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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 October, 1891:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids		\$ 117	\$ 30 23
Agricultural imple- ments		964	150 80
Ale, beer & port'gls	12,011	5,537	2,292 88
Animals		11,106	4,145 50
Books, pamphls, etc.		1,423	330 00
Brass & manufs of..		637	198 05
Breadstuffs, etc, viz			
Grain, of all kinds			
Flour brls	7 14	5,489	1,076 17
Meal, "	1,216	5,781	926 71
Rice and all other breadstuffs	1,415	3,893	710 20
Candles		3,092	1,566 41
Chicory, lbs	44,559	1,030	1,006 95
Coal and coke, ton	3,581	136	113 30
"	196,180	872	118 17
Coffee, from U.S, lbs	600	146	15 50
Copper and m's of.		382	102 95
Cordage all kinds...		616	131 01
Cotton, manufs of..		4,947	1,423 72
Drugs and medicines		31,633	12,597 08
Earthen, stone and Chinaware		2,766	931 76
Fancy goods		2,018	645 03
Fish		2,804	642 93
Fruit, dried		1,637	736 91
Green		7,950	2,293 15
Furs		37	9 25
Glass, glassware ..		7,921	1,864 83
Gum'pdr, exp sub's		1,687	324 75
Hats, caps, bonnets,		2,075	622 50
Hops, lbs			
Iron and steel m's of	31,366		9,070 88
Jewelry and watches and m's of gold and silver		658	144 80
Lead and manufs of		307	108 60
Leather and m's of.		1,669	436 95
Marble and stone and manufs of...		244	53 33
Malt, bush	908	793	136 20
Metals, composition and m's of		988	263 59
Musical instruments		973	370 05
Oils, coal and kero- sene, gals	41,875	9,276	3,015 00
All other, gals ..	11,649	5,483	1,284 81
Paints and colors,		1,140	301 10
Paper and m's of...		3,656	1,163 31
Perfumery		193	57 90
Provisions, Bacon hams, etc.,		7,118	1,887 22
Salt, not from Great Britain or British possessions, or for fisheries, lbs	18,500	213	17 22
Seeds		394	51 05
Silk, manufs of...		3,729	1,116 75
Soap of all kinds..		170	61 79
Spices of all kinds..		261	73 05
Starch, lbs	2,930	100	59 60
Spirits, Of all kinds, gals... 7,176		10,597	15,310 47
Wine, other than Sparkling, gals...	1,920	1,815	1,309 11
Wine sparkling doz	31	253	145 20

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Nov. 10.
VICTORIA.

London exchange is a good deal stiffer, having gone contrary to the usual course at this time of the year. It has advanced from 3 to 4 points during the last week, and is now quoted at \$4.95 for sight bankers.

FRUITS AND VEGETABLES.

Peaches are out of the market. Rose of Peru and Tokay brand of apples are higher. A direct importation of Spanish onions from Barcelona, Spain, are being sold at \$2 a crate.

Quotations are: Pears, (winter), \$1.40; grapes - muscat, in bxs, \$1.25, in crates, \$1.50 to \$1.65; Rose of Peru, in bxs, \$1.55, in crates, \$1.75; Tokays, in bxs, \$1.50, in crates, \$1.75. Apples, (greenings)

ARTICLES.	QUAN.	VALUE.	DUTY.
Sugar above No 14 lbs	22,276	800	178 21
Not ab'v'c No 14 lbs	10,818	325	16 25
Sugar, 83 rups, cane			
Juice, etc., lbs.....	18,910	836	281 10
Molasses.....			
Tea, from U.S, lbs.....	659	231	23 10
Tobacco and cigars...	3,311	2,567	2,623 03
Wood and m's of.		1,489	1,381 20
Woolen m's of.		13,312	4,265 06
All other dutiable articles.....		58,818	14,699 90
Total dutiable goods		\$275,819	\$95,199 50
Free goods, all other		107,218	
Grand total.....		\$383,037	\$95,199 50

EXPORTS

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

THE MINE.	QUANTITY.	VALUE.
Coal	751	3,611
Gold bearing quartz, etc.....		38,021
THE FISHERIES.		
Fish of all descriptions		82,918
Furs or skins of creatures living in the water.....		93,310
ANIMALS AND THEIR PRODUCE.		
Other animals		21
Butter	553	163
Cheese	330	50
Other articles.....		63,230
AGRICULTURAL PRODUCTS.		
Fruits, green		49
Flour of wheat and rye, bls	50	229
Other articles.....		795
MANUFACTURES.		
Cottons, woollens, etc.....		00
Iron, pig and scrap, etc.....		6
Manufactures of leather.....		12
Liquors, Spirituous and Malt, of all kinds, gals ..	1	00
Wood m's of all kinds		00
Other articles.....		475
Miscellaneous Articles.....		1,111
Grand total.....		\$ 290,691
Goods, not the product of Canada, for the month of October, 1891:		
QUANTITY.	VALUE.	
Animals and their produce— Horses.....	2	200
Other articles.....		23
Agricultural products.....		00
Manufactures— Iron—Pig and scrap, cast- ings, hardware, etc.....		000
Liquors—Spirituous and Malt of all kinds, gals	1	125
Sewing machines.....	1	1,879
Wood—m's of all kinds.....	69	3,316
Other articles.....		43
Miscellaneous articles.....		4,000
Coin and gold.....		
Grand total.....		\$ 9,616
Total exports of all kinds		\$300,367

\$1.00; Baldwin, bellflower, rose and blue pearlmaln, \$1.10; Santa Barbara oranges, \$5.25; California Messina lemons, \$4.75; silverskin onions, 1½c. per lb.; potatoes, \$18 per ton; island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; sweet potatoes, 2½c. per lb.

GROCERIES AND PROVISIONS.

Fresh case eggs are about off the market. There is a good demand reported for barrel eggs. They are said to be of excellent quality, and sell at 23c per doz. Butter is being held for high prices in the East, and there is no sign of any decline. A late advice from a Montreal firm says: "The jobbers are now selling creamery to grocers at 26c and 27c, and it is believed they will soon raise to 28c to 30c. We do not think that there will be any creamery in the market to any extent by December." In American meats, hams have dropped very low. Lard has also come down. Breakfast bacon continues scarce and high. Dried fruits are now in the market in

plentiful supply and very cheap. New raisins and currants are arriving. The first new figs came in last week. Eastern importers are holding Mediterranean currants ½c to ¾c higher than they were two weeks since. Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls, 8½c, in half-bbls, 8½c; valencias, 8½c; sultanas, 16c; London layers, \$2.50 a box; dates, 9c; prunes, 9c to 12½c. California evaporated fruits in 25 lb. boxes are quoted as follows: Peaches, 12½c; apricots, 14c; nectarines, 14c; apples, 12½c; pitted plums, 11c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c per lb. less.

The local jobbers are now carrying full stocks of all the different kinds of jams put up in glass jars by Okel & Morris at the Victoria Preserving Factory, which include apricot, peach, p. n, pear, apricot marmalade, etc. Quotations are 1½ lb. size, \$3 per dozen; 3 lb. size, \$5 per doz.

Falconer's malt vinegar, tomato catsup, Worcestershire sauce and mushroom catsup are now quoted by the leading grocers.

FLOUR AND FEED.

Flour continues steady, and there has been no change in prices last week. The Oregon millers, who lowered prices some time ago, have put them up again in sympathy with the East. The steamer Isabel brought in 200 tons of grain from Sydney, North Saanich, last week. The Columbia Flouring Mills quote: Enderby flour for carload lots, Premier, \$5.00; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations to the trade are:

Delta, Victoria mills.....	\$5 50 @ 0 00
"	5 50 @ 0 00
Premier, Enderby mills.....	5 85 @ 0 00
XXX, "	5 65 @ 0 00
XX, "	5 25 @ 5 50
Superfine, "	4 25 @ 4 50
Ogilvie's Hungarian.....	6 10 @ 0 00
" Strong Bakers.....	5 75 @ 0 00
Snowflake.....	5 85 @ 0 00
Portland Roller.....	6 10 @ 0 00
Royal.....	6 00 @ 0 00
Oregon Superfine.....	4 25 @ 0 00
Wheat, per ton.....	\$4 00 @ 45 00
Oats.....	35 00 @ 0 00
Oil cake meal.....	32 50 @ 35 00
Chop feed.....	33 00 @ 35 00
Shorts.....	28 00 @ 30 00
Bran.....	26 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	3 75 @ 0 00
Corameal.....	3 00 @ 3 25
Cracked corn.....	43 00 @ 45 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 1 25

SALMON.

The Alaska packers' combination seems to have most of the elements of stability about it. We understand that the entire pack has been placed in the hands of trustees, and no member can withdraw salmon unless he pays for it on the basis of \$4 per case for Red Alaska. This would seem to be an effectual means of maintaining the price. Arrivals of Alaska fish at San Francisco continue large, but are only slightly in excess of previous years. Up to the 30th October, the arrivals were 579,797 cases. For the same period in 1890, they were 563,901 cases, and in 1889, 573,579 cases.

The bark Rothesay Bay, loading on the Fraser River, is expected to finish loading this week. The barks Lebu and Wanlock are still loading at Victoria. The British ship Titania, 870 tons, arrived on the 7th

MUIR & BOYD,

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AGENTS FOR

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FRAUDULENT FAILURES.

There is scarcely a business man who has not had personal experience with unscrupulous debtors who have deceived their creditors in an aggravated manner previous to failing, and have then secured a settlement by which they get more money than they had when they started business. Wholesale merchants have learned by bitter experience that the cus-

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tom of accepting the first offer of an embarrassed debtor has become a great evil; ever and anon the creditors of some remote dealer in the interior are called together to consider the fraudulent offer of settlement based upon the statement of affairs, which, if investigated, would often prove inaccurate and untruthful. Instances have been known where goods have been obtained under false pretences for a long time previous to failure; such buyers usually buy on credit at high prices and sell for cash at less than cost. The creditors are scattered all over the country, most of them deeming it unwise to throw good money after bad in attempting to bring the debtor to justice, and too often leave the matter to the care and judgment of the largest creditor; hence, for the want of concerted action, the debtor escapes, and the neglect of the creditors bears fruit in other failures under similar circumstances in the same branch of trade. Thus emboldened, the number of unscrupulous debtors is only increased by the policy usually pursued by creditors. A recent case in point comes to mind: A country merchant who, in former years, frequently boasted of his honesty and integrity, came to Toronto to see his creditors; he was heard to say that he was about to make a proposition, which if anyone had predicted it a year or two before he would have knocked them down. On meeting his creditors he boldly stated that he had in his pocket cash amounting to a little over half the total of his liabilities, and if the creditors were prepared to accept his offer of compromise they would get the money, but if not, he proposed to transfer it to his wife. Of course, his total assets, including real estate, stock and book debts, amounted to considerably more than his liabilities; but his creditors were so astounded that at first they were somewhat baffled, and were still more perplexed when they took legal advice and learned that there was no law in force to meet their case. By the aid of a private detective and sheer courage, together with the circumstance that one of the creditors held a power of attorney from the debtor, they forced him to assign his estate and hand over the cash to the assignee. Thus a fairly equitable settlement was reached in this case, and a premeditated attempt at fraud was nipped in the bud; but the most important phase in this case seems to be the absence of any adequate law

under which the creditors might have sought redress. If our legislatures do not enact laws for the protection of the mercantile public, creditors will be powerless to punish fraudulent debtors.

We understand that this lamentable state of affairs will be brought before the attention of the Attorney General of Ontario; but meanwhile concerted action should be taken by honorable merchants in all branches of trade to check the growing evil of fraudulent failures and fraudulent settlements with creditors. In some parts of the United States there are trade associations, who work through what they call their "Bureau of debts and debtors;" when a failure occurs, the secretary of the association calls a meeting of the creditors without delay, an efficient working committee is selected by the meeting and instructed to thoroughly investigate the affairs of the debtors. The moral effect of this action undoubtedly results in there being few failures and more equitable settlements. In Canada, where no bureau of debts and debtors or other organization exists in many branches of trade, creditors might advantageously imitate the methods pursued across the line. On learning of a failure, an immediate meeting of all parties concerned should be called, since delays are always profitable to the fraudulent debtor. The affairs of the firm failing should then be rigidly investigated by a committee of the creditors, or by a reliable attorney in their behalf, and if crooked motives and actions are discovered, every effort should be made to punish to the fullest extent the fraudulent debtor. We do not wish to be understood as lacking sympathy for a person who, after honestly endeavoring to pay dollar for dollar, is compelled by hostile circumstances (possibly by the dishonesty of some concern of which he was a creditor) to ask a settlement from his creditors at a percentage of his indebtedness. But it is for the interest of honest debtors, no less than of creditors, that fraudulent failures should be rigidly investigated and their perpetrators punished. The evil effect of a failure extends also to the merchants and manufacturers who are obliged to endure the competition of bankrupt goods. It is difficult for an honest merchant who pays his debts in full to make prices low enough to compete with goods which an unscrupulous rival has secured by compromising with his creditors by twenty-five cents on the dollar.—*The Merchant.*

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Spectacles, Eye-glasses, Opera and Field
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very likely," he adds, "that, in the course
of a few weeks, a scheme will be made
public which will be made specially attrac-
tive to those who are thinking of compet-
ing, and who are disposed to regard favor-
ably the available vacant lands in the dif-
ferent parts of the Dominion."

COMMERCIAL SUMMARY.

Within a few months, Halifax has lost
\$4,000,000 by fire.

Terrible destruction is being caused in
Indiana by forest fires.

A cable despatch says one Canadian ship-
per of eggs to England has made £1,000
profit on a single shipment.

The Chambly, Que., cotton mill has been
bought by the Dominion cotton syndicate,
and has resumed operations, after two
years' idleness.

A B. Chaffee, well known in railroad
circles, is dead. He was for many years
Treasurer of the Southern Railway, sev-
ering his connection with it when it was
taken over by the Canadian Pacific
Company.

The largest gun ever made in the United
States was put together at the Watervliet
arsenal, Troy, N. Y. This monster is 36
6.10 feet long and weighs 52 tons. Its
caliber is 12 inches, it takes a charge of 440
pounds of powder and a projectile fired by
it weighs 1,000 pounds. The rest of it is
that in the whole United States army there
is not any kind of suitable smokeless pow-
der which will send a ball at its highest
velocity from the throat of this big cannon.

A return issued by the British Treasury
Department gives the increase made on the
army, navy and civil service since 1857.

The charge on taxes under these heads in
1857-8 was \$31,930,000 and \$28,633,000 for the
national debt. At the end of the ensuing
decade, the charges had increased to \$31,
790,000 for the combined services, with
\$20,418,000 for the national debt. In
another period of ten years, the services
had gone up to \$37,915,000, and the net
charge for the national debt was \$27,091,
000. Coming on to 1897-8, the combined
services had risen to \$47,489,000 and the
figures for the national debt were \$25,793,
000. For 1890-1, the respective figures were
given at \$46,825,000 and \$24,025,000. The
last references to expenditure on wars ap-
pearing in the return were in regard to
Afghanistan, the Nile, the Soudan and
Bechuanaland.

The London correspondent of the Edin-
burgh Scotsman understands "that one of
the results of the somewhat disappointing
census of Canada will be a more energetic
immigration policy on the part on the Do-
minion Government. Not only the mem-
bers from Manitoba and the Northwest,
but those from the eastern provinces and
from British Columbia have all been urg-
ing the necessity of a larger expenditure,
with a view to the attraction to Canada of
a greater share of the immigration which
now annually leaves Europe. Of course,"
he says, "the classes most in demand are
persons with capital, farmers and others
who have sufficient means to engage in
agricultural and domestic servants. It is

THE BRITISH COLUMBIA
COMMERCIAL JOURNAL

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D. M. CARLEY EDITOR
L. G. HENDERSON . . . BUSINESS MANAGER.
Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, NOV. 10, 1891.

SHABBY TREATMENT.

There is a time when patience ceases to be a virtue. As between Victoria and the Canadian Pacific Railway that time has long since expired; but as between Vancouver and "the great monopoly" that period appears to have just arrived. As long as the Vancouver people tolerated every indignity which the C. P. R. magnates heaped upon them, everything was well and good; but now, when they arise in their might and declare that they have rights and mean to assert them and at the same time preserve their dignity, there is likely to be a coolness.

The trouble has all come about in this way. The Canadian Pacific Railway recently brought to Vancouver a car-load of Chinese in bond from New York billed to Hong Kong, the fare paid for each one being \$95. On the arrival of the Chinese at Vancouver, and previous to their embarkation for Hong Kong, the ship's medical officer rejected two men, who were pronounced lepers. The C. P. R. people thereupon caused the two afflicted men to be placed in a car, provided them with sufficient provisions and shipped them back to their starting point. When the car got back as far as Swift Current, the railway company was informed that the New York authorities would not accept delivery of the diseased Chinese. The car was then returned to Vancouver. Mr. J. W. Townley, assistant superintendent of the Canadian Pacific Railway, no doubt acting from a sense of what was due to human beings in distress, in his official capacity wrote the city council requesting them to take charge of the unfortunate creatures—provide them with food and place a guard over them—and the C. P. R. would pay the bill. Eleven days later, Mr. H. Abbott, superintendent of the C. P. R., in his official capacity, wrote the Vancouver health inspector repudiating the action of Mr. Townley, and intimating that the company would not consider itself responsible for any debts contracted in the care of the lepers. The city council rightly believed that a precedent which would permit the Canadian Pacific Railway to turn Vancouver into a dumping-ground for the diseased of any and all nations would be a dangerous one to establish, and therefore refused to pay out any more money for the keeping of the Chinese lepers; but in order to prevent them coming in contact with the citizens a guard was placed over the two Chinamen by the chairman of the

Board of Health. Thus the matter stands.

Certainly this is a clear application of the truism that "no man can serve two masters." The newspapers of Vancouver have vied with one another in their servility to the Canadian Pacific Railway, and now the company repays their sycophancy by turning the city into a pest-house. Had the press taken an independent stand at the beginning, it is doubtful if the company would have dared to submit the people to this indignity. It is a discreditable piece of business for a company like the C. P. R. to attempt to palm off on the city of Vancouver these two lepers, after accepting their passage money from them. Vancouver should never have been dragged into the case. The lepers were simply bonded goods going through the city, and we apprehend that the customs department, in other cases, looks after cars in bond, that the contents are shipped as bonded.

A SALVAGE CORPS WANTED.

The Montreal *Insurance Chronicle*, the accredited organ of the fire underwriters of the Dominion, contains the following:

"Not long since, the city of Victoria, British Columbia, had a fire in Spencer's Arcade, a small one, indeed, so far as fire damage went, it being scarcely a hundred dollars. The damage from water, however, poured on by the firemen is stated at about \$8,000. THE COMMERCIAL JOURNAL says that the city is not unlikely to be called upon by the insurance companies to reimburse them for this damage. We mention this case because it is a sample of what frequently occurs in numerous other places besides Victoria, and because it illustrates the value of a good salvage corps in towns of any considerable size. Covers promptly spread would, in this case, have saved somebody the greater part of the \$8,000. Firemen, especially those not thoroughly trained by constant judiciously directed service, are apt to pour upon or into a building on fire all the water they can bring to bear, regardless of the size or location of the blaze, and excess of water is frequently a good deal more destructive than the fire itself. A salvage corps should, in some form, be an adjunct of every fire brigade. Its services may save more in a single fire than its cost for a whole year."

There can be no doubt that our contemporary is speaking by the book, when it expresses itself in this way. It not only speaks for the companies which are so deeply concerned, but in the real interests of insurers and the communities in which they live. A fire means, to a great extent, an absolute loss of money and money's worth that can never be restored.

A LIGHTHOUSE WANTED.

We observe by the Nanaimo *Free Press*, of a recent date, that Mr. D. W. Gordon, M.P., the Pilotage Commissioners and the Board of Trade, are moving in the direction of securing the erection, on Jack's (Sharpe) Point of a lighthouse, to be used as a leading light to vessels entering and departing from Nanaimo harbor during the night. With the light in operation, mariners would experience not the slightest difficulty in entering the harbor, even on the darkest night and running with a "full speed" bell to within a few hundred yards of the loading wharves. The *Free*

Press puts forth claims for such a light as are certainly entitled to the consideration of the Marine Department. One of these claims is that Nanaimo is the port of call for the large ocean mail steamers, the provincial mail steamboats, and the regular trading vessels up and down the coast. This traffic has so increased during the past few years that there is now almost a constant going and coming of these vessels. It is of the utmost importance that every assistance should be given to these vessels in making schedule time. The New Vancouver Coal Company have so materially improved and enlarged their loading facilities that the ocean liners, as well as the smaller craft, are now loaded within a few hours. The natural facilities of Nanaimo harbor are of the highest order, admitting as it does 5,000 and 6,000 ton vessels at every stage of the tide, and the channels are moderately well outlined by a system of buoys and beacons. Nanaimo is to day the largest exporter in the province, sending away over \$2,500,000 worth of coal per annum. It is the bounden duty of the Dominion Government to foster and assist such a factor in the prosperity of the Province in every legitimate manner. The Marine Department, it is believed, will be disposed to look with favor on the request of the Nanaimo people.

THE U. S. ELECTIONS.

The fuller returns from the American elections show that protection, the leading plank in the platform of the Republican party, has been indorsed by the people of the country at large, although the Republican candidates in every State in which there was a contest manifested what is termed their old-time carelessness about elections in non-presidential years. The situation in 1892 will be in all essentials what it was in 1888; that is, there is no Republican State that was classed as sure for the party national candidate in 1888 that is not equally sure to cast its electoral vote for the party nominee in 1892, except Michigan, where a Democratic change in the law will undoubtedly secure a portion of its electors to the Democracy even if the Republicans carry the State by their usual majority.

The doubtful States for 1892 will be the same as were doubtful in 1888, viz.: New York, Connecticut, Indiana and West Virginia. Were Mr. Blaine the candidate, it is probable that even in Virginia and Delaware the Republicans had a good fighting chance for victory. Of the new States the Dakotas, Washington, Idaho and Wyoming are regarded Republican, but Montana, while classed with the doubtful States, is probably Democratic. The battleground in 1892 will be in New York and Indiana, as it was in 1888. The following is regarded as a fair summary of the situation, although it appears in a Republican newspaper:—

	Votes.
Sure Republican States	208
Sure Democratic States	170
Doubtful States	66
Total	444
Necessary to elect.	222

If the Republicans hold the 208 and carry Indiana's 15, they will elect; or if they carry New York's 36 and lose the other

four doubtful States, they will elect, with 21 votes to spare; or if they should carry West Virginia, Connecticut and Montana they could lose both New York and Indiana and still win. On the other hand, the Democrats must hold their 170 and carry both New York and Indiana and at least one of the other three doubtful five. New York is absolutely indispensable to Democratic success, and to its 36 must be added at least 17 of the remaining 27 doubtful votes.

The McKinley tariff people are making very much of the outcome of this electoral contest. They point out that at its introduction there were many who declared that it would destroy American commerce, while, on the other hand, it was held to be but the legitimate outcome of the already existing fiscal policy of the nation. In proof of its beneficent effects, it is said that the treasury statement shows an export of merchandise during September amounting to \$82,800,000. Instead of there having been a decrease the statement is held to show a gain, as a contemporary says, "of \$14,000,000 over the exports of the corresponding month of last year. The exports for last September were larger than for any month for the last six years, while, as to the other side of the case, the imports for the same month, there was a decrease, another point gained. Comparison shows an excess of exports for the month of \$21,000,000, and the net result of both movements for the month was over \$28,000,000 in favor of the United States as compared with the corresponding month of last year."

THE NORTHERN PACIFIC R.R.

It will be remembered that, some time since, the attention of the citizens of Victoria was directed to the Northern Pacific Railway as the instrumentality that was the most likely to relieve the city of Victoria and the island of Vancouver of their present isolation and give them the much-needed connections with the mainland and the East which the Canadian Pacific Railway had failed to supply, despite the high expectations that had been formed of the benefits that it was destined to confer. The Canadian all-through route, unfortunately for itself, as it will eventually discover, and to the loss of the country, as has already been experienced, does not appear disposed to make itself equal to the situation, and, in consequence, has allowed business to slip past it via the American roads. It in no way appears to be in an enterprising mood, and there is all the time additional confirmation of the conclusion already arrived at that the people of this community must look elsewhere. Then as concerns what is best known as the Saanich Railway, it very much resembles Oliver Twist, inasmuch as it wants more money and more concessions before it will do anything practical. It holds its charter, and seems disposed at any price to hold on to it, even if that be only to choke off other enterprises. Why does it not accomplish something? As concerns the Northern Pacific, Victoria neglected its opportunities. The city or rather certain interested parties—including the Board of Trade—were in treaty with them; but nothing resulted, and now

we have the following declaration made by Mr. H. G. Davis, who is prominently connected with it:—

"We are not going to build any branch lines in the northwest for a year and a half or such a matter. I think the country is pretty well supplied now. We are doing a local business of \$6,000 a mile monthly, and the value of the product we will haul this year is \$40,000,000 greater than it has ever been. We are shortening the road a little all the time, not so much to make it short as to get new business. We shortened twenty miles not long since in Minnesota and elsewhere, and we will shortly have an important cut-off in the Idaho panhandle south of Lake Pend d'Oreille, where we will connect with the Cœur d'Alene branch from Spokane, and make it a section of the main line. Probably the next branch we build will be the little one of thirty miles from Pend d'Oreille to the Kootenay River."

There is nothing now said about the contemplated connection with Vancouver Island by ferry to Beechy Bay or some other convenient port. Has the opportunity gone by for the present at least? Is there any possibility of Jim Hill's Great Northern ever being any good to us?

EDITORIAL NOTES.

THE British papers state that Hon. Mr. Turner has had an interview with Lord Lothian at Monteviot on the subject of Crofter emigration. "It is probable, I believe," says the London correspondent of the *Edinburg Scotsman*, "that, as an outcome of the interview between the secretary for Scotland and Mr. Turner, an experiment on a small scale may be made to settle some crofter families" in the belief that it will be found that the class of work they will perform will not interfere with the ordinary labor market, and that when this is realized by the working classes the objection to emigration on a larger scale may diminish. There is plenty of suitable land in the province near the sea where it is desired to cultivate the fisheries, which are said to be teeming with the most marketable fish."

THE COMMERCIAL JOURNAL is not one of those papers which is jealous of any patronage extended by the citizens of Victoria to its outside contemporaries; but it does appear as if the municipal authorities were really squandering money in this direction to no adequate purpose. When the advertising of Victoria was first talked of, numbers of the perambulating class who make it their business to do indiscriminate writing up, visited Victoria. Some of them made themselves solid at the hotels on the strength of the puffs they promised. They then worked the citizens and the town Council for what they were worth, the result being a quantity of inconsequent gush that can never be of any service. The veneer upon it is too thin, it being apparent, as has already been remarked, that it was written to order, or rather that the authors had strung together a quantity of matter as to the correctness of which they knew nothing and cared still less. It is altogether a different thing with the now nearly completed *Victoria Illustrated*, a local production gotten up not alone for the actual money there is to be made out of its publication, but on account of the personal interest which those connected with

it have in the future of the city and province.

INLAND REVENUE AND CUSTOMS.

(OFFICIAL REPORT.)

INLAND REVENUE RETURNS
Victoria Division—Comprising all of Vancouver Island:

The Inland Revenue returns, for the month of October, were as follows:

RECEIPTS FOR OCTOBER.

Spirits	\$ 8,232 60
Malt	2,865 42
Tobacco	1,074 25
Cigars	820 95
Petroleum Inspection	512 50
Total	\$13,435 72

WAREHOUSED, EX-WAREHOUSED.

Spirits .. 4,939.37 p. gals	5,488.37 p. gals.
Malt .. 138,283 lbs	138,283 lbs
Tobacco .. 1,665 lbs	4,297 lbs
Cigars .. 41,000	Nil

Balance remaining in warehouse, October 31, 1891:

Spirits	5,843.69 p. gals
Tobacco	2,740 lbs
Cigars	104,350

Exported:

Spirits	74.19 p. gals
Beer	2,431 gal
Spirits removed	426.64

INLAND REVENUE RETURNS

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

RECEIPTS FOR OCTOBER.

Spirits	\$ 5,140 33
Tobacco	1,830 75
Cigars	596 70
Malt	1,338 94
Petroleum Inspection	396 50
Total	\$ 9,303 22

Spirits in warehouse, Oct. 1st... 9,229.95 pf gals

Spirits whoused during Oct... 2,855.80 "

Total 12,125.75 pf gals

Spirits ex-warehoused during Oct... 3,569.61 "

Balance in warehouse... 8,556.11 "

Tobacco remaining in warehouse Oct. 1st... 3,289 1/2 lbs

Tobacco warehoused during Oct... 8,425 "

Total 11,714 "

Tobacco, ex warehoused during Oct... 7,323 "

Balance in warehouse... 4,391 "

Raw Leaf Tobacco warehoused and ex-warehoused... 183 "

Malt remaining in warehouse Oct. 1st... 4,035 "

Malt imported during Oct... 28,817 "

Malt manufactured... 16,641 "

Malt received from other divisions... 30,000 "

Total 79,493 "

Malt ex-warehoused for duty... 66,917 "

Balance in warehouse... 12,546 "

Cigars manufactured during Sept... 90,450

Cigars paid duty... 90,450

Petroleum inspected... 780 pkgs, 33,565.66 gals

NEW WESTMINSTER.

Imports for the month ending October 31, 1891:

IMPORTS FOR THE MONTH.

Dutiable

Free

Total imports \$106,712

Duty collected

Total \$ 34,410

EXPORTS FOR THE MONTH.

The mine

The fisheries

The forest

Agricultural products

Manufactures

Total exports \$ 4,868

The Nanaimo customs returns for the month of October were as follows:

Custom duty

Warehouse fees

Sick mariners' dues

Miscellaneous

Total \$ 6,637 77

CANADIAN TRADE WITH JAMAICA.

A gentleman who has just returned to Canada from Jamaica has handed to the to the Minister of Finance the following memorandum with respect to the outlook for Canadian trade with the West Indian islands:—

BREADSTUFFS.

Flour—Several of our Canadian millers are making shipments of flour, and the through rate now to the British West Indies being the same as that via New York, the objection of increased cost of carriage is removed. The Canadian flour kept for four months and produced the best bread that had ever been seen in Jamaica. The commissioner took over a baker from Canada with him and a portable oven, and bread baked from Canadian flour was baked and distributed to the visitors at the exhibition. Over 150,000 pieces were distributed, the commissioner being aided in this through the generosity of the millers, who gave the flour.

Cheese and butter—Better cheese or butter was never seen on the island. There is no doubt that the cheese trade will be Canada's if the shippers simply look after it.

Bacon and hams—The same excellent report may be made of these goods as of butter and cheese. Messrs. Fearman & Co., of Hamilton, are sending regularly their goods to Jamaica now, and all arising from the exhibit they sent to the exhibition.

Oatmeal and split peas—These goods gave great satisfaction, and, to the extent of the demand, Canada can get the trade.

LUMBER.

Lumber—Already one considerable shipment has been sent by Mr. Le May, of Montreal. Inasmuch as a great deal of the lumber consumed in the West Indies comes from Canada, through United States dealers, the people of the island, by the means of this exhibition, have brought to their consideration the matter of direct shipment from the Dominion. In general goods manufactured in Canada, it is surprising how many articles have found a sale and a ready market in Jamaica; and what satisfies Jamaica satisfies the whole of the British West Indies.

MANUFACTURES.

Carriages—The exhibit of carriages so captivated the people that the Gananoque Carriage Company and other manufacturers are large shippers of carriages, not only to Jamaica, but to the other islands of the West Indies.

Furniture and office supplies—All the exhibits of these goods were sold, and very considerable orders are being sent forward for more. Lordly, of St. John, N.B., is remaining in Jamaica as a local agent, and has established a permanent agency in connection with the firm of A. G. Lordly & Son, St. John.

Pianos and organs—The exhibits were all sold, and considerable orders were sent to Canada for more.

Ready-made clothing—The exhibits were all sold, and an unquestionable trade can be done, the goods being made of the textures required.

Halifax tweed and other light textures—There is an undoubted demand for these,

and the articles on exhibition were eagerly bought.

Boots and shoes—The exhibits were sold and orders sent for more.

Harness, trunks, etc.—There is a good demand for properly made harness. A large consignment of trunks has been sent out to Jamaica since the exhibition as a result of it.

Pressed tinware—A large demand. Canada stood well. Orders have been sent in considerable quantity to Canada.

Iron safes—All the exhibits sold and several repeat orders sent to Canada.

Scotch and cotton duck—A good field for trade with good agents.

Locks and hinges—Orders have been sent to Canada for supplies, and no doubt this business could be largely increased.

Shovels, ploughs of suitable kind, and agricultural implements of suitable kind—Business in these lines has been done on a pretty extensive scale with Canada since the exhibition, and an increased demand may be expected if the manufacturers will take the trouble to make the articles to suit the particular kind of cultivation.

Cooking stoves and ranges—A good demand.

Spirits—There was quite a large sale of Canadian whiskeys, and they quite took the place of the imported Scotch and Irish goods. The generosity of the exhibitors of these articles from Canada in the distribution of samples has laid the basis of this trade.

Wall paper—These goods gave great satisfaction, and repeat orders were sent.

WHAT CANADA WANTS.

The above are simply a portion of the many articles of Canadian production for which a demand has arisen as an outcome of the exhibition. There is no doubt that the experiments which have been made since the exhibition, by shipments of fruit as far west as Ontario, will result in large shipments by every steamer. The oranges, bananas, pineapples, etc., were justly regarded as among the best in the world by the leading houses in Canada, and arrangements have been made for a regular receipt of fruit by the Halifax steamers.

Coffee—Shipments of coffee that were induced by the commissioner to Canada gave every satisfaction, and already large orders have gone forward for more. One of the leading planters in Kingston informed the commissioner that he has orders for his whole output of coffee from Canada, and it may be added that as a result of the exhibition the people of Jamaica have been aroused to the importance of producing in considerable quantities for export the articles they can so easily raise in the island, and their attention is now directed to Canada as a market for them.

THUNDER HILL MINE.

The development company formed to open up the Thunder Hill mine, on the Upper Columbia Lake, East Kootenay, has been successfully floated, and work on the property is being vigorously prosecuted. The assays from a large number of samples sent down from the first ten feet averages 24 ounces in silver. The latest report from the mine is made by Mr. Jas. Brady, C.E., under date of October 20th. From this report the appended extract is made:—

"I am happy to be able to report satis-

factory progress and favorable results since my last letter. I have cross cut the lode about 50 feet from 'C' up to the face; all in quartz, with a good showing of ore nearly all the way, and am now coming in with a deep open cut to develop the ore body to a greater depth. I sent some fair samples of ore from this part of the mine to Mr. Harvey, of the Golden smelter, for assay, with the following results:—

"No. 1.—Copp., 5.09 per cent.; sil., 30.36 oz.; gold, \$1.50.

"No. 2.—Copp. 2.5 per cent.; sil., 17.70 oz.; gold, \$2.20.

"These were not assayed for lead, but No. 1 carried about 50 cent. of that metal. By comparing those with the assays in the prospectus you will see how the ore has improved in silver value, even in the short distance we have gone down. It will probably keep improving as we go deeper, as the upper part of the lode is very much oxidized, and of course a great deal of the silver has been leached out.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the month ending October 31st:

NEW VANCOUVER COAL CO.		
Date.	Vessel and Destination.	Tons.
2-	Glory of the Seas, ship, San Pedro	3,417
2-	J. C. Brittain, ss., Whatcom...	198
3-	Kennebec, ship, San Pedro	3,350
7-	Rufus E. Wood, bk., San Fran.	2,300
8-	Gov. Ames, sch., San Francisco	2,730
8-	Tacoma, ss., Port Townsend	75
8-	Holyoke, ss., Port Townsend	55
9-	Annie Johnson, bk., San Fran.	1,613
9-	Sea Lion, ss., Port Townsend	22
9-	Sea Lion, ss., Port Townsend	30
12-	Sea Lion, ss., Port Townsend	107
13-	J. C. Brittain, ss., Whatcom...	608
13-	Remus, ss., Melbourne, Aus.	2,335
14-	Gen. Fairchild, bk, San Fr'sco	74
15-	Wanderer, ss., Port Townsend	57
18-	Sea Lion, ss., Port Townsend	1,740
21-	Mt. Washington, bk, San Frisco	1,821
21-	Valley Forge, bk, San Francisco	61
21-	Wanderer, ss., Port Townsend	200
23-	J. C. Brittain, ss, Whatcom...	46
24-	Tacoma, ss., Port Townsend	194
26-	J. C. Brittain, ss., Pt. Townsend	43
26-	Wanderer, ss, Port Townsend	38
28-	Mogul, ss., Port Townsend	2,322
29-	Sea King, bark, San Pedro	1,440
30-	Bundaleer, bk., San Francisco	2,229
31-	Jeremiah Thompson, ship, San Pedro	2,229
Total		27,315

WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
2-	City of Topeka, ss., Sitka	300
2-	Haytian Republic, ss., Seattle	1,200
4-	Discovery, ss., Port Angeles	30
5-	J. C. Brittain, ss., Pt Townsend	180
5-	Collis, ss., Port Angeles	102
5-	Chilcat, ss., Astoria	16
6-	Batavia, ss., Victoria	600
6-	San Mateo, San Francisco	4,330
9-	Montserrat, ss., San Francisco	1,525
13-	Wellington, ss., San Francisco	2,550
14-	Collis, ss., Port Townsend	50
15-	Costa Rica, ss., San Francisco	2,450
16-	Pioneer, ss., Port Angeles	50
16-	J. C. Brittain, Port Townsend	199
17-	Mexico, ss, Sitka	600
19-	Marie, ss., San Francisco	3,000
22-	Haytian Republic, ss., Seattle	1,300
27-	Pioneer, ss., Port Townsend	46
27-	Commodore, ship, San Francisco	3,000
28-	Wellington, ss., San Francisco	2,550
29-	Chilcat, ss., Astoria	25
31-	Discovery, ss., Fort Angeles	35
Total		23,149

EAST WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
2-	Empire, ss., San Francisco	955
20-	Empire, ship, San Francisco	945
Total		1,900

THE MICA MINES.

It has been for a long time known that mines of mica of a superior grade existed somewhere in British Columbia to the north of the Canadian Pacific Railway. The evidence of this is found in the sand benches along the rivers which flow southward—the Fraser, the South Thompson and the Columbia. The sand is mixed with small flecks of mica along all these rivers, in quality pure and transparent, and when shone upon by the sun, makes the sand appear luminous and bright with the reflected sunlight. This effect is more noticeable at Revelstoke on the Columbia than at any other place where we have taken observations. The banks of the river, 30 to 50 feet deep in places, formed by the action of the water in the lapse of centuries, are all composed of this admixture of sand and mica. The source, or at least one of the sources, whence the mica comes has been found and was located by Louis Victor Bennett, of Kamloops, during the past summer. The discovery was made last fall, but the depth of the snow prevented tracing the ledge. Two of these ledges have been discovered, the one first found being one and a half miles from the Canoe River, and about 100 miles from its mouth. The second one is nearly 40 miles further northwesterly, and about seven miles from the Fraser. Mr. Bennett has altogether something more than 30 claims located by himself and purchased from other locators; in fact, he controls the entire discovery so far as it has yet been made. The locations have been made and recorded in the Cariboo district, in which the property lies, but work has been discontinued for this year, snow having already fallen in that section. He states that his investment so far is between \$50,000 and \$10,000. Some beautiful looking samples were brought in last week by train, about 1,000 lbs. in all. The ledges have not yet been thoroughly explored, but are believed to be 100 to 150 feet wide, the mica being found in pockets in a formation of light brown or cream-colored quartz, which is smooth and hard, almost like flint, but brittle, and breaking easily.

The distance to the mines from Kamloops, by way of the North Thompson, is something like 250 to 270 miles, the trail crossing the divide between the North Thompson and Canoe Rivers. About \$1,000 expended on the trail would make it passable for packing down the North River. The mine is about 235 miles from Revelstoke by way of the Columbia and Canoe rivers, but if boats were constructed on the ground to transport the product, they could be used only once, as they could not be taken back to the starting point, owing to rocks and rapids in the rivers, and at some places in the Columbia the down trip would be difficult, and even dangerous. It is understood that Mr. Bennett has received an offer of all that the property has cost him for a half interest, but that he declined to accept it.—*Inland Sentinel.*

IRISH FRIEZE.

As far back as the history of Ireland can be traced in writings mention is made of a coarse woolen cloth worn by the people

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAME.	TONNAGE.	AGENT OR OWNERS.
July 14	Maggio Mac	71	H. P. Rithet & Co. (Limited)
July 27	Amoko	75	Capt. Grant
July 27	E. B. Marvin	114	E. B. Marvin & Co.
July 27	Walter L. Rich	79	C. N. Cameron
July 28	Annie E. Paint	82	Robert Irving
July 29	Mary Ellen	69	Capt. Victor Jacobson
August 1	Thistle (steamer)	147	M. Manson
August 1	Sea Lion	50	Geo. Collins
August 3	Mimico	46	Capt. Victor Jacobson
August 5	Triumph	98	E. B. Marvin & Co.
August 11	Winifred	13	C. Spring
August 13	Aurore	46	Thos. Harold
August 13	C. H. Tupper	99	Capt. C. J. Kelly
August 14	Henrietta	31	C. Spring
August 21	May Bell	58	Capt. Douglas
August 22	W. P. Sayward	60	Morris Moss
August 24	Laura	19	J. B. Jones
August 25	Labrador	30	Stevenson
August 29	Mary Taylor	43	Carno & Munsie
August 29	Mountain Chief	16	Nawassen
August 29	Rosie Olson	39	Andrew Gray
August 30	Carlotta G. Cox	76	E. B. Marvin & Co
August 30	Annie C. Moore	113	C. Hackett
August 30	Geneva	92	Hall, Goepel & Co.
August 31	Borealis	37	Thos. Hendry
September 2	Walter A. Earle	68	Thos. Earle
September 2	Supphino	124	E. B. Marvin Co
September 2	Carmolite	99	J. W. Poppett
September 7	Artol	91	J. C. Provost
September 7	Umbrina	98	J. W. Poppett
September 14	City of San Diego	46	Carno & Munsie
September 15	Iva	93	Carno & Munsie
September 17	Pioneer	66	Carno & Munsie
September 17	Wanderer	25	Harry Paxton
September 17	Venture	48	Morris Moss
September 18	Favorite	80	Chas. Spring
September 22	Oscar and Hattie	81	J. L. Penny
September 23	Ocean Belle	83	Hall, Goepel & Co.
September 24	Katherine	81	J. L. Penny
September 26	Maud S	97	Brown Bros.
September 27	Beatrice	65	Capt. Wm. Grant
September 27	Terisa	63	P. A. Babbington
September 27	Otto	87	Walter Bornes
September 28	Kato	58	C. Spring
October 3	Penelope	69	Morris Moss

VANCOUVER.

Eliza Edwards	37	acific Trading and Navigation Co.
Vancouver Belle	73	Pancover Shipbuilding, S. & T. Co.
D. Rand	52	H. I. Sealing and Trading Co.
Beatrice	49	C. G. Doering

of the country and known to them as frieze. The name is said to be drawn from the ancient Frisa in the Netherlands, whence possibly the art of making the fabric was derived. So remote, however, is the period when frieze was first made in Erin that no one can tell when or where or by whom it was originally spun. Century after century, so long that the mind of man runneth not to the contrary, it has been the national cloth of Ireland, the distinctive dress of patriot, peasant and prince; and since the 17th century an outward badge of the people's aspirations for nationality. It was in 1663 that Ireland began to promote its own manufactures, and it was to the woolen industry that it turned its chief attention, and on which it founded its highest hopes for a revival of its prosperity, and then the making of frieze became the occupation of the women of every sheeling. While the men tended the herds of sheep and prepared the wool, the colleens kept their spinning wheels whirring and their looms clacking with the materials for the great staple. In 1600 the people of that island became too poor to use the finer qualities of home-made clothes and still had need of frieze in local trade and for private use. In 1709, when the condition of the peasantry was most deplorable, "they besought the king," says Mr. Froude, "to interpose in their favor and procure them leave to export and sell at least the coarse frieze blankets and flannels which the peasants' wives and children produced in their cabins." It was worn with pride by the chiefs of the olden clans, by Henry Grattan, by Daniel

O'Connell; it was used by the late Charles Stewart Parnell, by Michael Davitt, and by the other leaders of the Irish people. Frieze is still made in Ireland. No longer woven to any extent on hand looms, it is produced with improved machinery, from beautiful patterns, by skilful workmen, in prosperous mills. It is honest goods. There is no shoddy in it. Every thread is wool. The fleece is fine, the color is fast, the design is neat, the finish is artistic and the wear is everlasting.

In the course of an interview between a Colonist representative and an officer of the Champion, the following appears:—"Everybody who knows anything of the subject, and we saw the whole manoeuvre, is very bitter against the U. S. S. Baltimore for her action in making herself a spy on the Congressionalists. They landed at Quinteros from their ships and marched up to Concon. At the time we were lying alongside the Baltimore in Valparaiso harbor. The American ship steamed round the point to Quinteros, watched the whole of the landing of troops, and then deliberately turned back and made for the government wharf in Valparaiso. They were at once boarded by the government official, and that evening the papers came out with flaming headlines, stating that owing to the kindness of the American officers the Government were in possession of the fact that the revolutionists were marching on Concon. It was an unaccountable act, and coming as it did from a flagship of a nation priding itself on justice and fair dealing, it was simply astounding."

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	
Br bark	Callao	978	James	Oct. 6	Victoria	London	41,610	\$212,000	
Br bark	Lebu	726	Worrall		Victoria	Liverpool			
Br bark	Rothsay Bay	750	Partridge		Westminster	Liverpool			Private
Br bark	Wanlock	745	Cooper		Victoria	Liverpool			
Br ship	Titania	879	T. W. Selby		Westminster	London			

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	360,300	\$	9,000 April 2	50s
Chil bark	India	933	Funko	Feb 1	Moodyville	Valparaiso	751,386		8,318 April 20	63s
Br bark	Nineveh	1174	Broadfoot	Feb 28	Vancouver	Sydney	855,352		9,335 April 21	owners ac
Br bark	915	Kain	Mar 21	Vancouver	Arica	B	741,000		6,000 July 5	58s
Am bkt	Catharine Sudden	328	Thompson	Mar 31	Moodyville	Pientsin	427,539		5,177 June 19	71s 6d
Am ship	Geo F Manson	1353	Crack	May 11	Moodyville	Sydney	868,151		9,752 Aug 5	58s
Br ss	Eton	1746	Newcomb	May 15	Moodyville	Port Pirie	1,765,711		15,891 June 26	Private
Am sch	Olga	478	Atwood	May 22	Moodyville	Shanghai	531,133		5,970 Aug 7	65s
Am sch	Golden Shore	961	Henderson	June 3	Moodyville	Sydney	739,658		8,063 Aug 7	58s
Br ship	Forest King	1692	Morris	June 3	Vancouver	Callao	1,521,816		11,224 Sept. 1	47s 6d
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	899,132		5,276 Sept 22	60s
Am bark	Spartan	719	Anderson	June 11	Vancouver	Melbourne	502,000		8,365 Aug 27	62s 6d
Am bark	Hesper	661	Sodergren	July 1	Moodyville	Shanghai	688,511		8,892 Oct. 2	47s 6d
Swed bark	Sven	603	Afzelius	July 5	Vancouver	Callao	438,885		1,709	65s 9d
Am ship	Great Admiral	1497	Howell	July 18	Vancouver	Melbourne	919,789		8,716 Oct. 2	65s 9d
Chil bark	Luisa Marta	715	Meyer	July 19	Westminster	Sydney	600,323		5,596 Oct. 9	52s 6d
Chil bark	Leonor	801	Harken	July 22	Westminster	Melbourne	564,527		5,705 Oct. 6	60s
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	688,879		6,000 Oct. 6	62s 6d
Br ship	Duke of Abercorn	1096	McDougall	July 29	Vancouver	Adelaide	545,619		6,917 Oct. 10	47s 6d
Ger bark	Cassandra	733	Stehr	July 31	Vancouver	Iquiqui	763,413		8,130 Oct. 27	60s
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Melbourne	763,413		9,631	owners ac
Chil bark	Antonietta	995	Stack	Aug 8	Moodyville	Valparaiso	613,211		6,516	50s
Br bark	Ordovic	825	Austin	Aug 9	Vancouver	Callao	613,300		6,516	owners ac
Chil ship	Hindostan	1543	Welsh	Aug 11	Moodyville	Valparaiso	1,200,419		11,899	50s
Br bark	H B Cann	1299	Footo	Aug 21	Moodyville	Sydney	1,041,172		12,211	50s
Nor ship	Suga	1113	Aftedahl	Sept. 3	Moodyville	Sydney	490,251		8,777	50s
Nor bark	Lotos	718	Salvesen	Sept. 25	Vancouver	Adelaide	523,821		5,075	65s
Per bark	Pisagua	980	Benvenuto	Oct 10	Moodyville	Pisagua	A 483,583		4,618	owners ac
Am bark	Nowsboy	559	Johnson	Oct 1	Westminster	Sydney	V 2,013,269		18,329	Private.
Nor ss	H. W. Jarlsberg	1938	Hague	Sept. 20	Moodyville	Port Pirie	X 909,563		8,187	52s 6d
Chil ship	Ena Luisa	1180	Beascoe	Oct. 9	Moodyville	Valparaiso	Z 300,031		2,838	57s 6d
Br bark	Alfred Hawley	412	Mowellyn	Oct. 2	Westminster	Port Pirie				62s 6d
Nor bark	Flora	743	Anderson		Vancouver	Melbourne				
Nor bark	Dominion	1256	Eriksen		Vancouver	M. A. or P. P.				50s
Am bkt	Willo R. Humo	632	Brigman		Vancouver	Callao				45s
Am ship	Benj. Sewell	1361	Sewall		Vancouver	Valparaiso				44s
Am schr	Olga	478	Atwood		Moodyville	Sydney				owners ac
Chil ship	Atacama	1235			Moodyville	Valparaiso				

A Also 360,000 lbs. B Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 105,000 feet ties. C-Composed of 387,871 feet rough lumber, 39,663 feet dressed lumber, and 587 bundles laths. D- Composed of 24,335 feet dressed and 841,799 feet rough also 22,916 feet pickets and 231,210 feet laths. E Also 2,575 bundles laths. F-Composed of 1,114,286 feet rough, 59,560 feet t & g flooring, 21,000 feet box shooks, 6,000 boxes. G-Also 1,078 bundles pickets, 1,416 bundles laths. H-Also 1,715 bundles pickets, and 2,091 bundles laths. I-Also 68,078 feet t & g floor ing. J-47,629 feet is on deck. K Of which 78,615 feet is on deck ; also 11,925 feet pickets and 2,091 bundles laths. L-Also 3,500 bundles laths. M Also 1,033 bundles laths and 463 bundles pickets ; deck load 72,632 feet. N-Also 30,411 feet dressed, 2,188 bundles pickets and 1,131 bundles laths. O Comprising 182,628 feet t & g flooring. P-Also 2,500 bundles laths and 8,879 bundles pickets, deck load 76,779 feet. Q-Also 139,161 t & g flooring, 1,129 bundles laths and 47 spars, deck load 41,912 feet. R Composed of 481,996 feet rough and 125,304 feet floor ing ; deck load 53,729 feet rough. S-Also 2,001 bundles laths, deck load 106,197 feet. T-Also 2,138 bundles staves and 1,131 bundles laths ; deck load 111,437 feet rough. U-Deck load 245,866 feet ; sailed from Nanaimo Sept. 21. W Also 712 bds laths and 1,463 bds pickets. X-Also 315 bds laths and 1,780 bds pickets. Y-Also 21,757 feet pick ets and 56,000 feet lath. Z-Deck load 32,366 feet rough. AA-Also 148,000 feet rough.

SHIPPING INTELLIGENCE.

The British bark *Rothsay Bay*, is expected to finish loading salmon at the Fraser River on Friday.

The bark *Zebina Goredy*, on the way way from Hong Kong, is under charter to load for the West Coast, S. A.

The Chilean ship *Atacama*, 1235 tons, Capt. Cabaleiro, from Valparaiso, Sept. 13, arrived at Moodyville Nov. 8, 56 days out, to load on owner's account.

The German bark *Woosung*, 745 tons, Capt. Rubarth, from Honolulu Oct. 17, arrived in Royal Roads Nov. 7 for orders. She is chartered to load lumber at Seattle.

The British ship *Titania*, 879 tons, Capt. T. W. Selby, arrived Nov. 7, making the passage from the channel in 108 days.

British bark *Hawthornbank*, 1,288 tons, Capt. Porter, from Sourabaya Aug. 3, arrived at Port Angeles Nov. 8, bound for Vancouver.

The British ss. *Sussex*, 1620 tons, Capt. Holt, arrived from the Orient last week. She had 100 tons of freight for Victoria, consisting principally of merchandise for loading Chinese firms; also 55 Chinese passengers for this port. She also brought 2,000 mats of Hong Kong refinery sugar for Puget Sound ports. She is due here on the return voyage about the 14th inst., when she will sail for Yokohama and Hong Kong. F. C. Davidge & Co. agents.

FREIGHTS.

Lumber freights are weak and almost nominal, as the business offering is practically nil. Quotations are as follows: From Burrard Inlet or Puget Sound to Sydney, 41s; Melbourne, Adelaide or Port Pirie, 52s. 6d.; Valparaiso, 45s.; Cork for orders, 70s.; China and Japan quotations are nominal. Grain freights from San Francisco to the United Kingdom were last quoted for 35s 9d for iron vessels. With the advance in the price of wheat, owners of spot vessels have had to give way, in order to induce business. Coal freights: Nanaimo or Departure Bay to San Francisco, \$2.50; from Puget Sound to San Francisco, \$2.25 per ton.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	City of Carlisle	823	Kendall	June 13	C Liverpool	Victoria	R. P. Rithet & Co. (Limited)	150
Br bark	Glenbervie	800	Groundwater	August 19	A London	Victoria	R. P. Rithet & Co. (Limited)	83
Br bark	Lizzie Bell	1036	Adam	Sept. 28	A Liverpool	Victoria	R. P. Rithet & Co. (Limited)	43
Br bark	Argyleshire	1208	Lefango	Sept. 15	I Glasgow	Victoria	Jas. Crawford and C. Gardiner Johnson	56
Chil bark	India	933	Funke	July 30	L Valparaiso	Moodyville	Moodyville Sawmill Company	103
Ger bark	Katinka	816	Kohler	August 21	M Rio Janeiro	Moodyville	Moodyville Sawmill Company	81
Am bark	Colorado	1036	Gibson	July 25	P New York	Chemainus	Victoria Lumber and Manufacturing Co	109
Port bark	Quiteria	355	Letto	July 5	P Rio Janeiro	Victoria	Victoria Lumber and Manufacturing Co	128
Br ss	Landana	985	Bales	September 3	Liverpool	Victoria	Victoria Lumber and Manufacturing Co	19
Nor bark	Czar	1314	Ch'stopherson	July 1	T Cardiff	Vancouver	Victoria Lumber and Manufacturing Co	132
Br ship	Aristomeno	1750	Jones	Sept. 20	Java	Vancouver	Victoria Lumber and Manufacturing Co	45
Br bark	British India	1199	Lines	Sept. 20	Samarang	Vancouver	Victoria Lumber and Manufacturing Co	45
Br ship	Mount Carmel	1536	Livingstone	November	Java	Vancouver	Victoria Lumber and Manufacturing Co	45
Br bark	Ariadne	1167	Croot	November	B London	Victoria	Robt. Ward & Co.	64
Nor ship	Morning Light	1316	Johansen	Sept. 7	O Melbourne	Vancouver	Robt. Ward & Co.	64
Nor ship	Orion	1234	Westrup	Sept. 18	K Port Pirie	Vancouver	Robt. Ward & Co.	64
Br bark	Nineveh	1174	Broadfoot	Sept. 18	U Shanghai	Vancouver	Robt. Ward & Co.	53
Br bark	Zebina Goudey	1088	Manning	Sept. 19	Q Hong Kong	Royal Roads	Robt. Ward & Co.	52
Br ship	Thermopye	918	Wilson	Sept. 19	Bangkok	Victoria	Victoria Rice Mills	52
Br bark	Irvine	663	Jones	Oct. 22	Liverpool	Victoria	Victoria Rice Mills	19
Br ship	Celeste Burrill	1764	Haynes	Sept. 14	Rio Janeiro	Royal Roads	Victoria Rice Mills	57
Br ss	Zumbesi	1560	Edwards	Oct 17	Hong Kong	Victoria	F. C. Davidge & Co	24
Br ss	Empress of China	3003	Tillett	Nov. 10	Hong Kong	Vancouver	Canadian Pacific Railway Company	24
Br bark	Banfishiro	891			E Liverpool	Vancouver	Bell-Irving & Paterson	

To sail in November with general cargo for Victoria direct. C—Spoken July 15 lat. 11 N., long. 25 W.; July 31, lat. 16.30 S., long. 32.58 W. chartered by Robt. Ward & Co. for a return cargo of salmon and naval stores, etc., to London. K—Chartered to load lumber at Burrard Inlet for Melbourne wharf at 5 1/2 Gd. O—Coming in ballast under charter to load for M., A. or P. P., at 60s., option Sydney 50s. I—Passed Holyhead September 17. L—Via Melnica to load a return cargo to Valparaiso on owners' account. M—Via Iquiqui, chartered for M., A. or P. P., rate 62s 6d, option Sydney 52s 6d. P—Sept. 18, put into Bahia leaking in upper works. Cargo of blacksmiths' coal for San Francisco, thence to load lumber. T—Via Rio Janeiro, chartered for M., A. or P. P., at 57s 6d, option Sydney 47s 6d. A—Spoken Oct. 8, lat. 40 N. long 10 W. U—To load for Sydney on owner's account. E—To sail about the end of November. Q—Chartered to load lumber for the West Coast S. A.

MANIFEST,

British ship Titania, 579 tons, Capt. T. W. Selby, sailed from London July 16 for Victoria, Vancouver and New Westminster, Hudson's Bay Co. and Bell-irving & Paterson, consignees.

3 pkgs, H Carmichael; 1 cs, Staff Surgeon; 1 target, 4 loose poles, 1 cs axiaw, 10 bags shot, 1 cs implements, 1 cs spanners II, 1 cs tools, 1 cs extractors, 1 cs ord 9 p Nordf, 5 cs fittings, 1 cs ord, 3 cs OB pads, 1 cs, 8 loose and 109 loose shot, 48 loose shot in bags, 1 cs brushes, Naval store-keeper; 1 cs furniture, 1 ck glassware, Findlay, Durham & Brodie; 20 cs whiskey, Fell & Co; 2 csks and 8 kegs paint, Capt I P Jones; 30 cs wine, 2 cs, Rear Admiral Hotham; 1 box apparel, Capt EP Jones; 7 csks, Dixi H Ross & Co; 1 cs piano, H I. Salmon, 3 cs wine, Admiral Hotham; 1 cs implements, J H Evans; 8 pkgs wine, gunroom H M S Warspite; 150 cs brandy, Boucherat & Co; 1 csk china, P O'Reilly; 250 cs gin, Boucherat & Co; 2,000 zinc slabs, 197 iron steel bars, 5 pkgs, 20 plates, 2 csks paint, 98 csks oil, 3 pkgs cordage, 2 pkgs coal bags, 7 csks stores, 25 bales do, 4 csks do, 1 pkg zinc, 42 bales oakum, 32 coils fenders, 8 pkgs buoy iron, 1 cs gear, 900 wedges, 30 pieces board, Naval storekeeper; 1 cs effects, Findlay, Durham & Brodie; 2 cs effects, H Chapman; 70 cs bottled beer, order; 32 bales muleum, Sehl-Hastie-Erskine Co; 24 bales muleum, Weiler Bros; 72 cs stores, Cowan & Wilson; 26 cs wine, order; 275 cs glass, order; 12 bbls oil, order; 1 cs effects, H Goward; 21 drums glycerine, order; 1 cs, Cannon Paddon; 1 parcel, Mrs I Cox; 6 cs drugs, 1 kilderkin do, 7 cs sundries, 1 parcel shears, 5 bales clothing, 1 filled glasses, etc, Staff Surgeon, H M Government; 50 cs brandy, A B Gray &

Co; 1 cs effects, I W L Alexander; 300 cs, Geneva, Boucherat & Co; 6 cs, 100 cs beer, Turner, Beeton & Co; 2 crates earthen ware, Geo Powell & Co; 1 crate earthen ware, R A Brown & Co; 2 crates earthen ware, Russell, McDonald & Co; 5 pkgs gear, 1 pkg bolts, 131 iron bars, 3 steel sheets, 33 pkgs cordage, 6 barrows, 3 buoys, 8 stoves, 14 csks, 13 cs, 1 bale, 8 pkgs shovels, 2 anvils, 2 coils rope, 2 rolls lead zinc, 40 bars, 5 pkgs suckers, 1 pkg tongues, 800 baskets, Naval storekeeper; 5 cs effects, Rev C Haonson; 90 cs and 50 baskets wine, Boucherat & Co; 10 cs whiskey, order; 2 cs, wardrobe officers; 10 cs, P O'Reilly; 835 bags coal, Robert Ward & Co;

VANCOUVER CITY.

421 pkgs Crosse & Blackwell's goods, Oppenheimer Bros; 18 cs furniture, J W B; 70 cs whiskey, order; 50 cs ale, Bell-irving & Paterson; 80 cs beer, Baker Bros & Co; 195 pkgs Mackinochie Bros' goods, 225 cs oilman's stores, Oppenheimer Bros; 10 cs whiskey, order; 25 tons coal, order; 10 cs whiskey, Bell-irving & Paterson; 50 cs lime juice, 100 cs beer, 20 cs whiskey, Bell-irving & Paterson; 5,040 bags salt, Oppenheimer Bros; 54 pkgs, order; 25 bbls oil, Thos. Dunn & Co; 830 packages, 4,537 pipes and junctions, Bell-irving & Paterson; 190 cs glass, 365 cs do, Thos. Dunn & Co; 125 cs spirits, 1 cs show cards, Baker Bros & Co;

NEW WESTMINSTER.

1 cs effects, Bovell Banngarter; 3 cs effects, order; 9 pkgs lead pipe, 7 ingots tin, 6 bbls tubes, order; 224 lengths pipe, 542 bars iron, 36 bbls iron, 2 cs steel, Reid & Currie; 50 bbls oil, 3 chains, H T Read & Co; 17 cs iron, 7 ingots tin, 2 pigs lead, order; 6 cs marble, Henderson; 10 cs whiskey, 20 cs whiskey, 61 cs lime juice,

etc, 60 cs beer and brandy, 2 qr cks brandy, 1,975 pkgs, 2,883 earthen ware pipes, Bell-irving & Paterson.

BUSINESS CHANGES.

Chas. Inkman is building a new hotel at Agassiz.

J.S. Stannard & Co., dry goods, Nanaimo, advertise selling out.

Spence & Co. expect to issue the first number of their B. C. guide to-day.

B. S. Tompkins, fruits, tobaccos and cigars, New Westminster, has sold out to J. Hicks.

W. E. Losee's shingle mill is to be erected at the back of Porter's wharf, at the foot Telegraph Street.

Fred Nelson and W. J. Johnson have purchased the Dominion Hotel, Kamloops, from Mrs. Nelson.

Hamber, Thyne & Henshaw, manufacturers' agents, have dissolved. Thyne & Henshaw continue.

C. C. Morrell has been appointed Assistant Commercial Agent of the United States at Vancouver.

W. C. Douglas, contractor, is opening a clothing business in the Doane block, Douglas street. Mr. Bethune, late of Fort William, will be manager.

C. A. Godson has opened in the commission business in this city, at 46 1/2 Yates street, representing Robt. Darling & Co., woollens, of Toronto; A. A. Allan & Co., hats, caps and furs, and H. P. Davies & Co., sporting goods, Toronto. The agencies of Robt. Darling & Co. and A. A. Allan & Co. have been transferred together with the goodwill of the same from P. F. Richardson.

*The Largest Factory of its Kind
in the Dominion.*

LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Super-
vision of the Inland Revenue Dept.
Mixed Pickles, Jams, Jellies
and Preserves

—PREPARED BY—

**Michel Lefebvre & Co
MONTREAL.**

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



REGISTERED TRADE MARK.

JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

ENGINES AND BOILERS

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

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

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

Estimates for Marine and Stationary Engines furnished on application.

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O. P. ST. JOHN, Manager.

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

OF PETERBOROUGH.

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

Mill Supplies always on hand.

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McLEAN & STEWART,

General -:- Outfitters

And Importers of

GENTLEMEN'S AND BOYS' CLOTHING

SCOTCH HOUSE,

41 FORT STREET, VICTORIA, B. C.

COLONIAL

METROPOLE

Headquarters of the Theatrical Profession.

31 & 33 JOHNSON ST., VICTORIA.

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

THOS. TUGWELL, PROPRIETOR.

THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Close to New Opera House, VANCOUVER,

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Propr

A. E. PLANTA & CO

REAL * ESTATE,

AND INSURANCE AGENTS,

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

—) AGENTS FOR (—

Commercial Union Assurance Co., of
London, England.

Equitable Life Insurance Society of New
York.

Accident Insurance Co. of North America.

—:- NEW GOODS —:-

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

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Real Estate, Financial and Life
Insurance Agents.

Commission - Brokers.

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Booksellers and Stationers

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—: AGENTS. —:

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C. B. LOCKHART & CO.

Funeral Directors * *

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ARCHITECT,

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Room 10, TURNER BLOCK,

VANCOUVER.

C. GARDINER JOHNSON

612 CORDOVA ST., VANCOUVER.

Forwarder and Commission Merchant,

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For Canadian Pacific Steamship Co.

CONVEYANCER, ETC.

AGENT FOR

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

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

CORRESPONDENCE SOLICITED.

P. O. Box 415.

Telephone 357

NOTICE.

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

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

Lloyd's, London, February, 1891.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 15,

Take effect at 8.00 a.m. on Tuesday, October 20th, 1891. Trains run on Pacific Standard Time.

STATIONS	GOING SOUTH HEAD UP		GOING NORTH HEAD DOWN	
	No. 1 Passenger Daily	No. 3 Passenger Saturdays Sundays	No. 2 Passenger Daily	No. 4 Passenger Saturdays Sundays
VICTORIA	Ar 12.24	Ar 5.58	De 8.00	De 2.30
RUSSELL'S Vic. W.	" 12.30	" 5.54	" 8.04	" 2.34
ESQUIMALT	" 11.45	" 5.49	" 8.14	" 2.44
GOLDSTREAM	" 10.50	" 5.44	" 8.30	" 3.00
SHAWINIGAN L'E	" 10.40	" 5.39	" 8.34	" 3.04
COBBLE HILL	" 10.27	" 5.34	" 8.44	" 3.14
MCPHERSON'S	" 10.17	" 5.29	" 8.57	" 3.23
KOKSILAH	" 10.12	" 5.24	" 9.07	" 3.33
DUNCANS	" 10.02	" 5.19	" 9.07	" 3.33
SOMENOS	" 9.56	" 5.14	" 10.12	" 4.44
CHEMAINUS	" 8.54	" 5.12	" 10.22	" 4.54
NANAIMO	De 8.54	" 5.11	" 10.48	" 5.16
WELLINGTON	De 8.10	" 5.10	Ar 11.50	" 6.14
WELLINGTON	De 8.10	" 5.10	Ar 12.14	Ar 6.20

On Saturdays and Sundays

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

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

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

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

Union Steamship Co

B. C., (LIMITED.)

HEAD OFFICE: VANCOUVER, B. C.

VANCOUVER-NANAIMO ROUTE.—

SS. CUTCH leaves Vancouver daily at 1:00 p. m., arriving at Nanaimo at 6 p. m. Leaves Nanaimo 7 a. m., daily, arriving at Vancouver 10:30 a. m.

VANCOUVER AND PORTLAND, (OR.)—

Carrying freight and passengers—SS. GRAND-HOLM (1,300 tons). This steamer makes fortnightly trips between Vancouver and Portland, via Victoria, Sound Ports and Astoria.

VANCOUVER AND LADNER'S LANDING—

SS. ELIZA EDWARDS will leave Union SS. Co's Wharf daily at 2:30 p. m., calling at Steveston and Way Landings. Leave Ladner's Landing at 7 a. m. for Steveston, Way Landings and Vancouver. Cargo received at Company's Wharf.

Ferry steamer plies at regular intervals between Vancouver and Moodyville from 7 a. m. to 6 p. m. Excursion steamers are always available at short notice.

William Webster, Manager.

Cable address: Union, Vancouver. P. O. Box 217.

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.

CANADIAN PACIFIC NAVIGATION CO.

(LIMITED.)

TIME TABLE No. 14.

Taking effect June 23, 1891.

Fraser River Route.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island, Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock. Sunday's steamer connects at New Westminster with C.P.R. train going east. For Plumper Pass Wednesday and Friday at 7 o'clock. For Moresby Island Friday at 7 o'clock.

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

Burrard Inlet Route.

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

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

Northern Route.

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

Barclay Sound Route.

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

Bute Inlet Route.

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

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

ROCK BAY SAWMILL

(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.

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VICTORIA

Lumber & Manufacturing

Company.

PROPRIETORS OF THE

CHEMAINUS SAW MILL

E. J. PALMER, Manager.

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Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON. Victoria Route.

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

STEAMSHIP CITY OF SEATTLE. Whatcom Route.

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

Snohomish River Route.

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

STEAMER EDITH.

Pt Townsend Mail Route.

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

For further information apply to

C. G. CHANDLER, G. F. & P. A., Tacoma, Wash. E. E. BLACKWOOD, Agt., 82 Gov't Street.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.
(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.
(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

	Daily Capacity	7,500 Barrels.
ROYAL—Montreal	2,500 Barrels	SEAFORTH—Seaforth, Ont. 500 Barre
GLENORA "	2,500 "	GODERICH—Goderich, Ont. 1,000 "
	WINNIPEG MILLS	1,500 Barrels.

STANDARD BRANDS:

OGILVIE'S HUNGARIAN, OGILVIE'S STRONG BAKERS

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—IMMENSE STOCK OF—

Furniture, Carpets, Linoleums, Crockery,
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HOUSE FURNISHING GOODS.

WHOLESALE AND RETAIL. CORRESPONDENCE SOLICITED.

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NANAIMO SAWMILL

Rough and Dressed Lumber,
Shingles, Laths and Pickets,
Doors, Windows and Blinds
Moulding, Turning, Scroll Sawing,
And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPR.

NANAIMO, B. C.