Gunp'd'r & exp sub's.....			
Hats, caps & bonnets.....		1,296	388 80
Hops, lbs.....	199	66	11 94
Iron and steel m'fs of.....		24,614	7,252 07
Jewelry & watches and m'fs of gold and silver.....		1,027	279 25
Lead and manu'rs of.....		2,705	445 99
Leather and m'fs of.....		4,613	1,148 06
Marble and stone and manu'rs of.....		648	110 15
Malt, bush.....	451	431	67 65
Metals, composition and m'fs of.....		168	58 41
Musical instrum'ts.....		4,141	1,192 80
Oil, coal and kero-sene, gls.....	3,7834	963	272 40
All other, gals.....	8,338	4,592	968 41
Paints and colors.....		349	95 60
Paper and m'fs of.....		3,333	932 80
Perfumery.....		118	35 40
Provisions.....			
Bacon & hams, etc.....	24,379	6,297 54	
Salt, not from Great Britain or British possessions, or for fisheries, lbs.....	125,620	579	187 93
Seeds.....		258	37 80
Silk, manu'rs of.....		6,597	1,978 40
Soap of all kinds.....		507	197 74
Spices of all kinds.....		35	11 15

ARTICLES.	QUAN.	VALUE.	DUTY.
Starch, lbs.....	7,020	251	108 32
Spirits.....			
Of all kinds, gals.....	14,795	13,833	17,617 28
Wine, other than Sparkling, gals.....	4,263	4,377	2 897 36
Winespr'kling doz.....	181	1,326	745 80
Sugar above No 1 lbs.....	44,599	2,412	1,601 36
Notab'vo No 1 lbs.....			
Sugar, syrups, cane juice, etc., lbs.....	3,196	131	71 26
Tea, from U.S. lbs.....	200	60	6 60
Tobacco and cigars.....	2,254	1,363	1,056 29
Wood and m'fs of.....		3,203	978 90
Woollen m'fs.....		17,580	5,449 82
All other dutiable articles.....		39,131	11,071 72
<b>Total dutiable goods</b>		<b>\$270,249</b>	<b>\$97,062 74</b>
Free goods, all other.....		107,672	
<b>Grand total.....</b>		<b>\$386,929</b>	<b>\$97,062 74</b>

**EXPORTS**

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

THE MINE.	QUANTITY.	VALUE.
Coal, tons.....	607	2,377
Gold dust, nuggets, etc.....		22,634
THE FISHERIES.		
Fish of all descriptions.....		38
Furs or skins of creatures living in the water.....		31,455
ANIMALS AND THEIR PRODUCE.		
Miscellaneous.....		12,337
Agricultural products.....		00
MANUFACTURES.		
Iron—Pig and scrap cast-ings, hardware, etc.....		7
Liquors of all kinds gals.....	156	380
Sewing machines.....	1	30
Other articles.....		858
Miscellaneous Articles.....		1,300
<b>Grand total.....</b>		<b>\$ 71,416</b>
Goods, not the product of Canada, for the month of May, 1891:		
QUANTITY. VALUE.		
Animals and their produce ..		200
Agricultural products.....		00
Cottons, woollens, etc.....		30
Iron—Pig and scrap, cast-ings.....		215
Manufactures of leather, all other.....		10
Liquors of all kinds, gals.....		00
Sewing Machines.....	1	55
Wood, m'fs all kinds.....		1,140
Other manufactures.....		793
<b>Total.....</b>		<b>\$ 2,413</b>
<b>Total exports of all kinds.....</b>		<b>\$ 73,829</b>

for the port of Nanaimo for the month of May, 1891:

Exports from Nanaimo for month of May, 1891:		
Coal to United States.....	Tons.	Value.
Hawaiian Islands.....	51,970	\$205,536
" Australia.....	740	2,980
" .....	691	2,764
<b>Total.....</b>	<b>53,401</b>	<b>\$211,260</b>

Imports at Nanaimo for May, 1891:	
Value of dutiable goods.....	\$18,749
Value of free goods.....	3,077
Goods in bond from other ports.....	86
<b>Total.....</b>	<b>\$21,912</b>

**RECEIPTS FOR MAY.**

Duty.....	\$5,078 68
Copyright.....	16 76
Sick Mariners' Duces.....	544 38
Miscellaneous.....	18 05
<b>Total.....</b>	<b>\$5,675 87</b>

**SUMMARY**

Of the Customs collections for May, 1891:	
Victoria.....	\$103,723 20
Vancouver.....	27,820 04
New Westminister.....	1,063 35
Nanaimo.....	5,675 87
<b>Total.....</b>	<b>\$138,282 46</b>

**BUSINESS CHANGES.**

Geo. Marks is going to open a general store at Koksilah.

Fred W. Garland is opening a restaurant at 42 Broad street, Victoria.

Hooper & Goddard, architects, Victoria, have dissolved. Thos. Hooper continues.

Smidt & Cockburn, Nanaimo, have dissolved. Jacob Smidt will continue the business.

Skinner & Co., wholesale crockery dealers, Hamilton, Ont., are going to open a branch in Vancouver.

Jas. Ellard & Co's dry goods and gents' furnishings business, New Westminster, is advertised for sale by tender by the trustees of the estate.

Richardson & Horner, dry goods, Nanaimo, contemplate dissolving shortly. It is believed the business will be continued by Mr. Richardson.

The Premier has been taking away heavy consignments of sugar for the Sound from the B. C. Sugar Refinery.

## NANAIMO BOARD OF TRADE.

The following officers were elected for the ensuing year at the special meeting of the Nanaimo Board of Trade held last Tuesday evening:

Officers—S. M. Robins, President; A. Haslam, Vice-President; M. Wolfe, Secretary and Treasurer.

Council—G. Norris, Dr. Præger, A. A. Richardson, J. H. Pleace, W. H. S. Perkins, T. W. Glaholm, John Hilbert, E. Pembury.

Board of Arbitration—E. M. Yarwood, W. H. S. Perkins, A. A. Richardson, G. Bevodockmay, Dr. Præger, W. K. Leighton, A. Haslam, James Abrams, T. L. Davies, John Mahrer, J. H. Pleace, G. Norris.

## VANCOUVER BOARD OF TRADE.

The regular quarterly meeting of Vancouver Board of Trade was held last Tuesday evening, Vice-President Berteaux in the chair. There was only a small attendance of members.

The secretary read communications from the Chamber of Commerce at Suva, Fiji, asking information as to the probability of the establishment of a steamship line between Fiji and Vancouver; from the secretary of the Post Office Department, Ottawa, saying that henceforth the contents of the parcel post would be sorted *en route* and delivered at Vancouver direct, instead of being sent to Victoria; from the City Clerk stating that the City Council would assist in the efforts being made to remove the shacks from the foreshore; from the Chamber of Commerce, London, stating that it was proposed to hold a Congress of the Chambers of Commerce of the Empire in London in May, 1892, and asking for any suggestions as to the questions that it would be desirable to discuss—(this was referred to the Council to report to the Board)—and from H. A. Berry, resigning his membership.

After the discussion of several matters, the Board adjourned.

## B. C. BOARD OF TRADE.

A special meeting of the B. C. Board of Trade was held Thursday afternoon. Vice-President T. B. Hall, who filled the chair, in the absence of Mr. Ward, called the Board to order, the following members being present: H. C. Beeton, F. J. Claxton, T. Lubbe, J. C. Bales, E. A. McQuade, Major Nicholles, D. R. Ker, R. H. Swinerton, C. E. Mallette, H. Croft, Ald. Holland, W. H. Ellis, J. Hutchinson, F. Elworthy, A. B. Gray and A. I. Belyea.

The report of the railway committee, appointed in April, was presented. It was to the effect that they had communicated with the heads of the big railway companies of the continent, and appended the correspondence received in reply; and the committee desired to be discharged. The correspondence included letters from T. F. Oakes, president Northern Pacific Railroad; Sidney Dillon, president Union Pacific Railroad; S. H. H. Clark, vice-president of the Union Pacific system; Jas. J. Hill, president of the Great Northern Railway Co., and Alex. Dunsmuir, president of the E. & N. Railway Co. No replies had been received from Mr. Lubbe, nor from

Mr. Wilson, representing the Canadian Western Central, nor from L. Stanford, of the Southern Pacific Railroad Company, nor was a reply received from W. C. VanHorne, of the Canadian Pacific, but at a personal interview accorded by that gentleman to the Board, he intimated that the Canadian Pacific Company would not entertain the subject of constructing a steam ferry to Vancouver Island in connection with their system.

The report, upon motion of Messrs. Nicholles and Claxton was received, and the committee was discharged.

Mr. Beeton remarked that it was plain nothing could be done with any line but the Northern Pacific. It would be well to wait, now, before making any further move, and see what President Oakes had to say.

Mr. Ker advised that a committee be appointed to wait upon President Oakes when he reached Victoria.

Vice-president Hall thought that the securing of railway connection was now the work of the City Council; the Board had done its duty and it was now time for the aldermanic board to step in.

Major Nicholles observed that as a result of the committee's enquiries no other scheme has been suggested than that outlined in the *ay-law* already presented by the City Council.

Mr. A. B. Gray offered the following resolution, which was seconded by Mr. H. C. Beeton, and unanimously adopted:

"Resolved, that this Board, after having communicated with the representatives of the various trans-continental lines of railway, and with Mr. A. Dunsmuir, and after having received several replies, learns with satisfaction that there is a prospect of securing all-rail connection with the Northern Pacific, by means of a steam ferry, and trusts that in the impending interview between President Oakes and the Council a satisfactory arrangement will be concluded."

A copy of the committee's report and of the resolution was ordered to be forwarded to the City Council, and the meeting adjourned.

## THE GORDON HYDRAULIC MINING COMPANY.

The Gordon Hydraulic Mining Company, recently organized in this city, will soon start to work some valuable placer diggings in the Leach River district. The capital stock of the company is \$50,000, divided into 50,000 shares of the value of \$1 each. The directors for the first year are James Bennett, of Port Angeles, and Fred. S. Roper, John Boyd Jones, William Gordon Stevenson and John R. Stewart, of Victoria. Messrs. Garesche, Green & Co. have been selected as bankers and treasurers of the company. The new company has a grant of 480 acres on the Leach river, about 35 miles from Victoria. It is all very rich placer, and shows from 10 to 20 colors to the pan, while at the bed rock the ore shows plenty of coarse heavy gold. The Beacon Bar Hill claim is included in the property. Mr. Roper, one of the directors, has been mining there since 1884, and is satisfied that the diggings are very rich, and only require capital to make them pay heavy returns.

Premier Mercier denies the rumor that he failed with the Quebec loan.

## OLD HEADS LOOK OUT.

"Have you noticed during your travels," remarked an old knight of the road to a *Canadian Grocer* representative, "how many young men are now on the road? You have, eh! Well I tell you what it is, some of the old heads will have to hustle if they don't want to be supplanted. Competition in all lines was never so keen as it is at present, and travelers were never so closely watched and their doings more severely criticised by their employers. Many houses are sending out young men on trial trips, who, in their enthusiasm, drum up every retail store in a town, whether it has a good, bad or indifferent reputation and solicit orders. They book these orders and send them in, leaving the firms they represent to approve or reject them. By this means they get the name of being pushers, and the old head who knows the standing of every retailer, and for the sake of his employers is careful in booking orders, gets hauled over the coals or perhaps is told that his services are no longer required. This is happening almost every week, and I would like you to give this matter publicity so as to put these old heads on their guard. Things have come to this pass now, that instead of depending upon his own knowledge and judgment in not soliciting an order from a certain store keeper, the traveler must waive that and get the order, leaving his employers to do whatever they like with it. It will show them one thing at least, and that is, that he is pushing for business. One great fault of old travelers is that they have been so much in the habit of calling upon their old customers and neglecting new business houses, that in time they are ashamed to call upon the latter with the result that their old customers either die or fail in business, and the firm they represent having no business connection in that particular locality are forced to start a supply account. This is one of the principal causes of the failure of old heads on the road, and a word to them in season may save them from having their positions filled by younger men."

The food situation is becoming a grave one in Germany, and the continued rise in the prices of grain is already causing suffering among the poor. The failure of the Government to act promptly in reducing duties for the popular benefit, is the ground for deep and wide spread irritation.

A party of three men fell to talking over the news from England that Mr. Gladstone chews every mouthful of his food 32 times. They agreed to observe their own habit at dinner that day, by counting the motions of the jaws in eating, and to make a report when next they met. It was found by the report that all three of them outdid Mr. Gladstone, in one respect at least. Number one ascertained by actual count that his teeth ordinarily operate from 35 to 40 times upon meats, from 20 to 30 times upon dry bread, and from 15 to 20 times upon juicy fruits. The reports of the other two counters did not differ widely from the foregoing report and probably they fairly represent the food chewing habits of people who give heed to the duty of mastication.

## COMMERCIAL SUMMARY.

The Governor of the Bank of England has been appointed a member of the Privy Council.

The outflow of our population to Manitoba and British Columbia still continues. — *Owen Sound Sentinel*.

The recent census in Ireland shows a population of 1,700,162 males and 2,370,700 females, a decrease of 468,461 in the total since the last census.

M. Verein, a prominent broker of Paris, has been declared to be a defaulter to the amount of \$1,000,000. The announcement creates a profound sensation.

J. & G. Fowler, sugar importers, New York, with large interests in Cuba, have assigned to H. H. Pike without preference. The failure is a great surprise to the trade.

The price of beef in St. John is the highest known for years. Some dealers are importing Chicago beef via Portland, Me., which, despite the duty, can be landed there as cheaply as beef raised in the Maritime Provinces.

The Montreal and Ottawa Railway is applying for power to increase the directors to nine and to increase the bond issue from \$15,000 to \$17,500 per mile. The extension of time for the completion of the road to 1894 is also asked for.

Stephen, Glass & Clark, wholesale leather, London, Ont., established about four years ago, are offering to compromise at 50c. on the dollar, cash. Liabilities, direct \$25,000, indirect \$30,000. Hyman & Co., of London, are the principal creditors.

Building operations in Prince Albert still continue brisk. Merchants, anticipating good crops and a consequent rush of business, are adding largely to their stocks, and in a great many instances have built large additions to their stores.

The Glen Iron Mining Co. have ordered an ariel wire rope tramway for their mine at Cherry Creek. When the machinery is in position, it will take out from two to three hundred tons of ore per day from the works to the spur of the railroad—a fall of about 400 feet. — *Inland Sentinel*.

The experiments with the new compound called "Lignite" as fuel for locomotives have proved highly successful. Experiments will next be made with the fuel in warships and merchant vessels, and it is hoped by its use, says a Rome dispatch, to largely reduce the consumption of foreign-bought coal.

Burnett's clothing premises, Montreal, have been burnt. The loss on the building will be between \$35,000 and \$40,000. The stock is valued at \$30,000, and is a total loss. R. E. Boyd & Sons' brush works, which adjoin Burnett's premises, suffered considerably from smoke and water. The Scribner Publishing company also suffered.

The Homestake Mine, in the Black Hills, is generally supposed to be the richest gold mine in the world. For fourteen years the company has never missed paying a dividend, and each month from \$150,000 to \$200,000 in gold is taken out. The vein is 300 feet wide and about two miles in length, and there is enough ore in sight to keep all the mills busy for the next twenty years.

It is stated that half of the fruit crop in the Owen Sound section of Ontario has been killed by frosts.

The dairymen of California have formed a protective union, to check the prevailing bad practices with butter and cheese.

N. D. Macdonald & Co., plumbers, Winnipeg, have secured the contract for the construction of the water works at Kamloops.

The Canadian Pacific Timber and Lumber Company have concluded a contract for the getting out of two million feet of lumber near Sechelt.

The Trans-Siberian Railroad was opened, with all ceremonies, on the first day of the month by the Czarowitch. The ceremony was performed at Vladivostock.

In compliance with a request of Postmaster-General Wanamaker, the Canadian postal authorities at Ottawa have sent to the department at Washington a very handsome collection of letter carriers' outfits. They consisted of summer helmets, winter garments, rainy weather clothes, leggings, bags, letter box, seal and box clasp. These are to be placed in the postal museum there along with other collections previously donated.

A shoddy cloth pedler victimized a number of Windsor, Ont., people recently, the majority of them being business men. His mode of operating was to walk into the place and tell the proprietor that he was a tailor and on his way to Toledo, and that he had a couple of pieces of cloth he had intended to take with him, but could not pay the duty. He had hardly enough money to carry him through, and would sell the cloth cheap. The stuff was very gaudy, and in nearly every case he sold the goods, which are the worst kind of shoddy.

For some time past a stock company has been forming for the purpose of erecting an immense central sugar factory on the line of the Mississippi Valley route, between New Orleans and Baton Rouge. There are, at present, several very large sugar-houses supplied with the latest improved machinery in this great sugar-growing district. The new central factory will, it is understood, be one of the largest in the state. The gentlemen composing the company consist of several wealthy planters and two or three prominent bank men in New Orleans. A certain amount of eastern capital is to be invested.

General Manager Seargeant, of the Grand Trunk railway, in an interview on the reduction of salaries said the traffic receipts had of late been on the decrease and that the directors had decided to reduce salaries as the best means possible of tiding over the difficulty. As to how long the reduction is likely to last Seargeant said he anticipated it would be for only a short period. If the crops were good, traffic would be greatly increased. Seargeant was at the meeting of railway presidents in the States a few days ago and so far as he could learn the prospects were that the incoming autumn traffic would be simply enormous and even in excess of previous years. He expects traffic will commence to revive in July and that in August there will be a complete revival.

In order to meet the civic estimates of Winnipeg for the current year the rate of taxation will have to be nineteen and a half mills on the dollar. This is half a mill less than last year.

It is reported that Germany and Austria have informed Switzerland, Italy, Servia and Roumania that they must conclude commercial treaties jointly with Germany and Austria, or renounce their separate treaties with those countries.

Lloyds Plate Glass insurance Company, influenced by the great increase of business, has increased its capital from \$100,000 to \$250,000. The large increase to a quarter of a million was promptly subscribed by the present shareholders, and there is little doubt that, with such additional monetary resources, under the administration of the incumbent president, the result will be highly gratifying to the shareholders.

An experiment is being made by Mr. Storey, of the Ontario Agricultural College, which, if successful, will go a long way to settle the much talked of lamb question. Last October, 100 lambs were purchased, weighing 80 lbs. a piece, and, after being fed all winter on clover hay, roots and grain, now tip the scales at 137 lbs. each. They can be shipped on the Lake Superior to Liverpool where they are worth over \$10 each. If the experiment be successful, it will be in the interest of farmers to keep their lambs still spring when they can be shipped profitably to England. They will then be independent of the Yankee market and McKinley too. — *Kincardine Reporter*.

The business of property insurance, either fire or marine, has come to be an essential part of nearly all other kinds of business in the world, and its value as a balance wheel to all commercial machinery can scarcely be overstated. The merchant of limited resources expands his credit by means of well-placed insurance; the vessel owner and the shipper alike protect their ventures by calling in the aid of insurance capital; the manufacturer doubles his producing capacity by confiding in insurance; and the frugal builder of a home in need of more money gets it through the recognized security of the insurance policy. — *Insurance and Finance Chronicle*.

A special meeting of the Dominion Millers' Association was held on Thursday night last in Toronto. Mr. John Hayes, of Brantford, occupied the chair, and there were representatives from all parts of the province. The meeting was called for the purpose of deciding the date of the annual meeting, to discuss the amount of wheat in the country and to make arrangements for exporting grain. The annual meeting will be held immediately after harvest. After considerable discussion, during which the members produced statistics which they have compiled since the last meeting, it was decided that there was about 5,000,000 bushels of wheat in grain and manufactured in the Dominion. The association will endeavor to institute a system similar to that in vogue in Great Britain, whereby they can ascertain at any time of the year the number of bushels of wheat or other grain in stock. — *Canadian Trade Review*.



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VICTORIA, TUESDAY, JUNE 9, 1891.

SIR JOHN MACDONALD.

At length the death of Sir John Macdonald has to be chronicled, and the entire Dominion mourns the loss of the greatest man it ever had. By every one he was regarded as a politician of the first order; but he was more; he was a far-sighted statesman who, at an early stage of his political career, discerned the future that lay before the British North American colonies, and bent his energies to secure their proper development and unification. Doubtless he saw, as he glanced over the map, a solution—or a practical solution—of the great Eastern question. That, as will be well understood, is the obtainment and maintenance of a highway to India without it being necessary to go round the Cape or to pass through an enemy's country, such, for instance, as territories under the suzerainty of Turkey or Russia and occupied by hostile tribes. In Canada the whole thing is supplied. Regular cargoes or munitions of war—troops or travellers—have only to be placed on board an ordinarily speedy vessel in Liverpool or any other British port to find themselves, in eight days or less, on the Atlantic coast of Canada, and transhipped thereafter within seven days to an India or China steamship, the distance between Liverpool and Hong Kong being thus susceptible of being covered within about a month from London or Liverpool. This, though it may have been dreamed of before his time, was one of the greatest works which Sir John has accomplished.

Then, what is there not to be said in praise of the manner in which he unified the many peoples composing the Canadian population, and infused into them a national sentiment, which has led them to go to work with a will to develop the normal resources of what by many had been supposed to be an uninviting country, with but few really valuable products. And what has been the result? The conclusive proof that we are naturally one of the richest peoples in the world, while we have astonished ourselves by what we have accomplished. Moreover, under Sir John's regime not only have we created and fostered manufactures, but we have progressed to such an extent that we are compelled to look for outside markets, and these we are discovering, and are learning at the same time that we can, all things being equal, hold our own with foreign competitors.

Then, if we look at this Pacific coast, we find that under the policy of Sir John Macdonald we have progressed wonderfully. How much has this city grown since Sir John was one of the parties primarily in-

terested in bringing us into the Confederation? Who can say how much New Westminster has benefited? As for Vancouver—that progressive city of about twenty thousand inhabitants had neither name nor place a few years ago, and but for the policy of the deceased Premier might never have existed at all. Of course, there are and have been many things which do not please everybody; yet such things will always exist; but on the whole who is prepared to deny that to Sir John, the wisdom of his policy and the sagacity with which he has selected his colleagues we owe, in addition to our natural resources and position, all those realizations and prospects on which we have such excellent reason to congratulate ourselves.

We are deeply sorry that Canada's Grand Old Man is no more. He is now that he has gone—entitled to the highest honors his country can bestow upon him. As was said of a well-known Englishman, in the years ago, "He made the desert smile." So may it be said of Sir John. He was the means of transforming a discontented population into a happy and united nationality. He has given a decided impetus to the development of their resources, and long, we are sure, will it be possible for the common voice to pay their tributes to his qualities, for as truly as was the expression applied in another connection, "His works do follow him."

## THE SUGAR QUESTION.

Although it will not be known until the Budget is brought down what action the Dominion Government will take on the sugar question, very great interest attaches to the decision to allow a drawback on refined sugars exported. The order in council says there will be allowed, on proof of exportation in quantities of not less than 2,000 pounds, a drawback, on refined sugars exported, at the same rate per 100 pounds as is payable in the shape of duty under the tariff in force at the date of the exportation, on the same weight of raw sugar of equal test, less 5 per cent. All exportations must be sampled and tested in the same manner and under the same regulations as are at the time in force with reference to sugars imported for refining purposes. In addition, under the usual restrictions and on receipt of proof of exportation, there will be allowed on all syrups derived exclusively from the refining of sugars, when exported in like quantities, a drawback equal to one third of the duty payable at the date of exportation on an equal weight of sugar of 88 test when imported for refining purposes.

## NEW LINE TO THE ORIENT.

The arrival of the China and Japan steamer Zambesi, will, it is hoped, prove to be the pioneer of new and direct connection between Victoria and the East. The China, City of Peking, and other boats of the American line, made a pretence of affording us connection; but they soon stopped their trips, being bought off, it was said, by the Canadian Pacific authorities, who, in view of their new and more powerful steamers, were not inclined to have a dangerous rival estab-

lished at their very doors, if they could possibly help it. It would, according to past experience, appear to be certain that unless Victoria makes her own independent arrangements she will be given the go-by, except in so far as being made an occasional port of call. This will not suit our merchants. This port lies in the direct route which steamers must take between the East and the Canadian mainland, and unless the magnates who have their headquarters at Montreal manifest a better behaviour it will be necessary to teach them a lesson. It is said that the fleet of vessels of which the pioneer is already in port are asking no subsidy. They merely ask for business, which they say they are prepared to do upon the basis of legitimate competition and will, moreover, form a connection with the Union Pacific Railway with the view of securing trans-continental trade. The enterprise of the proprietors of the new line is worthy of all praise, and one would suppose ought to be encouraged, particularly as there appears to be mutual advantage connected with it.

## SEALING MATTERS.

There is but little new in sealing matters. The British Bill to prevent sealing in Behring's Sea has passed through its various stages. Will it be carried out into operation this season is the next question, and, if so, what compensation will be allowed to Victoria sealers for the losses to which they will be put by the loss of this season's catch, in anticipation of which they have made all their preparations, and for which they have incurred very serious expenditures? Moreover, it should be seen to that the Americans are not allowed to get the advantage over the British Columbia sealers, through the provision made to allow the Alaska Company to catch 7,500 skins for the expressed purpose of maintaining the native hunters. To our mind this is a dead steal. The American hunters are Aleuts, who have plenty of fish where they come from, and who are accustomed to remain in Behring's Sea only during the sealing season. If they are kept at home, they have in the waters surrounding the Aleutian Isles all the food they want. All then, that this 7,500 provision is made for is to secure to the American monopolists 7,500 seal skins, which, with the consequent scarcity of the stock on the market, they will be able to sell for fabulous figures. The whole thing wants further looking into. It is just another instance of attempted Yankee over-reaching.

In an address delivered at Girard College, Mr. Talcott Williams, of the Philadelphia Press, cited English official statistics to show that from 1877 to 1887 incomes from \$750 to \$2,500 a year increased 30 per cent. in number, while those from \$2,500 to \$5,000 remained stationary, and those of \$5,000 and over decreased 2½ per cent. During this ten-year period, the income tax paid by men of salaried positions, nine-tenths of them under \$2,000 a year increased 50 per cent. Of the estates paying probate duty of personal property in England, 77 per cent. are under \$5,000 in amount and 98 per cent. under \$100,000.

## BRITISH AND COLONIAL TRADE.

In the opinion of many people, the time has arrived when Great Britain, as a trading community, should seriously consider whether it will take any action to retain markets well within its hold, or will permit the markets to drop off one by one. There appears to be a growing feeling that a strong endeavor should be made to retain the trade at least of the colonies, and utilize the enormous industrial and financial resources of the mother country for the purpose of forming commercial partnerships with the colonies, who would bring their immense but undeveloped natural resources as their share in the partnership, and thus form a united consuming and producing community far exceeding in magnitude any recorded ancient or modern state. In connection with this, the London Chamber of Commerce has decided to convene a second Congress of Chambers of Commerce of the Empire, to be held in May or June, 1892. The first Congress was held at the time of the Colonial and Indian Exhibition in 1886, and was important as a means of bringing together representative commercial men from all parts of the Empire. There is reason to believe that the second meeting will be much more important, as it may even be a point of departure of a new Imperial commercial policy.

## EDITORIAL NOTES.

A VANCOUVER special to the Seattle *Post-Intelligencer*, that the sale of the Moodyville Sawmill Co's property embracing the mills, 400 acres surrounding the village and 6,000 acres of timber land on Mud Bay, to a foreign syndicate, has been completed, about \$1,000,000 moving in the operation, is not true; though the offer has been made, and there is every prospect of the transfer being consummated.

A MEETING of members of the Dominion Parliament interested in the question of preferential trade arrangements between Great Britain and the colonies has been held in Ottawa. After a full discussion, it was decided to present for the consideration of the House a resolution affirming the desirability of memorializing the Imperial Government to call a conference of representatives from the mother country and the colonies for the purpose of considering the best means of promoting inter-imperial trade.

## THE ZAMBESI.

The British steamship *Zambesi*, 1,450 tons register, Capt. G. J. Edwards, arrived on the evening of June 6th, consigned to F. C. Davidge & Co., and is unloading at the outer wharf. She sailed from Hong Kong April 30, and left Yokohama May 23, making the run to Victoria in 14 days 13 hours. Capt. Edwards, who has had an experience of many years in the China and Japan trade, reports a smooth and uneventful passage. A number of Japanese and Chinese passengers were brought over, of whom 85 Chinese are for this city. For the accommodation of these large passengers a Japanese and a Chinese doctor are included in the ship's company. The cargo, which consists of 2,100 tons, came in first-class condition. The con-

signments for Vancouver, New Westminster and Sound ports will be discharged at the outer wharf, and forwarded by the local steamers. For Victoria there is about 100 tons general cargo, and 75 tons of rice, all of which is for Chinese merchants; for Vancouver, two cases merchandise; for New Westminster, five tons Chinese merchandise and 200 mats of rice; for Port Townsend, 100 tons, largely rice. The balance of the cargo is principally tea for eastern Canadian and United States points, which will be dispatched east over the Union Pacific. A large item of the cargo is a consignment of some 40 cases of fine Japanese wall papers from the Tokio leather paper mills for eastern United States cities. These goods were sold through F. C. Davidge & Co., who are agents for the mills. When the *Zambesi* has discharged here she will sail direct for Portland, returning to Victoria, and will clear from here direct from Yokohama.

The new line is at present known as Upton's, called after one of the promoters, who resides in Hong Kong, but it will likely have a regular name of its own. The service proposed is monthly. The steamship *Batavia*, late in the service of the C. P. S. S. Co., has been chartered and will be the next to arrive. The *Zambesi* has been purchased from the P. & O. S. S. Co., and negotiations are also being made with a view to purchasing the steamship *Gwalior*. The fleet, at present, is composed of the following steamers: *Sussex*, *Pemplos*, *Zambesi* and *Batavia*.

The company is composed principally of large firms engaged in the China and Japan trade. Samuel Samuel & Co., of London, Yokohama and Kobe, Upton of Hong Kong, a large rice milling concern, with several other Oriental merchants, are believed to be the promoters of the company. Arrangements have been made so that all freight for eastern points will go over the Union Pacific, which line will also be their principal eastern feeder.

The new combination is a strong one, and the importance they attach to this port is evinced from the fact that Victoria is the first port of arriving and the last leaving. Freights are quoted considerably below what has been asked in the past, and dispatch will be more prompt.

## SHIPPING INTELLIGENCE.

*Ordovic*, Brit. bark, 825 tons, Capt. Austin, has been chartered to load lumber at the Hastings mill, Vancouver.

*Borghild*, Nor. bark, which arrived at Honolulu, May 7, is coming in ballast to load lumber at the Hastings mill for Melbourne.

*Hesper*, Am. bark, 664 tons, Capt. Sodergren, sailed from San Francisco May 23 for Moodyville to load a cargo of lumber for Shanghai.

*Forest King*, Brit. ship, 1002 tons, Capt. Morris, cleared from Vancouver June 5th for Callao with a cargo of lumber from the Hastings mill.

J. B. Walker, Am. ship, 2,106 tons, Capt. Wallace, is reported on the way from Yokohama to Vancouver with a cargo of 2,500 tons of tea, which is to be sent East over the Canadian Pacific railway.

*Spartan*, Am. bark, 740 tons, Capt. Anderson, has completed her cargo of lumber at the Hastings mill for Adelaide.

*Aureola*, Am. bark, 785 tons, Capt. Sawyer, from San Francisco, May 21st arrived in Royal roads June 8th, thence to Nanaimo to load coal.

*Glenberrie*, Brit. bark, 800 tons, Capt. Groundwater, general cargo from London to Victoria July, loading. Chartered by R. P. Rithet & Co. (L'd).

*City of Carlisle*, Brit. bark, 823 tons, Capt. Kendall, is expected to sail from Liverpool about June 15th for Victoria, R. P. Rithet & Co. (L'd) consignees.

*Lizzie Bell*, Brit. bark, 1070 tons, Capt. McAdam, has been chartered to load a general cargo at Liverpool in August for Victoria on account of R. P. Rithet & Co. (L'd).

*Duke of Abercorn*, Brit. ship, 1050 tons, Capt. McDougall, sailed from Acapulco May 9 for Royal Roads, thence to Burrard Inlet to load lumber at the Hastings mill for Adelaide.

A cable dispatch received by a Victoria merchant on the 3rd inst., brings news of a vessel on the berth at Glasgow, to load for Victoria and Vancouver. To sail about the end of July.

*Hindustan*, Chil. ship, 1620 tons, Capt. Welsh, has been chartered to load a cargo of lumber at the Moodyville saw-mill for Valparaiso. She will come here in ballast from Valparaiso.

*Hawthornbank*, Brit. bark, 1,300 tons, has been chartered to load at Java for Vancouver with a cargo of raw sugar for the British Columbia Refinery. She is expected to sail in July.

The Victoria Rice Mills received 250 tons rice paddy on the 4th June, which was discharged at the mill wharf from the steamship *Tai Chow*. It was brought from the Orient by the *Parthia*.

The Vancouver Shipbuilding, Sealing and Trading Co's schooner *Vancouver Bell*, is fitting up at Bell-Irving & Paterson's wharf, Vancouver. She will be ready to sail shortly for the sealing grounds.

Messrs. Hall Ross & Co., contemplate having a special survey made of their ship *Thermopylae* when she arrives, with a view to cutting bowports, which would enable her to take a lumber cargo on her outward passage.

*Great Admiral*, Am. ship, 1497 tons, Capt. Bowell, arrived at Port Townsend June 3 from Hong Kong. The passage was made in 55 days, during which time nothing of any note transpired. The Admiral is chartered to load lumber at the Hastings mill for Melbourne.

*Golden Shore*, Am. schooner, 964 tons, Capt. Henderson, sailed from Moodyville on the night of June 3rd for Sydney, N.S.W., with a cargo of lumber from the Moodyville sawmill, consisting of 799,658 feet rough lumber and 2,875 bundles laths, valued at \$3,063. The charter rate was \$2 15s.

The steam sealer *Eliza Edwards*, Capt. S. E. McKenzie, sailed June 4th from Vancouver for the north on a seal hunting trip. The crew consists of 15 men, four of whom are hunters. She was built under the superintendence of her master, at the Morse saw mill, False Creek. The Pacific Steam Navigation Co., her owners, are operating the vessel.

## DOUGLAS FIR.

Some time ago, a committee was appointed by the New Westminster Board of Trade to consider the classification of British Columbia fir exported to foreign ports. At the last regular quarterly meeting of the Board the following report was submitted and adopted:

"The committee finds that it is the custom both in the Australian and South American markets to class British Columbia lumber as 'Oregon pine,' and further, it learns that some of the lumber manufacturers in this Province are in the habit of selling and invoicing British Columbia lumber as Oregon pine, owing, probably, to there being no separate classification in these markets for the Douglas fir as distinguished from Oregon pine. From letters received by a members of the Board the committee gathers that the merchants and brokers in the Australian markets are of opinion that the time has arrived when a separate classification is most desirable, and admitting that the Douglas fir is of very much superior quality to the Oregon pine, and of greater strength, and also expressing their willingness to take this step if there is combined action in the different markets. The committee recommend that this Board should communicate with the Boards of Trade or Chambers of Commerce at the various Australian ports where the Douglas fir is imported, requesting that such arrangements be made as will secure for this lumber a separate classification, and that lumber shippers and Boards of Trade in this Province be invited to co-operate with a view to this end."

## LUMBER IN CENTRAL AMERICA.

"The construction of the Nicaragua canal, is to bring a good deal of business to the Puget Sound lumber mills," said Colonel E. H. Morrison the other day to a *Post-Intelligencer* representative. "A vast amount of heavy timber will have to be used in the work, and Puget Sound fir will be both the best and most accessible supply. There is no lumber in Central America suitable for the purpose. The hard woods, indigenous to that country, are not found in such quantities as to be cheaply logged. A mistaken impression is abroad in regard to the forests of that section. People have a general idea that great tracts of country are covered with splendid trees, so that one can go into the forests anywhere and cut good logs suitable for lumber. The fact is that, though the forests are thick, the majority of the trees are too small to be worth cutting. Here and there a large mahogany tree is found and a man chops it down. In order to get it out, he has to cut a trail through a quantity of worthless timber and run it down to the nearest river. There will probably not be another tree worth cutting for a long distance. It is by the slow collection of logs out from isolated trees in this way that the shipments are made. The cost of logging and of holding a stock of logs until there is enough to ship makes these kinds of lumber so expensive. Many people have been fooled by the expectation of immense fortunes in lumbering in Central and South America. A friend of mine took a complete sawmill and logging outfit with a

party of skilled men to one of the South American rivers, expecting to do wonders. He found the ground swampy, swarming with reptiles and covered with such a dense jungle that travelling through the Puget Sound woods is a picnic by comparison. He also found that there was only a tree here and there worth cutting, and by the time he had cut a trail to it, the beginning of his trail was so thickly grown up with brush again that he could hardly find it. After one night's rain, the brush would grow up to a height of six feet in a day. He was glad to get out of it again. There is one tree down there called the snake-wood which grows to a great thickness, but when you come to chop it down you find that it is nearly all soft bark. When you do finally come to hard wood, it is extremely hard, but there will be only about four inches of it in a tree as many feet in diameter. It is used mainly for canes, which cost \$3 or \$4 in South America and several times as much in this country. There are a number of good kinds of lumber down there which would be useful, but have never been brought into use. I suppose they happen never to have become fashionable. Yet they are of fine shades, and beautiful, fine grain, and would look well in furniture and interior decoration. They grow thicker than the better known hard woods, and would be much cheaper."

## C. P. R. AND G. T. R.

At a recent meeting of the directors of the Grand Trunk and the Chicago & Grand Trunk, in London, it was decided to reduce salaries under \$750 per annum 5 per cent. and those over that amount 7. The reduction is to include every official of the road from Sir Henry Tyler. It is said that the weekly decrease in earnings amount to about \$40,000, and unless the crops of Ontario turn out good the prospects are bad. The Canadian Pacific, on the other hand, shows an increase of about \$45,000 weekly in the earnings of the road. The gain in net profits of the road from January to April 30th was \$555,777. With an increase of \$80,000 a month, which it is admitted can easily be expected, the road will earn 5 per cent. over and above the Government guarantee.

## A RAILWAY CASE.

A triangular railway fight is occupying the attention of court and jury in Judge McConnell's room at Chicago, which will be watched with interest by railroad people. The Pennsylvania company is suing the Chicago, Milwaukee & St. Paul and the Canadian Pacific for \$5,000. In the summer of 1882 the plaintiff agreed to ship 118 barrels of oil from the Forest City Oil company at Cleveland, to Fortier & Buck, Brandon, Manitoba. The Pennsylvania brought the oil safely to Chicago, and re-shipped it by the Milwaukee. At St. Vincent the goods were transferred to the Canadian Pacific, but never reached their destination. The Pennsylvania company footed the bill and is now suing the other roads for the cost of the oil. The plaintiff claims that the property was in good condition when it left its control, and that the mistake was made by one or both of the other carriers.

## THE GOLD GRAVELS SYNDICATE.

The future success of the Fraser River Gold Gravels Syndicate, at Yale, seems to be assured. It will be remembered that last autumn, the boilers and machinery, which were being imported for the company, were lost in the Fraser River, and, as they were never recovered, the company were compelled to undergo the additional expense of purchasing new machinery. The new plant, which was purchased in England, is now across the river and in position.

## ENCOURAGING FUNERALS.

Health Officer Fosbrooke, of London, Eng., has completed his investigation into the organization and operations of the Old-bury Life Insurance club, which was charged with offering at small rates unusually large premiums payable on the death of young children and husbands, in consequence of which it was reported that there was an alarming mortality among the children so insured. Mr. Fosbrooke, in his report, says he found that the institution was entirely under the management of an undertaker, who was president of the concern, and that the benefits were almost wholly absorbed by him. It is clearly a fraudulent enterprise, against which the health officer warns the public, but it has, so far, been conducted within the law, and cannot be suppressed so long as it is so conducted. Mr. Fosbrooke declares that the existence of such an organization as this emphasizes the necessity which has long been felt, for legislation to put a stop to such business. His report will be presented before the county council of Worcestershire at its next meeting.

## INFORMATION IN ADVERTISEMENTS

We are pleased to know that our readers find in our advertisements much valuable information. The advertisements in trade papers are more closely scanned than those published in any other paper, because they are addressed directly to those who desire to purchase the goods advertised. Then our advertisers seem to have the knack of writing most "taking" and instructive announcements. In any paper, advertisements show the progress of a people. The *Century*, Harper's and Scribner's Magazines issue English editions. The printed sheets are sent to London "flat," and the magazines are folded and put into covers over there. The American advertisements are left out, and sheets of English advertising put into these English editions. It is said that Mr. Gladstone, the English statesman, is a regular subscriber to the American edition of the *Century*, and he gives as his reason for his preference that the American advertisements are a specially valuable feature—that from no other source can he get so good and clear a conception of the industrial growth and condition of America. Mr. Gladstone, as usual, is right.—*Ec.*

The population of the Cape of Good Hope, as shown by the recent census of the colony, is: European, or white, 377,000; aboriginal blacks, 848,000; all other colored races, 200,000, making a total of 1,524,000. The total of the census of 1875 was 720,000, thus indicating an increase of 304,000.

**THE CALIFORNIA FRUIT CANNERIES**

The incorporated company known as the California Fruit Canneries seems to have been just the one thing necessary to the comfort of the gossiping element in the industry, and ever since the announcement of the formation of the company they have been having a good time in the discussion of the purposes of organization and the intentions of the board of directors of the company.

We are informed on application at the office of the secretary of the new company that not a word has been made public as to the intentions of the company, and that there is no means of information as to its plans available to anybody other than the articles of incorporation required by law to be filed with the County Clerk.

These articles do not disclose anything as to the company's intentions other than to state in the most general way that it is the company's intention to engage in the manufacturing, buying and selling of canned goods and dried fruit, to buy and sell canneries and do everything necessary in the conduct of their business.

How anybody can infer from this that it is the intention to create a trust or a combination is beyond our comprehension. None of the cannery companies now in existence are mentioned at all. It is true that the members of the new company are all largely identified with our cannery interests and that they now are all interested in canneries. So far as we have been able to learn, the canneries are operated to-day and will be operated during the coming season as they always have been—as individual enterprises.

There are ten thousand things which the California Fruit Canneries might undertake to do under its articles of incorporation, and there are likewise a great many things which, by the laws of the state it is positively prohibited from doing under the penalty of a forfeiture of its franchise. It must not attempt to combine for the purpose of limiting production, creating an artificial scarcity or advancing prices. It must confine itself to the letter of its purpose as prescribed in the articles of incorporation. There should be nothing further said about the California Fruit Canneries until something can be judged of its intentions by its works.—*S. F. Herald of Trade.*

**CITIES OF AUSTRALIA.**

The prevailing state socialism is filling the larger towns with good things—excellent museums, splendid libraries, free reading rooms, parks, botanical gardens, manifold places of interest or amusement. These are for the multitude, and the multitude in Australia is unquestionably becoming southern in its taste for excitement and amusements, says a writer in the *Century*. For the rich are music, the theater and clubs as expensive and almost as luxurious as those of Pall Mall or Piccadilly. For the children of all, excellent schools and universities. So rich and poor alike crowd into the towns, which become large without becoming crowded, so wide is the room for expansion, so perfect the appliances of tram rail and boat for the suburban residence. Thus the cities have acquired not only an excess of population,

but also a social and political dominance which is neither British or American, and for which only a continental parallel can be found. To an outside observer the resulting condition of things seems artificial and not without grave dangers, but curiously interesting, as illustrating new forms of national growth, possibly incidental to extreme democratic development. The concentration of population has enabled the artisan class to secure unequaled present advantages, but there is justification for the view entertained by many Australians that it will sap the foundations of permanent prosperity, unless a check can be found. The gravest problem before Australia is apparently how to get a sufficient agricultural population to stay upon the land. The temper of the country is not favorable to the patient industry of the farm, with its remote results and slow accumulation. Within the last few years, the curious phenomenon has occasionally presented itself of a serious dearth of labor in country places, while in the towns masses of unemployed were besieging the government offices with demands for relief works. Sent, sometimes at government expense, to the rural districts, the "unemployed" soon drift back to the mingled wants and delights of city life.

**BUSINESS MANAGEMENT.**

There are many people who regard the position as manager of a great manufacturing industry or commercial business as a sinecure, a position with a handsome salary attached and very little to do. Some say that the men who fill these responsible positions are lucky; that circumstances enable them to reach the top round in their respective avocations. Many assert that the average manager secured his exalted position owing to his wealth and influence, or through favoritism. This may be true in some cases, but not in the majority, argues the *Canadian Grocer*. The manager of any great industry or business earns every cent of the salary he receives, no matter how large it may be. He is the fountain head from which springs the very life-blood of the business in his charge. Managers of very large firms do not, as a rule, personally inspect or supervise the detail work, but they know, if they are thoroughly competent, everything that is going on in the respective branches and departments. They not only know in a general way, but have the details constantly before them, and the powers they exercise, though sometimes indirect, is what keeps the business moving. The care and responsibility of the manager never ceases from the time he assumes the responsible position until he finally resigns it for all time to come. In working hours he is found at his desk, and while the average employe is thinking of anything but work or business, the manager is planning for the future. Men who are paid salaries ranging from \$5,000 to \$20,000 per annum, with but very few exceptions, have no time for rest and recreation. In many instances the strain is so great that at the age when they should be in the prime of life, their hair is well besprinkled with gray, and the tell-tale crow's feet have crept about their eyes in large numbers. Life is a struggle for place, position and wealth, but the brawny wage worker, with an income commensurate with his wants,

unless he be fired with that ambition that possesses men who are never satisfied until they have reached the top, and even then sigh for new worlds to conquer, leads by far an easier and happier life. Jay Gould with all his millions is a physical wreck. In his office, on his trips over the railroads which he controls and directs, and in his home he is constantly attended by a physician to minister to nature when it gives way to the awful mental strain under which he labors from day to day and from year to year. Weariness is pictured in his eyes, and at an age when he should be an active, robust man, he moves feebly and nervously, his face deeply furrowed with the lines placed there by overwork, and he is to-day, in appearance, a very old man. There are thousands of others of similar character, but none can equal him as standing aloof from the rest of mankind, a singular character and an exemplification of the fact that wealth alone does not bring happiness and rest. Managers of great interests should be accorded due credit, not for their ability to direct, alone, but for their sacrifice of the so-called comforts and pleasures of life. True, wealth is preferable to poverty, but wealth without contentment is not as desirable as contentment without wealth.

**FOREIGN COAL SHIPMENTS.**

Following are the foreign coal shipments for the month of May, 1891:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
2-	West Indian, ss., San Francisco	1,867
5-	Mexico, ss., Portland	611
7-	Brittain, ss., Whatcom, Wash.	201
8-	Remus, ss., San Francisco	4,005
9-	Brittain, ss., Whatcom, Wash.	208
12-	Jeremiah Thompson, shp, Wilmington, Cal.	2,393
12-	Columbia, shp., San Francisco	2,475
14-	Hounslow, ss., San Diego	4,162
16-	Eton, ss., Melbourne, Australia	691
16-	Tacoma, ss., Port Townsend	51
19-	Kennebec, shp, San Francisco	3,494
19-	Valley Forge, bk, San Francisco	1,980
23-	City of Topeka, ss., Portland	870
23-	San Benito, ss., San Francisco	4,931
23-	Brittain, ss., Whatcom, Wash.	213
26-	Walla Walla, ss., San Francisco	468
29-	Bundalcer, bk., San Francisco	1,500
29-	Remus, ss., San Francisco	4,006
30-	Jennie, ss., San Francisco	1,211
30-	Lucey Lowe, s. schr, Whatcom	115
Total		35,452

WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
2-	Collis, ss., Port Angeles	35
2-	Modoc, ss., Honolulu	730
4-	Sea King, shp, San Francisco	2,400
4-	Lakme, ss., San Francisco	800
5-	City of Topeka, ss., Sitka	250
6-	Discovery, ss., Port Townsend	34
7-	Michigan, ss., Roche Harbor	60
8-	Richard III., bk, San Francisco	1,700
13-	Costa Rica, ss., San Francisco	2,400
14-	Collis, ss., Port Angeles	50
14-	Pioneer, ss., Port Angeles	70
15-	Holyoke, ss., Port Townsend	50
15-	Chilcat, ss., Wrangle	40
16-	Discovery, ss., Port Angeles	33
18-	Taichow, Astoria	1,900
19-	Collis, ss., Port Townsend	70
20-	Pioneer, ss., Port Angeles	27
20-	Mexico, ss., Sitka	350
22-	Pioneer, ss., Port Townsend	18
22-	City of Puebla, ss., Seattle	1,300
22-	Michigan, ss., Port Townsend	70
26-	Wellington, ss., San Francisco	2,530
29-	Willamette, ss., San Francisco	2,655
29-	Pioneer, ss., Port Angeles	30
Total		15,952

EAST WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
21-	Empire, ss., San Francisco	975

# 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.....	34,647	.....	Mar. 24.....
Br bark Mennoek.....	787.	Robertson.....	Victoria.....	Dec 18.	Liverpool.....	30,882	.....	May 17.....
Br bark Brodick Bay.....	753.	Wakeham.....	Victoria.....	Dec 22.	London.....	32,060	.....	May 7.....
Br ship Melville Island.....	1429.	Ritchie.....	Tacoma.....	Jan 19b	London.....	42,138	.....	.....
Am ship Henry Villard.....	1553.	Perkins.....	Victoria.....	Feb 3.	London.....	65,318	.....	.....
Br bark Irvine.....	655.	Jones.....	Victoria.....	April 20.	Liverpool.....	28,311	.....	.....

a—Sailed from Victoria Nov. 21. b—Sailed from Port Townsend Jan. 10.

## BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED
Br ship Stamboul.....	1248.	Weston.....	Vancouver.....	Jan 3.....	Callao.....	960,300	\$ 9,600	50s	April 2....
Chil Bark Indla.....	953.	Funke.....	Moodyville.....	Feb 1.....	Valparaiso.....	751,300	8,348	65s	.....
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 21.....	Arica.....	744,000b	6,000	55s	.....
Am bkt Catherine Sudden.....	368.	Thompson.....	Moodyville.....	Mar 31.....	Tientsin.....	427,530c	5,177	77s 6d	.....
Br ship Forest King.....	1602.	Morris.....	Vancouver.....	June 5.....	Callao.....	1,239,000d	.....	.....	.....
Am ship Geo F Manson.....	1353.	Crack.....	Moodyville.....	May 14.....	Sydney.....	868,154e	9,752	55s	.....
Am ship Exporter.....	1312.	Rhodes.....	Vancouver.....	.....	Melbourne.....	.....	.....	.....	.....
Am sch Olga.....	478.	Atwood.....	Moodyville.....	May 22.....	Shanghai.....	534,133	5,990	65s	.....
Br ss Eton.....	1746.	Newcomb.....	Moodyville.....	May 15.....	Port Pirie.....	1,765,714	15,891	Private	.....
Am bark Spartan.....	749.	Anderson.....	Vancouver.....	.....	Adelaide.....	.....	.....	60s	.....
Am sch Golden Shore.....	961.	Henderson.....	Moodyville.....	June 3.....	Sydney.....	799,658f	8,063	55s	.....
Swed bark Svea.....	604.	Afzelius.....	Vancouver.....	.....	Salaverry.....	.....	.....	.....	.....
Am Ship Great Admiral.....	1497.	Rowell.....	Vancouver.....	.....	Melbourne.....	.....	.....	.....	.....
Br bark Ordovic.....	825.	Austin.....	Vancouver.....	.....	.....	.....	.....	.....	.....

a—Also 360,900 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, 39,668 ft. dressed lumber, and 587 bundles of laths. d—Composed of 80,000 ft dressed lumber, 240,000 ft clear lumber and 880,000 ft rough lumber. e—Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. f—Also 2,875 bbls laths.

### TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, June 9.  
VICTORIA.

#### FINANCIAL.

There seems to be an easier feeling in the money market, but rates are not appreciably lower, nor are they likely to be for some time to come. Engagements were well met on the 24th.

#### FLOUR AND FEED.

Manitoba Hungarian flour dropped 35c per bbl. last week. The reason assigned for this by a prominent dealer, was "that the price being so high affected sales, which were diminishing, consequently Manitoba millers were cutting for business, and it is uncertain if this brand will recover the drop at any time." The Oregon brands, Portland Roller and Snowflake, have also declined 15c per bbl. during the past week. All the Enderby brand of flour have advanced 25c per bbl. Wheat for chicken feed is becoming scarce, and has slightly advanced. For milling purposes, it is said to be held at extremely high values. Oats are keeping steady, as farmers are offering lots. It is not expected values will be any higher till the new crop comes in. California oatmeal has advanced 10c a sack. Cornmeal is a little stronger. An advance is noted in cracked corn, which is now quoted at \$55 per ton.

There will be no Saanich oatmeal on the market for some time, as the mill has been shut down preparatory to moving part of the machinery to the new mill, now under construction near the outer wharf. Oil cake meal is slightly weaker, and chop feed a little higher than last week, while shorts and bran remain the same. Hay is quoted at \$20 a ton, and straw \$1 a bale. Quotations are:

Do'n, Victoria mills.....	\$5 25 @ 0 00
Premier, Enderby mills.....	6 55 @ 0 00
XXX.....	6 35 @ 0 00
XX.....	6 00 @ 0 00
Manitoba Hungarian.....	6 35 @ 6 50
Snowflake.....	6 35 @ 0 00
Portland Roller.....	6 35 @ 0 00
Royal.....	6 25 @ 0 00
C & C.....	5 50 @ 0 00
Oregon Superfine.....	4 50 @ 0 00
Wheat, per ton.....	\$42 50 @ 45 00
Oats.....	40 00 @ 45 00
Oil cake meal.....	35 00 @ 40 00
Chop feed.....	37 50 @ 40 00
Shorts.....	30 00 @ 32 50
Bran.....	28 00 @ 30 00
Saanich oatmeal, per sack.....	0 00 @ 00 00
California oatmeal.....	4 75 @ 00 00
Roller oats.....	4 75 @ 5 00
California roller oats.....	5 25 @ 00 00
Tacoma roller oats.....	4 90 @ 00 00
Cornmeal.....	3 00 @ 3 25
Cracked corn.....	55 00 @ 00 00

#### GROCERIES AND PROVISIONS.

Canned goods are in fair request, and as stocks are diminishing rapidly, prices are holding firm and high. Tomatoes, peas, and corn are very scarce and an increasing

firmness in values is noted. Fears are expressed that there is not sufficient stock to carry till the new crop comes in. It is well known that the stocks in the east are small and values are very firm. There were several small lots of eastern butter received last week, but large quantities are on the way, and receipts this week are expected to be heavy from the northwest. Creamery is quoted at 27½c. California roll still meets with good demand at 29c. Cheese is quoted at 13½c. A carload of eggs was received from Winnipeg last week, and held at 19@20c per doz. A late advice from the east reports that Canadian meats have lowered ½c wholesale, in consequence of prices in Chicago being easier. A car of Bonaparte potatoes received last week, are reported to have found a ready sale at \$25 per ton. New potatoes are coming in plentifully from San Francisco at 1½c per lb. California fruits are being imported in increased quantities from week to week. Cherries are plentiful at \$1.40@1.50; apricots, \$2@2.25; bananas, \$3.75; apples, \$1.25 per box. Oranges, being pretty nearly out season, are getting scarce and are held high. The uneasy feeling in regard to the tariff among city merchants, has caused them to let their stocks of sugar run unusually low; in fact, it is asserted by one who should know that stocks are smaller, both in the city and country, than they have been for some years past. It seems to be generally felt that no change will

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br ship Duke of Argyle.....	060.	McDonald.....	London.....	Jan 1....	Westminster	Bell-Irving & Paterson.....
Br bark Lanarkshire.....	794.	Melville.....	Newport Eng	Feb 3r...	Vancouver...	N. W. Van. Tramway Co.....
Br ship Serica.....	913.	Smith.....	Cardiff.....	Feb 8a...	Esquimalt...	Naval Storekeeper.....
Br ship Thermopyla.....	948.	Wilson.....	Saigon.....	Apr 23g...	Victoria.....	Victoria Rice Mills.....
Br bark Wanlock.....	745.	Cooper.....	London.....	May 12h...	Victoria.....	Turner, Beeton & Co.....
Br bark Robert S Besnard.....	1200.	Andrews.....	Mani a.....	April 7i...	Vancouver...	B. C. Sugar Refinery.....
Br ss. Grandholm.....	1361.	Masson.....	Liverpool...	May 16...	B C Ports...	Union SS. Co.....
Br bark Lebu.....	726.	Worrall.....	Lc don.....	Apr 20j...	Victoria.....	R. P. Rithet & Co. (Ltd)
Br bark City of Carlisle.....	823.	Kendall.....	London.....	June.....	Victoria.....	R. P. Rithet & Co. (Ltd)
Br ship Morayshire.....	1428.	Swinton.....	Greenock...	Mar 3 o...	Westminster	Hastings Saw Mill.....
Br ship Duke of Abercorn.....	1050.	McDougall...	Acapulco...	May 9 i...	Vancouver...	Naval Storekeeper.....
Br ship Blair Athole.....	1697.	Taylor.....	Cardiff.....	Mar 13k...	Esquimalt...	Naval Storekeeper.....
Br ship Queen Victoria.....	1605.	Holmes.....	Bristol.....	Apr 18e...	Esquimalt...	Hastings Saw Mill.....
Nor bark Borghild.....	757.	Haugeland...	Honolulu...	p.....	Vancouver...	Hastings Saw Mill.....
Ger bark Cassandra.....	733.	Stehr.....	Acapulco...	q.....	Vancouver...	Hastings Saw Mill.....
Ger ship Ellse.....	1348.	Rowehl.....	Newcastle...	s.....	Vancouver...	Hastings Saw Mill.....
Br bark Noddleburn.....	1053.	Hall.....	Glasgow.....	May 18t...	Westminster	D. McGillivray.....
Br ship Rothersey Bay.....	750.	L. Veysey...	Glasgow.....	Apr 10 f...	Westminster	H. B. Co and Bell-Irving & Paterson
Br ship Titania.....	879.	Norman.....	London.....	June 10...	B. C. Prts...	Canadian Pacific Railway Co.....
Br ss Empress of Japan.....	3003.	Lee.....	Liverpool...	Apr 11 o...	Vancouver...	R. P. Rithet & Co.....
Br bark Callao.....	978.	James.....	Liverpool...	Feb 13w...	Victoria.....	J. W. Grace & Co.....
Am schr Sailor Boy.....	316.	Jones.....	Caleta Buena	Apr 26 x...	Nanaimo.....	Moodyville Sawmill Co.....
Br ship Leading Wind.....	1152.	Hinckley...	Auckland...	April d...	Moodyville...	Canadian Pacific Railway Co.....
Br ss Empress of China.....	3003.	A. Tillet...	Liverpool...	n.....	Moodyville...	Moodyville Sawmill Co.....
Br bark H. B. Cann.....	1200.	Foote.....	Callao.....	Apr 14m...	Moodyville...	Moodyville Sawmill Co.....
Nor bark Lotos.....	718.	Christensen...	Callao.....	n.....	Moodyville...	Moodyville Sawmill Co.....
Ger bark Katinka.....	816.	Kohler.....	Rio Janeiro.	May 9.....	Moodyville...	Moodyville Sawmill Co.....
Nor bark Saga.....	1431.	Oftedahl...	Rio Janeiro	May 9.....	Moodyville...	Moodyville Sawmill Co.....
Chil ship Antonietta.....	1041.	McLean.....	Valparaiso.	Victoria.....	Moodyville...	Moodyville Sawmill Co.....
Am sh Belle of Bath.....	1347.	Curtis.....	Valparaiso.	Victoria.....	Moodyville...	Moodyville Sawmill Co.....
Nor bark Flora.....	743.	Anderson...	Newcastle...	c.....	Vancouver...	Hastings Saw Mill.....
Am bark Hesper.....	661.	Sodergren...	San Francisco	May 23...	Moodyville...	Moodyville Sawmill Co.....
Am ship Ivy.....	1181.	Lowell.....	Honolulu...	William Diamond & Co.....		
Br ship New City.....	1442.	Bray.....	Higo.....	June 6 e...	Vancouver...	Canadian Pacific Railway Co.....
Am ship J. B. Walker.....	2106.	Wallace.....	Yokohama...	y.....	Victoria.....	R. P. Rithet & Co. (Ltd)
Br bark Lizzie Bell.....	1070.	McAdam.....	Liverpool...	z.....	Victoria.....	R. P. Rithet & Co. (Ltd)
British bark Glenbervie.....	800.	Groundwater	London.....	Moodyville...	Moodyville...	Moodyville Sawmill Co.....
Chil ship Hindostan.....	1629.	Welsh.....	Valparaiso...	July.....	Vancouver...	British Columbia Sugar Refinery
Br bark Hawthornbank.....	1309.	Gibson.....	Java.....	Chemainus...	Victoria Lumber and Manufacturing Co.	
Am bark Colorado.....	1075.	Gibson.....	Boston.....			

a-Spoken March 11, lat. 9 N lon. 27 W, March 20, lat. 17 S, lon 31 W; chartered for salmon. g-1,300 tons raw rice. h-passed Dover May 13; will be loaded at Victoria by Turner, Beeton & Co. for U. K. j-Chartered to load salmon for U. K. k-Spoken April 9 lat. 2 N, long 27 W. b-Spoken May 23, lat. 49 N, long 10 W. o-Sailed Falmouth March 23 with water works supplies; spoken April 8, lat. 27 N., lon. 20 W. p-In ballast to load lumber for Melbourne. q-In ballast to load lumber for Iquique. s-On the way to San Diego, thence in ballast to load lumber for Melbourne. l-In ballast to load for Adelaide. t-Supplies for Westminster water works, spoken May 23, lat. 49 N., lon. 10 W. r-Spoken March 23, lat. 27 S, lon. 41 W, x-Cargo 1,500 tons nitrate for Hamilton Powder Co. w-via Honolulu, to arrive in September, chartered for salmon. d-to load for Melbourne. e-Spoken April 21st, lat. 47 N., lon. 14 W., spoken April 25th, lat. 38 N., lon. 12 W. i-Cargo 1,800 tons raw sugar. f-Chartered by Bell-Irving & Paterson to load salmon at Fraser River. m-Via Salaverry. n-Chartered to load for Melbourne. c-Via Honolulu to load for Melbourne. y-August loading. z-July loading. e-Cargo 2,500 tons of tea.

occur in the tariff for some time, probably not this year, as affairs at Ottawa will be in a very unsettled state. The British Columbia Refinery is again running to its utmost capacity, and large deliveries are being made for all points. Numerous consignments have been brought over by the Islander during the past week, although merchants say they are only buying from hand to mouth. Granulated dropped 3c on the third. Quotations are: Granulated, 7½c; yellow, 6½@6¾c; cube, 8c. Collections are very fair, and trade is brisk in the city. Large shipments are also made daily to country points.

RICE.

The Victoria Rice Mills quote wholesale:  
 Japan rice, per ton.....\$90 00  
 China rice "..... 70 00  
 Rice flour "..... 70 00  
 Chit rice "..... 25 00  
 Rice Meal "..... 17 50

DRUGS.

A good fair business, with little change

in prices, is the present situation of the drug trade. With the increasing warm weather, a more active demand will occur for the staple lines and standard preparations from the general store trade. The following changes are noted: Morphia has declined slightly. The tendency of quinine is again upward. Citric and tartaric acid have advanced.

LUMBER.

Foreign business is dull and prices low. The local demand still continues good with no change in prices. The Rock Bay Saw Mill quotes:  
 Rough lumber, per M.....\$12 00  
 Best quality dressed lumber, per M..... 20 00  
 Second " "..... 17 50  
 Laths, per M..... 2 50  
 Shingles, "..... 2 50  
 with a discount of 5 per cent. if paid within 30 days.

VANCOUVER.

Trade shows signs of improvement. The

produce merchants have been especially busy during the last week, as a large amount of fruit has been handled. In shipping circles, business still keeps moving. The local flour market is now in a very unsettled state, and to all indications, the competition between Ogilvie and the Lake of the Woods Milling Co. is the cause. California butter has stiffened a little, and is now quoted from 28 to 30 cents. Manitoba rolls are fetching from 23 to 25 cents. The price of meats has advanced during the week.

NEW WESTMINSTER.

This week's business has been very satisfactory, and shows a slight increase over last week. Trade in lumber is quiet but very steady. Butter is coming into the market very freely, and sells at a steady price. Trade in general provisions and canned goods is brisk, there being a steady demand for the better grades of canned fruits.

**PAGE & MacGREGOR,**  
Real Estate, Financial and Life  
Insurance Agents.

Commission - Brokers.

18 TROUNCE AV., VICTORIA, B. C.

THOMAS HOOPER. S. MAY GODDARD.

**HOOPER & GODDARD,**

ARCHITECTS.

Over Spencer's Arcade,  
Government Street,

VANCOUVER, B. C. VICTORIA, B. C.

—: CENTRAL :—

**BOOK & STATIONERY CO'Y,**

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

J. R. KERR.

**McLEAN & STEWART,**

General -:- Outfitters

And Importers of

GENTLEMEN'S AND BOYS' CLOTHING

SCOTCH HOUSE,

31 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.

**JOYCE & MEYER,**  
REAL ESTATE,

Financial and Insurance Agents,

Room 6, Bank of B. C. Building.

VICTORIA, B. C.

**B. LAURANCE**

CELEBRATED

Spectacles : and : Eye : Glasses.

No Fancy Prices.

J. TEAGUE, JR., DRUGGIST,

57 YATES ST., VICTORIA.

**P. H. DONOVAN,**

Architect and Superintendent.

OFFICE: CRAFT & NORRIS BLOCK,

DOUGLAS STREET, VICTORIA, B. C.

**FRANK CAMPBELL**

Carries in Stock the Finest Imported

HAVANA & LOCAL CIGARS

And Tobacco in the City,

AT THE "OLD RELIABLE" CORNER.

**E. SPILLMAN,**

FRESCO AND SCENE PAINTER,

Paper Hanging, Tinting and every description  
of Interior Decorating.

P. O. BOX 788.

COR. BROAD AND PANDORA STS., VICTORIA.

P. O. BOX 577.

310 HASTINGS ST., VANCOUVER.

**THE WAVERLEY HOTEL**

Cor. Seymour and Georgia Sts.,

Close to New Opera House, VANCOUVER,

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Propr.

**W. G. CAMERON,**

The Original and only One Price

**CASH CLOTHIER,**

55 Johnson Street.

—: NEW GOODS :—

Just received a full line of choicest

Brands of Tea. Try them.

R. H. JAMESON,

33 FORT STREET.

**C. B. LOCKHART & CO.**

Importers and Dealers in all kinds of

Furniture, Upholstery, Carpets,

Linoleums, Etc.

60 GOVERNMENT STREET,

P. O. Box 534.

VICTORIA, B. C.

**F. M. YORKE & CO.,**

—: LICENSED :—

**GENERAL STEVEDORES.**

The only concern in B. C. with a complete plant.

VANCOUVER, VICTORIA AND  
NEW WESTMINSTER.

Vancouver Office: Cable Address:  
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**H. G. WATERSON,**

—: PRINTER, :—

130½ : GOVERNMENT : STREET,

Telephone 200.

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**PAULSEN & VAUTIN**  
Carpenters and Builders.

Office Fitting and General Jobbing.

DOUGLAS STREET,

COR. VIEW STREET, 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 Domestic  
Fruit, Nuts, Cigars, &c.

105 Douglas St. bet. Johnson & Pandora, Victoria.

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**PHOTOS ON SILK OR COTTON.**

(Quite a Novelty.)

All Kinds of Photographic Work.

LARGE WORK A SPECIALTY.

**JONES & CO.,**

60 YATES ST., near Government, VICTORIA.

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10 TROUNCE AVENUE,

P. O. BOX 357. VICTORIA, B. C.

Electrician and dealer in all  
classes of Electrical Goods.

**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.

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REAL ESTATE BROKERS.

Town, Suburban Property and Farm Lands  
for Sale.

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15½ YATES ST.

**GEO. A. COOPER,**

REAL ESTATE,

Financial and Insurance Agent,

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Opp. Telegraph Office.  
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**EDWIN J. MORGAN,**

REPRESENTING

**D. MORGAN,**

QUEBEC.

Tailor to His Excellency the Governor-  
General by Appointment.

PERFECT FIT GUARANTEED.

OFFICE: ROOM 2, MUSGRAVE BLOCK,

BROAD STREET, VICTORIA, B. C.

**A. MAXWELL MUIR,**

ARCHITECT,

Rooms 3 and 18, Turner Block,

DOUGLAS ST., VICTORIA, B. C.

**Esquimalt & Nanaimo R'y**

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

GOING SOUTH READ UP		GOING NORTH READ DOWN	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	No. 2 Passenger Daily	No. 4 Passenger Saturdays Mondays
Ar 12.24	Ar 6.58	De 8.00 A.M.	De 3.30 P.M.
" 12.26	" 6.54	" 8.01	" 3.31
" 11.45 P.M.	" 6.44	" 8.14	" 3.43
" 10.50	" 6.10	" 8.30	" 4.09
" 10.40	" 5.24	" 9.34	" 5.04
" 10.27	" 5.14	" 9.44	" 5.14
" 10.17	" 4.59	" 10.07	" 5.20
" 10.12	" 4.49	" 10.12	" 5.39
" 10.02	" 4.34	" 10.22	" 5.44
" 9.30	" 4.12	" 10.48	" 5.54
De 8.31	" 3.14	Ar 11.50	" 6.16
De 8.10 A.M.	" 2.50 P.M.	De 11.50	" 7.14
De 8.10 A.M.	" 2.50 P.M.	Ar 12.14 P.M.	" 7.20

On Saturdays, Sundays and Mondays

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

Return Tickets for one and a half ordinary fare may be purchased daily at all points good for three days, including day of issue.

No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox

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

**The Union Steamship Co.**

Of British Columbia, (Ltd.)

OFFICE:

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

OWNERS AND AGENTS FOR

S. S. Cutch, S. S. Senator,  
S. S. Mystery, S. S. Dreadnaught  
S. S. Skidegate, S. S. Leonora,  
Eight Scows (No. 1 to No. 8).  
3 New Steel Steamers Building.

**VANCOUVER AND NANAIMO.**

THE FAST AND POWERFUL

**S. S. CUTCH**

Leaves the Company's Wharf at Noon and the C. P. R. Wharf at 2:30 p. m., daily except Saturdays. Returning from Nanaimo daily at 7 a. m., except Sundays.

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

All kinds of Passenger Excursion, Towing and Freighting Business done. Ample storage accommodation on Company's Wharf, and every facility given to shippers of produce for sale or consignment.

WM. WEBSTER, Manager.

**W. J. PENDRAY,**  
**BRITISH COLUMBIA**  
**SOAP WORKS.**

(Established 1875.)

25 + HUMBOLDT + STREET,  
VICTORIA, - - B. C.

MANUFACTURER OF

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

DEALER IN

**CAUSTIC SODA AND ROSIN.**

**CANADIAN PACIFIC**  
**NAVIGATION CO.**

(LIMITED.)

**TIME TABLE No. 13.**

Taking effect July 17, 1890.

**Vancouver Route.**

Victoria to Vancouver daily, except Monday, at 3.30 o'clock, a. m.  
Vancouver to Victoria daily, except Monday, at 14:30 o'clock, or on arrival of C.P.R. No. 1 train.

**New Westminster Route.**

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island, Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock. (Sunday's steamer to New Westminster connects with C.P.R. train No. 2 going east Monday.)

For Plummer Pass Wednesday and Friday at 7 o'clock.

For Moresby Island at 7 o'clock.  
Leave New Westminster for Victoria, Monday at 14:30 o'clock; Thursday and Saturday at 7 o'clock.

For Plummer's Pass Saturday at 7 o'clock.

**Fraser River Route.**

Steamers leave New Westminster for Chilliwack and Way Landings every Tuesday, Thursday and Saturday at 7 o'clock.

**Northern Route.**

Steamships of this Co. will leave for Port Simpson and intermediate ports on the 1st and 15th of each month. When sufficient inducements offer will extend trips to West Coast points and Queen Charlotte Islands.

**Barclay Sound Route.**

Steamer Maude leaves Victoria for Alberni and Sound ports when sufficient inducements offer.

**Bute Inlet Route.**

Steamer Rainbow leaves every Tuesday at 7 a. m., for Cowichan, New Westminster, Burrard Inlet, Bute Inlet and way ports.

The Company reserves the right of changing this Time Table at any time without notification. Steamers leave on Standard Time.

G. A. CARLETON,  
General Agent.

JOHN IRVING,  
Manager.

**Victoria Rice Mills,**

STORE STREET, VICTORIA, B. C.

—MILLERS OF—

**CHINA AND JAPAN RICE**

**RICE MEAL,**

Rice Flour, Chit Rice, Etc.

**VICTORIA**

**ROLLER FLOUR MILL.**

Delta Brand Family Flour,

Superfine Flour, Bran & Shorts.

**NOS. 64 & 66 STORE ST.,**

**VICTORIA.**

**Rock Bay Saw Mill,**

(ESTABLISHED 1858.)

32 Constance St., Victoria, B. C.

**WM. P. SAYWARD,**

Manufacturer and Dealer in

**ISLAND LUMBER AND SPARS.**

Importer and Dealer in

Doors, Windows and all kinds of  
Dressed Lumber, Etc.

CONSTANTLY ON HAND A GOOD SUPPLY  
OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at  
Short Notice.

**VICTORIA**

**Lumber & Manufacturing**

**Company.**

PROPRIETORS OF THE

**CHEMAINUS**

**SAW MILL.**

E. J. PALMER, Manager.



# COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

THE BRITISH COLUMBIA

# SUGAR REFINING CO.

LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

# VANCOUVER, B. C.