

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title on header taken from: /
Le titre de l'en-tête provient:

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments: /
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Vol. 1.

VICTORIA, B. C., TUESDAY, JUNE 23, 1891.

No. 15.

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.

GOWAN & WILSON

WHOLESALE GROCERS

—AND—

IMPORTERS

—OF—

California - and - Tropical

FRUITS.

—)o(—

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.

Dusseldorfer, 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., 348 Water St.,
NELSON, B. C. VANCOUVER, B. C.
Vancouver P. O. Box 726.

TURNER, BEETON & CO

Commission Merchants

—AND—

Importers

—

H. C. Beeton & Co., 83 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. Farror,	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. STANGEL, Inspector.

Branches and Agencies in Canada.

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

Agents in the United States.

NEW YORK—H. Stikeman and F. Brownfield, Agents.
SAN FRANCISCO—W. Lawson and J. C. Welsh, Agents.
LONDON BANKERS—The Bank of England; Messrs. Glyn & Co.
FOREIGN AGENTS—Liverpool—Bank of Liverpool. Scotland—National Bank of Scotland, (Limited) and branches. Ireland—Provincial Bank of Ireland (Ld) 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..... 0,000,000

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. H. Greenshields, Esq.
A. T. Paterson, Esq., W. C. McDonald, Esq.
ugh 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. HERDEN..... 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	Kingston, O
Bellefleur, O	Qubec, Q
Brantford, O	Regina, Ass'a
Brockville, O	Sarnia, O
Calgary, N.W.T.	London, O
Chatham, N.B.	Stratford, O
Chatham, O	Moncton, N.B.
Cornwall, O	St. John, N.B.
Goderich, O	New Westmin. St. Mary's, O
Guelph, O	ster, B.C.
Halifax, N.S.	Picton, O
	Toronto, O
	Vancouver, B.C.
	Victoria, B.C.
	Wallacburg, 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.B.A., the Merchants' National Bank. Boston, the Merchants' National Bank. Buffalo, Bank of Commerce in Buffalo. San Francisco, the Bank of British Columbia. Portland, Oregon, the Bank of British Columbia. Seattle and Tacoma, Wash., the Bank of British Columbia.

GARESCHÉ, 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, COEPEL & 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, 1862.

Capital Paid up..... (£200,000) \$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, Inventions
Exhibition, 1885, Pianosofores.
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. 86.

VICTORIA. - B. C.

THOMAS EARLE,
IMPORTER

—AND—

Wholesale Grocer.

—
AGENT FOR

ALERT BAY CANNING Co.
NIMPISH 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 Insurance Company of Liverpool,
The Royal Mail Steam Packet Company of London,
The British Columbia Canning Company (Limited) of London.

CANNERIES:

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

London Office:
43 to 46 Threadneedle Street.

AMES, HOLDEN & CO., MONTREAL.

THE

AMES, HOLDEN CO.

MANUFACTURERS

AND WHOLESALERS DEALERS IN

BOOTS & SHOES

41 LANGLEY STREET,

VICTORIA.

A. C. FLUMMERFELT, Victoria.

JAMES REDMOND, Winnipeg.

REPRESENTED BY
Welch & Co., San Francisco.

REPRESENTED BY
R. D. Welch & Co., Liverpool

R. P. RITHET & CO.,

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.

SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

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

ESTABLISHED 1864.

TELEPHONE NO. 55.

A. J. Langley.

T. M. Henderson.

J. N. 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 & GLAXTON,

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.

LANCLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

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.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, June 23.
VICTORIA.

There is very little change in the financial situation from that reported for the last few weeks. The banks appear to be determined to continue a strictly conservative policy, lending money only for legitimate trading purposes. Traders, in all lines, report collections fairly well, and altogether Victoria is to be congratulated on the comparatively healthy state of her trade.

FRUITS AND VEGETABLES.

The California fruit trade is brisk, the demand increasing weekly as the quality of the fruit improves. Rain during the past week is said to have had a very damaging effect on the quality of the local strawberry crop, and will lower prices. They are selling at 10@12¢ per lb. Some old potatoes are yet offered, but the stock is pretty well run out. New potatoes are quoted at 1½@1¾¢ per lb, cabbage, 2@2½¢; tomatoes, \$2 a box. Red onions are getting scarce at 1½¢ per lb; silver skins, 1½@2¢ per lb. California fruits are quoted as follows: Riverside oranges, \$3.25@3.75 per box; cherries, \$1.25@1.40; apricots, \$1.25@1.50; peaches, \$1.25@1.50, and Australian apples, \$2.25@2.50.

FLOUR AND FEED.

The rainy days, last week, made trade a little quiet, but the average for the week

came out very satisfactory. The Enderby brands of flour have slightly declined in price. The Victoria Roller flour Mills have now their Lion brand on the market, which is quoted at \$5.25. Columbia superfine X. is now being offered at \$4.40. California oatmeal advanced 5c during the past week. Quotations are.

Delta, Victoria mills.....	\$5 25 @ 0 00
Lion, " ".....	5 25 @ 0 00
Premier, Enderby mills.....	6 15 @ 0 00
XXX., " ".....	5 85 @ 0 00
XX., " ".....	5 25 @ 0 00
Manitoba Hungarian.....	6 50 @ 0 00
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
Columbia Superfine X.....	4 40 @ 0 00
Wheat, per ton.....	\$00 0 0 @ 45 00
Oats.....	43 00 @ 45 00
Oil cake meal.....	35 00 @ 40 00
Chop feed.....	37 50 @ 40 00
Shorts.....	28 00 @ 30 00
Bran.....	25 00 @ 28 00
Saanich oatmeal, per sack.....	0 00 @ 00 00
California oatmeal.....	4 65 @ 00 00
Rolled oats.....	0 00 @ 0 00
California rolled oats.....	5 25 @ 00 00
Tacoma rolled oats.....	5 00 @ 00 00
Coramcal.....	3 00 @ 3 25
Cracked corn.....	50 00 @ 55 00

SALMON.

Advices from London, June 2, "state that the demand continues unrestricted, and especially for high priced brands. It is hoped, however, that as the summer sets in the consumption will improve. Sales ex Brodick Bay were made at 20s 6d. The cargo, in regard to quality, was giving

satisfaction, particularly Fraser River brands." It is too early to get reliable reports from Alaska, or any definite information about the pack. Alaska futures are reported as having been sold C. I. F. ex ship London at 19s per case. Accounts from the Columbia River are improving, but the results of the July fishing must be ascertained, before the effect on the market can be known. On the Fraser River, preparations are well advanced for fishing, which will begin early next month. The canneries on the Skeena began fishing on the 15th June, the date allowed by law. Fishing, for Spring fish in the Naas River, commenced on the 11th June with a fair run of fish.

RICE.

Late advices state that the leading merchants are getting a corner on the rice crop in Japan, in the same way as they did last year. This will keep prices up on all grades of Japan rice this season. It is not expected, however that there will be any change in the local market. 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

LUMBER.

There is very little to say regarding the market. From causes before referred to the market continues dull, but the outlook is decidedly hopeful for the future. Nine vessels, aggregating 7,603 tons register, are at present loading at the export mills for foreign ports. Five vessels arrived

JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

ENGINES AND BOILERS

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

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

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

Estimates for Marine and Stationary Engines furnished on application.

P. O. Box 174. Telephone 368.

O. P. ST. JOHN, Manager.

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

OF PETERBOROUGH.

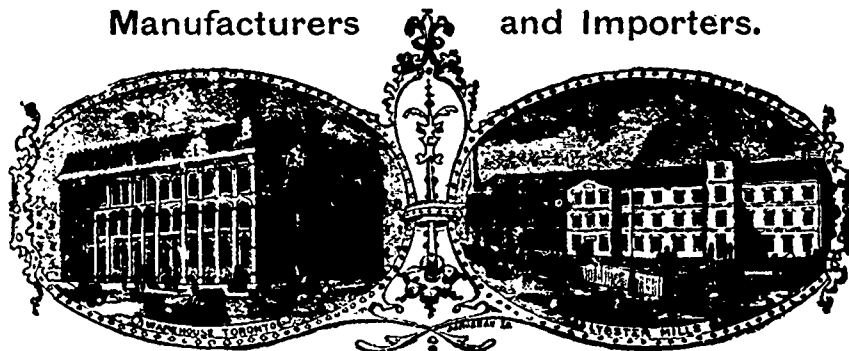
Saw : Mill : Shingle, : Planing : and : Mining : Machinery.

Mill Supplies always on hand.

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

GORDON, MACKAY & CO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

T. B. PEARSON & CO

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST, NEAR ORIENTAL HOTEL,

VICTORIA, . . B. C.

C. GARDINER JOHNSON

612 CORDOVA ST., VANCOUVER.

Forwarder and Commission Merchant,

Customs Broker for C. P. R. Co.

MARINE NOTARY

For Canadian Pacific Steamship Co. CONVEYANCER, ETC.

AGENT FOR

Henry & Albert Submarine Wrecking and Mining 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 416.

Telephone 357

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.

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.

last week under charter, but no clearances were made. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Timber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M ft. rough deck plank, average length, 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 ft, \$2. The local demand continues brisk, as building operations are being pushed forward during the summer season. The Rock Bay Sawmill 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.

Memorandum of association has been filed of "The Sidney Land and Improvement Co. (Limited Liability)," with a capital stock of \$100,000, divided into 400 shares at \$200 each. The promoters of the company are Julius Brethour, Thomas Norquay, Robert Irving, John White, William C. Haywood, John L. Stamford and A. L. Belyea.

BUSINESS CHANGES.

I. J. Johnston will open a restaurant and bakery at Steveston.

Whitley Bros., grocers, Vancouver, sold out to Chas. McLeod last Friday.

John W. Connor has disposed of the Golden Saloon, Golden, to a Mr. Miller.

James Falconer, lately from the east, has opened a boot and shoe store at Steveston.

Young & Bickle, grocers, Nanaimo, have dissolved. The business in future will be conducted by Young & Co.

Andrew Kipp, Chilliwack, has disposed of his harness and saddlery business to A. Robertson, of Perth county, Ont.

Joe Macdonald and Henry Fry, general storekeepers, Duncan's, B. C., have dissolved partnership. Joe Macdonald collects all debts.

C. E. Mallette, John Grant and Edgar Marvin have severed their connection with the Gate City Trust and Land Investment Company, of Port Angeles, Wash.

M. Carlin has bought out George Stark, Monarch Hotel, Field.

O. A. Gagnon, Nanaimo, has taken over the furniture business in Nanaimo, lately owned by J. Hoskins, jr.

Richardson & Horner, dry goods, Nanaimo, have dissolved. John Horner retires. The business will be continued by A. A. Richardson.

Dr. A. E. Verrinder, of San Francisco, has entered into partnership with his brother, Dr. R. F. Verrinder, under the firm name of Verrinder Bros., dentists and oral surgeons.

Richardson & Heathorn disposed of their interest in the West Bay Sawmill to Mrs. Wm. Heathorn, June 17th. Chris. Ewing is manager. The mill cuts 20,000 feet per day, and is running full time.

Mr. Howard Chapman is now the travelling representative for W. J. Pen-dray, proprietor of the British Columbia Soap Works.

A NEW WHOLESALE FIRM.

Messrs. Chas. P. Lowe and Thos. H. Alice are going to open in business about the middle of July as wholesale produce and commission merchants, making a speciality of California and tropical fruits, and the butter, eggs and cheese trade. Good lines are to be carried in stock, and consignments will be solicited.

The place of business will be at 75 and 77 Wharf street, for which a two years lease has been secured. The two stores afford a floor-room of 60x120 feet, and are particularly adapted for the handling of such perishable goods as fruit and produce. The warehouse is of brick, with stone basement and no entrance or light coming in at the rear, thus securing good cold storage.

The firm will start with a cash capital of \$7,500. They have also a good endorser, in the person of a leading Victoria capitalist, which gives them considerable strength. Goods will be sold to the trade only, as it is proposed to do a strictly wholesale business.

The members of the firm are well known to the trade of the Province, both having represented wholesale houses of this city on the road, during the past few years, and, although young, they have shown themselves to be men of push and enterprise. Mr. Lowe, the senior member of the firm, was employed in the warehouse of Mr. Simon Leiser for about three years, and since the first of January, he has had charge of the city trade of Messrs. Cowan & Wilson, wholesale grocers.

Mr. Alice, the junior partner, entered the employ of Messrs. J. H. Todd & Son some three years ago in the capacity of porter, and worked his way up to being their traveller, which position he resigned a year ago to enter the employ of Cowan & Wilson, and has since been their outside representative.

VICTORIA DRUG TRADE.

The manufactured preparations of the wholesale drug house of Langley & Co., Victoria have been meeting with an ever increasing demand since their manufacture was commenced some thirty years ago. This has necessitated the building of a two-storey addition at the rear of the present warehouse: the upper story of which is used wholly as a laboratory, and is supplied with all modern conveniences for manufacturing pharmaceutical preparations and specialties. The first floor and basement afford increased storage for the large stocks of heavy chemicals used in this department. Three chemists are constantly employed in the laboratory work. Side windows and a large skylight give free access to all the light required, and make the room a most cheerful one to work in—an important feature for persons thus employed. Langley's emulsion of cod liver oil has been prepared for some years and the increased success already attained has warranted better machinery. An improved pneumatic emulsifier has been imported. It is the most complete machine manufactured, and is pronounced by the leading chemists of New York and Philadelphia to be unequalled. It is operated on the pneumatic principle,

which surpasses anything in its line heretofore invented. By means of an air tube through the agitator stem at every stroke up the air is admitted to the bottom of the cylinder, and at the down stroke a valve is closed, thereby forcing the air out through the liquid, and forming a perfect emulsion in a few minutes. Langley's Balsam of Linseed, Langley's Sarsaparilla and Cooke's Balsam of Honey have also become popular and command a large sale.

NEW POST-OFFICES.

Balfour, at the outlet of Kootenay Lake, 20 miles west of Nelson, W. J. Saunders, postmaster; to open July 1st.

Trail Creek, on the Columbia River, 28 miles south of Nelson, W. R. Poulton, postmaster; to open July 1st.

Robson, the terminus of the Columbia & Kootenay Railway on the Columbia River, three miles north of the present Sproat's Landing; to open July 1st.

Departure Bay, near Nanaimo, James Harper, postmaster; may open on the 1st July, and not later than August 1st.

The following offices have been authorized by the government, and will be opened as soon as arrangements can be made by Mr. Fletcher, the Postoffice Inspector:

Westham Island, on the Fraser River, New Westminster and Victoria route; service semi-weekly.

Valdez Island, on the Victoria and Port Simpson route; service fortnightly in summer, monthly in winter.

Deroche, on the line of the C. P. R.; daily service.

Shortreed, 13 miles from Langley; service semi-weekly.

Squamish, on Howe Sound; service fortnightly from Vancouver.

French Creek, four miles from Parksville, Nanaimo district; service weekly.

Pender Island, on the Victoria and New Westminster steamer route, Washington Grimmer, postmaster; service semi-weekly.

MEAT CANNING PROFITS.

It is estimated by those in a position to know that the meat put in cans by the Chicago canners last year did not cost them one cent, says the *Texas Live Stock Journal*. In other words, it is estimated that the hides, tallow and offal, including the choicest pieces, such as loins, briskets, etc., brought enough to pay the cost of the animal including expense of slaughtering. This is a wonderful statement, but it is no doubt true.

There is but one market for half fat scrub cattle, and there is but one class of buyers that can handle this kind of stuff; these are the canners. They claim they can't afford to pay big prices; in fact, there is no necessity for it; they have no competition, and can therefore dictate prices.

The foreign demand for canned beef has been good during the past year, consequently the stocks on hand have been pretty well sold out at prices that have no doubt made handsome profit to the manufacturers.

LUMBER NOTES.

A scow load of lumber, on an average, arrives each day at Steveston.

Ward's shingle mill on the North Arm is at present doing a rushing business, and as the firm make a speciality of shingles only, they are rapidly becoming known all over the Province for the excellence of their product.

The new mill at Chemainus, the property of the Victoria Lumbering and Manufacturing Co., started work last week. The machinery used is of the latest and most improved pattern, and capable of cutting 250,000 per day when running at full blast.

VANCOUVER SEALING FLEET.

Hesperus, schooner, 20 tons, Capt. McInnis, crew of two men, to take on Indian hunters; owners, Dr. McAlpine and Capt. McInnis; cleared March 21st.

C. D. Rand, schooner, 52 tons, Capt. Alcock, crew 23 men, of whom 5 are hunters; owned by the Burrard Inlet Sealing and Trading Co. of Vancouver; cleared April 30th.

Beatrice, schooner, 40 tons, Capt. Moos, crew of 19 men, 5 of whom are hunters; owned by C. G. Doering, B. W. and Hans Helgesen, of Vancouver; cleared May 2nd.

Eliza Edwards, steam schooner, 37 tons, Capt. McKenzie, crew of 15 men, 4 of whom are hunters; owned by the Pacific Traders and Navigation Co., of Vancouver, Chas. Edwards, president; cleared June 4.

Vancouver Belle, schooner, 73 tons, Capt. Copp, crew of 27 men, 7 of whom are hunters; owned by the Vancouver Shipbuilding, Sealing and Trading Co., of Vancouver; cleared June 9th.

THE COMMERCIAL TRAVELLERS' ASSOCIATION.

The Commercial Travellers' Association of Canada held its half-yearly meeting in the Public Library building, Toronto, a few days ago. Mr. John Burns, the president, occupied the chair. The secretary, Mr. James Sargent, presented a report showing the membership to be 3,000, and the balance on hand \$190,000. The most important feature of the evening was the presentation to ex-President A. A. Allen of a life size portrait of himself and a gold watch and chain. The president made the presentation in a felicitous speech, and he was followed by Messrs. Fred Birks, past president of the Montreal Travellers' Association, and these past presidents of the C.T.A. of Canada: Warring Kennedy, James Patterson, James C. Black, who all made a few suitable remarks. Messrs. William McCabe, H. Symons, W. G. Reid, of Hamilton; C. C. Van Norman, E. Fielding and J. J. Alworth were also speakers. Mr. Allen who has been a member of the association for 11 years, thanked the donors briefly. The business of the meeting concluded with a resolution to send a telegram of condolence to Lady Macdonald expressive of the profound sympathy of the association with her in the death of Sir John Macdonald.

COMMERCIAL SUMMARY.

The forest area of the United States is estimated at 481,764,598 acres.

The Jencke Machine Company of Sherbrooke contemplates removing to Kingston.

The Powers are to be asked to act in concert in the matter of the emigration of the Jews to Palestine.

The Hebrew bankers in Berlin have given notice to their agents and customers that Russian securities will no longer be dealt in by them.

The Bank of British Columbia gives notice that it has made arrangements to have its notes redeemed at par throughout the Dominion.

The mineral production in Canada in 1890 reached the value of \$19,000,000. Of the metals nickel was the most valuable, yielding \$1,230,000.

Notice is given in the Quebec *Official Gazette* of the liquidation of the Eastern Townships Mutual Fire Insurance Company, and the policy holders are notified that all policies will cease to be in force on June 30.

At a bankers' meeting held in London recently, it was decided that it is no longer operative to fix the minimum rate of discount, but that it will be expedient in future times of difficulty jointly to assist the Bank of England to maintain its reserve of bullion.

Soongen, special U. S. treasury agent, reports that he has made an extended tour of the Northwest and found great quantities of foreign goods being continually smuggled across the country. He declares some revenue agents wholly inadequate to the duties devolving upon them.

Crop reports received from all parts of Ontario state that in districts visited by the recent heavy rains the crops have a much more promising look. The hay crop will be a failure, but an average is expected from fall wheat, while spring grains will, with the recurrence of regular rains, return a good average crop.

For the past three years E. B. Biggar, of Montreal, has been gathering anecdotes and facts relating to Sir John Macdonald, and the result is an anecdotal life of Sir John, which will be issued in a short time. Before going to press Mr. Biggar will be glad to receive any authentic anecdotes or reminiscences on the subject that have not yet appeared in print.

The St. Paul *Pioneer Press*, of June 13th, has this significant item in its railway news column: President Oakes, of the Northern Pacific, said to a reporter to-day: "I wish you would state that a contract for through freight and passenger business has been agreed upon between the Northern Pacific and the Canadian Pacific except on one point, and that question is under consideration by the Canadian Pacific now. Of course, if the Canadian Pacific has made arrangements with the Bellingham Bay Road, that settles the question, and nothing more can be done. I saw a statement that we had refused to make any arrangement for through traffic. This is not the fact. We shall be only too glad to make such an arrangement."

It is not improbable that a revolution will shortly break out in Guatemala.

The leading retail merchants tailors of Montreal are sending buyers to England.

Welch & Blackford, diamond merchants and jewellers, Toronto, have assigned with heavy liabilities.

Canada carried off the largest number of awards at the Jamaica exhibition outside of Jamaica herself.

Fenerheerd, May & Co., wine merchants London, Eng., which concern is the outgrowth of an old Oporto firm, have failed with liabilities amounting to £250,000.

The Stadacona Silver-Copper Mining Co., limited liability, is the name of the company who have organized for the purpose of developing the Grizzly Bear mine, an extension of the famous Silver King. The trustees are P. C. Dunlevy, C. T. Dupont, John Grant, John Irving and C. D. Rand. The head office is in Victoria. One-half interest in the property is retained by Mr. C. E. Boss of Spokane.

Of the Columbia River salmon pack, the *Astorian* says: The slack catch continues, not alone on the lower Columbia is scarcity of fish reported, but also in the middle Columbia. The fish wheels of the Cascade have no better luck than the seines further down, or the gillnetts and traps in this vicinity. A conservative estimate of the salmon pack of the Columbia River up to June 15 is 123,025 cases.

The railway committee of the Canadian House of Commons has passed the bill incorporating the Vancouver Dock and Shipbuilding Co., capital \$2,000,000, with some small amendment. The committee has also passed the bill authorizing the Victoria and North American railway company to run a steam ferry from the proposed terminus on the Straits of Fuca to a point on the United States opposite to connect with the United States railway system.

Information has been received at Montreal that the American government has fixed the cattle space on steamers at two feet six inches on deck, and two feet eight inches on other portions of the ships. The size of space allowed cattle exported from Montreal is two feet six inches, and the size will probably remain at that despite the protest of cattle exporters, who all along have agitated for two feet eight inches. No inspector has as yet been appointed by the government.

The importation of sheep from Washington and Oregon into British Columbia is assuming great proportions. Mr. R. L. Cawston, manager of the British Columbia Cattle Company, has just returned from across the line where he has purchased about 9,000 sheep for breeding purposes on the company's ranges in Okanagan. The sheep are to be driven overland, a distance of nearly 400 miles, and the journey is expected to take almost two months. The sheep are mostly high grade merinos, and are the first ever handled by the company, cattle having hitherto been their specialty. Mr. Cawston has gone up the line to Hope to superintend the transport of the first band of cattle to come over the Hope mountains this summer.

Montgomery, Woods & Co., Toronto, railway and mill supplies, have assigned; liabilities, \$9,000; nominal assets, \$14,000.

Toronto is to pass a by-law to raise \$300,000 for the building of a great union station in connection with the C. P. R. and Grand Trunk, and to improve the Esplanade.

Latest advices from Barclay Sound are to the effect that the newly located quicksilver mine is turning out a complete success. Iron has also been discovered of good quality and in large quantity, very close to the quicksilver.

Welch & Blackford, diamond merchants and jewellers, Toronto, have assigned. The liabilities are not known, but it is thought they will be large. One of the principal causes of the failure is alleged to be losses from theft by dishonest employees.

The population of British India, according to the census that was taken in February last, now runs up to 220,500,000, or an increase within ten years of 26,000,000. There is an additional population of 65,000,000 in those India states that are under feudatory rule subject to British influence, with British protection. The peasants, in some of the congested districts, are seeking new homes in regions where the population is less dense than it is in the provinces of Bengal and Oude. Mr. Gibson says that in the single province of Bengal, which has an area only one-twenty-third as large as that of the United States, the population is 9,000,000 more than that of the American republic, though Bengal is almost wholly agricultural, and has scarcely any manufacturing centres. In that province, there are 715 persons to every square mile of cultivatable land.

BRITISH COLUMBIA FRUIT.

In the Northwest, British Columbia fruit is eagerly inquired for in the markets. The New Westminster fruit merchants daily send away large shipments of fruits to points on the line of the C.P.R., and in spite of heavy freight charges the traffic is steadily on the increase.

Westminster beats the world as a fruit producing district. A *Ledger* reporter was recently shown some strawberries that measured over 2½ inches across, weighing each about four ounces. Subsequently the *Ledger* was presented by Mr. George Meade with six boxes of magnificent strawberries, huge, ripe, rosy and luscious to the palate as the flavor of Persian sherbet. Some of the berries measured nearly four inches in circumference and the average was mammoth. In shape, no handsomer fruit ever graced the stands in the finest fruit show in the world, and every person who saw the strawberries involuntarily uttered exclamations of delighted surprise. These glorious products of the soil were grown at Mr. George Meade's ranch on the North Arm, and they reflect equal credit upon the bounteous soil, from which they sprung, and the careful skill which tended their growth and brought them to maturity. Mr. Meade may rest pretty confidently assured that the chances of his being surpassed in the strawberry department are very slim. His fruit undoubtedly holds the premium for size, beauty and flavor.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

D. M. CARLEY EDITOR.

L. G. HENDERSON . . BUSINESS MANAGER.

Office—No. 77 Johnston Street.

VICTORIA, TUESDAY, JUNE 23, 1891.

THE FINANCIAL SITUATION.

For some months past, we have, in financial circles, been constantly confronted with reports of a hardening money market, and as this is a somewhat new sensation to Victoria merchants, who have in recent years been able to obtain all they required for the asking, it is well to consider one or two points in regard to the present aspect and probable future of the money market, in so far as we are concerned.

We have, in the first place, to acknowledge that during the last two years a very large amount of Victoria money has been invested in the various cities of Puget Sound with little chance of an adequate return at least for some time, and which must be regarded as temporarily locked up.

Further, large sums have this spring been expended in the purchase and fitting up of schooners for the sealing trade. The spring catch around the coast was next to nil, and the action of the Home Government in stopping sealing just as the schooners were about to enter Behring's Sea must be a severe blow and entail considerable loss to owners, for which no compensation they are likely to obtain can make up. Doubtless most of the schooners will make some catches, but the quantity of skins to be placed on the market this autumn must be very small, and owners will have to wait patiently until next year before they have a chance to recoup themselves for their outlay this season.

Baring Bros' difficulty though tided over with the assistance of the combined home banks, is another factor in the tightening of the money market which must affect us somewhat, seeing that the ramifications of this old firm extend to every quarter of the globe. In realizing the assets of this firm, the strain is not likely to be felt just yet. Many business houses can stand a pressure for a time, yet it may happen that the continued pressure may be more than many of their debtors will be able to stand against; but of this it is somewhat premature to speak.

On the other hand, our own position is one, which although requiring caution, we can afford to contemplate with cheerfulness. We have no undue competition in business; every commodity sold here leaves a good margin of profit to the merchant; the country is surely, though slowly, increasing in population. The amount of money being expended in building is simply a transfer of money

from the hands of one to the pockets of another, and if we escape any undue booming, or the sending of further sums for investment to the Sound cities, for the present, we have no cause to fear "tight" money.

All the banks in Victoria are in a strong position, and, although they must continue a conservative policy for some time to come, merchants are still likely to be able to obtain all the assistance they require for legitimate trading purposes.

CASH VERSUS CREDIT.

It will have been noticed by circulars issued by the officers of the Board of Trade, that they are endeavoring materially to increase the membership of that important institution. Boards of Trade and Chambers of Commerce, wherever established, have proved to be of material benefit. The memorials that from time to time have been forwarded to the Ottawa Government by the British Columbia Board of Trade have as a rule been attentively listened to, and in the majority of cases have had some results to a greater or less degree in the sense desired. The Boards, by their combined action, are not only in a position to exercise a useful influence upon legislation and administration but so to regulate matters among themselves as tradesmen, so as to prevent a friction and at the same time to augment their influence upon the conduct of commerce generally. For instance, there is the matter of a commercial travellers' tax, in the imposition of which Victoria stood almost alone. That has now been abrogated. Then, there is that vital question of terms of trade—whether or not there shall be as close an adherence as possible to the cash system, or a greater extension of credit. With respect to the latter consideration, there is something to be said on both sides. On the one hand, credit—not unlimited—enables a new beginner or a man of small means to do a much larger volume of trade than were he compelled to pay cash all the time. So far so good, particularly as the customers of the retail merchant have, by long practice, got far away from the good old rule of "pay down." In many communities, the ordinary consumer runs an account, and, if he makes any payment before the expiration of twelve months, so much the better for the trader, who has thus the opportunity of turning over his capital at least once more than is generally expected. But all this time the trader, while failing to obtain interest on his money from his debtor has not unfrequently to pay the banks or the money lenders for pecuniary accommodation, which item is a serious one, for the professional money lender makes no bones about cinching the unfortunate who gets into his toils, while the added anxiety of a borrower gives additional strain that frequently prevents him from being as free in his movements and calculations as he would be were there not the constant fear before him in regard to protecting his paper and to paying one hundred cents on the dollar. This is, supposing the merchant or the trader to be an honest man. But will the individual who has no scruples the credit system has the effect of fitting him out as a first-class commercial

pirate. It enables him like the shark, with out any very special exertion on his part, to throw himself upon his back, open his capacious jaws, and swallow the honest man, whether he be a debtor or a creditor. He is commissioned to steal. Financial ruination has no fears for him. After him the deluge, devil take the hindmost. Meantime his honest business antagonist is unable to meet him on even terms. He finds that by cheating his creditors, his rival is running a disastrous rig; but he can do nothing, and it is only when a collapse has taken place, and an audit of the unscrupulous man's accounts has been made that it is discovered how supremely dishonest has been the course of these unreliable credit men. But in the interval the dishonest man has driven to the wall the one who tried to deal with all parties fairly and squarely. And often for one reason or another the one who has been the least regardless of principle obtains the greatest amount of consideration from those to whom he is indebted, and that is because the system of business between the other parties has often, for obvious reasons, been not as creditable to either as it might have been. Special favors to a commercial vampire do not look particularly well when brought to light, and, therefore, it is not deemed desirable to give the debtor, bad as he may be, an opportunity of rounding up on his creditor. So far as practicable, the cash system is the true one. We say practicable, inasmuch as, for cogent reasons, it cannot always be insisted upon, still it is the line toward which the business men of the future must approach, and that as early as possible.

THAT SEALING FRAUD.

The flat has finally gone forth and Secretary Blaine has once more hoodwinked and outwitted the British Government. Canadian sealers, and, indeed, sealers of all nationalities are to be prevented from making their catches in Behring's Sea, and, if need be, driven out of its waters at the mouth of the cannon. That crime of which so much has been said—"seal poaching"—has been constituted by Act of Congress and by Act of Parliament, and British and American war vessels are being sent north to act in the capacity of game-keepers and policemen. Verily, the boasted navy of Great Britain is highly honored in being placed at the disposal of the Washington Government to enable it to protect the interests of a monopoly which it has created and so richly endowed. That flag which has so proudly braved a thousand years the battle and the breeze is now to be the blazon of a number of individuals who have been constituted as special constables. Were everything fair, square and above board there might not be so much to complain of; but designedly or otherwise it has been so arranged that not only shall the proteges of the American authorities be allowed to take 7,500 skins for the food of the hunters ordinarily employed by the American Company—a mere false pretence, as they have ample supplies of all kinds of fish food—but it has been timed so that the arrangement shall come into operation at

such a period of the year that the favored company shall have had ample opportunity to make its full catch before the arrival of the naval policemen. It has been said that the Canadian sealers whose business will have been thus destroyed will receive ample compensation, but how long will it take to secure it? Many of the parties concerned cannot afford to lie out of the money, and, as every one is aware, the circumlocutory processes of Governments are the most wonderful things known. The sealers may be paid, but when?

THE SUGAR QUESTION.

Advices from Ottawa indicate the strong probability that the existing duty will be taken off raw sugar, and that a tax sufficient to raise about two and a half million dollars will be placed on tea. To a duty upon tea—an article which it is impossible to raise in this country—there will doubtless be many objections; but, as the tax payers must see, it is only taking the burden from one shoulder and placing it on another. The tax is calculated to reach all classes and conditions and will, in fact, reach every one. The revenue derived from raw sugar, being about two and a half millions of dollars, is so important an item in the national receipts that it cannot be done without, while, on the other hand, something has to be done to place our sugar refineries in a position to compete with the Americans. The contemplated reduction is just as much a protective policy as was that of raising the tariff, as was done with the articles which Canada can produce, in order to prevent an outsider from destroying important industries. It may be said that to tax tea is grievously oppressing the poor man; but, if the Finance Minister makes the duty both specific and ad valorem, every one can be covered, and the individual who drinks the higher class teas will be made to pay in proportion. Moreover, the sugar refiners will be advantaged by the change, for they will be placed on a more equitable footing with the foreign producer, who otherwise would be able to drive the home refined product out of the market. In this connection should be remembered the significant words of the late Sir John Macdonald when replying to the contention that a policy of protection increased the cost of articles to the consumers, he said: "It undoubtedly does increase the cost of many articles to the consumer; but with protection the workingman has money to spend, which he would not have were it impossible for him to find employment on account of the market being filled with manufactures produced abroad. What avail is it to the masses how cheap goods may be if they are unemployed, and in consequence have no money to spend?"

THE BRITISH COLUMBIA PAPER MANUFACTURING CO. (LTD.)

It has been thought for some time that a paper mill was one of the manufactories that ought to be in operation in the Province of British Columbia, there being a large quantity of paper used, and at present the article has to be entirely imported. The necessity of a paper mill was felt by the city council of Victoria some

time ago, when they granted a bonus to Mr. Hewartson, if he would start a mill in the city; but after careful consideration by the promoters of the scheme it was found quite impracticable to do so in Victoria and make it pay, at least if any competition should arise. After comparing the different natural advantages of all the practical places in the province, the promoters came to the conclusion that Alberni was the place for the paper mill, and a site was in consequence purchased. This site for its many natural advantages can hardly be excelled. Situated at the first rapids on the Somass River, which flows into Barclay Sound, on the west coast of the Island, where a water fall of ten feet can be easily obtained, and in the centre of a finely wooded district, it commands a full supply of excellent water, suitable both for manufacturing purposes and for motive power. The wood in the district consists largely of white non-resinous sorts, which are best adapted for the manufacture of paper, which, when it is made, can be shipped direct to all parts of the province. Further, the superior advantages of Alberni may be seen from the fact that the paper can be manufactured \$35 per ton cheaper than at Victoria.

A company has been formed to take over the site and to manufacture all classes of paper as well as paper bags. Messrs. Joshua Davies, Wm. P. Sayward, Thos. Shotbolt, J. Stuart Yates, Wm. Hewartson and H. Carmichael are acting as provisional directors till a general meeting of the shareholders is held. The capital of the company is \$10,000, but it is understood that not more than \$30,000 of this will be offered to the public and a good many thousands have already been subscribed for. Messrs. Yates & Jay, solicitors for the company, and Mr. H. Carmichael are the persons to whom application must be made for shares. The shares have been placed at \$100, \$25 on allotment, \$25 in two months, \$25 in three months, and the balance when called for, each shareholder to be only liable for the face value of his shares.

The paper mills in the east and in California have done remarkably well, having given their shareholders handsome returns, and as this company propose to do a large export trade, it is only reasonable to expect that before long it will be one of the largest enterprises in the province. Enterprises of this description will develop the natural resources of British Columbia, inasmuch as they create real wealth, which directly or indirectly will benefit every resident of the province. The company is entitled to the good-will of all.

The *British Trade Journal*, of London Eng., says: "Now that the Government is about to negotiate, if possible, a number of new commercial treaties, we trust that those entrusted with the drawing up of their provisions will see that no licenses shall be required of British commercial travellers. No such restrictions are imposed upon foreign merchants travelling in Great Britain, and it is only fair, therefore, to ask other countries to abolish their system of fees and licenses. The best way to bring about this desirable result is to insert a clause on the subject in any commercial treaties which may henceforward be concluded."

PROVINCIAL TRADE NOTES.

The Kootenay Safe Deposit Company will be ready within a few days to do a general banking business at Nelson. Mr. Taylor, the manager, is from Kingston, Ontario, and was formerly the manager of the Vancouver branch of the Bank of British North America.

The Chemainus Sawmill is now running one side and cuts 120,000 feet per day. Preparations are being made for the export trade. The mill is being sided and extensive wharves are being constructed, which will afford adequate accommodation for the tonnage which the company expect to have loading shortly. The present heavy demand for building material in Victoria is partly supplied from this mill.

The Shawnigan Lake Sawmill, which shut down on the 12th for the purpose of putting in another engine, 18x24, and 16 ft by 60 inch tubular boiler and making other changes in the mill in the shape of additional machinery, will start up again on Thursday. This extra power will enable the mill to turn out three times its present capacity, making it 40,000 to 60,000 feet per day. The engine and boiler have been supplied by the William Hamilton Manufacturing Co., of Peterborough, and the machinery by the Albion Iron Works.

ELECTRICITY IN MINING.

Mr. J. S. Anderson, district agent for British Columbia of the Edison General Electric Co., informs THE COMMERCIAL JOURNAL that on behalf of his company he has just closed a contract with S. M. Robins, Esq., superintendent of the New Vancouver Coal Mining and Land Co. (Ltd), to place in the company's mine at Nanaimo an electric tramway light and power equipment, consisting of 2-30 h. p. and 1-15 h. p. Edison electric mining locomotives and one Edison combination, power, light and drill generator of 80 kilowatts capacity, the dynamo to be driven by a 130 h. p. Leonard Ball high speed automatic engine.

This plant entirely replaces the mule tramway now used, and will increase the hauling capacity threefold, and reduce considerably the running expenses of this branch of the work.

The generator has surplus power for the Edison percussion drills, coal cutters and lights, that are soon to be installed. The tramway will be in operation in 60 days, and will be the first electrical mining tramway on the coast.

Mr. Anderson also closed a contract with Mr. Alex. Shaw, proprietor of the Nanaimo electric light works, to install one Edison 500 light incandescent dynamo, identical with the one now in use there, completing a 3-wire system of 1,000 lights, and also two Edison arc machines, 1 for 39 lamps of 2,000 c. p. and 1 for 45 lamps of 1,200 c. p. capacity, for street and commercial lighting in the town. Mr. Shaw is rebuilding his station, and will have one of the finest equipments on the coast.

Ivy, Am. ship, 1181 tons, Capt. Lowell, sailed from Honolulu May 23rd for Royal Roads. She is due to load coal at the New Vancouver Coal Co's wharf, Nanaimo.

FINANCIAL.

Reports from the Atlantic Coast fail to show any marked improvement in the general financial situation there; on the contrary, in the past week, there seems to have been something of a relapse towards former distressing conditions. Vast sums of gold are being shipped away to Europe, and the drain, in all probability, will continue until after the export movement of the crop begins to show significant volume. General business east is very quiet. Speculation is at a low ebb; in fact every line of operations shows the effect of the scarcity of money. Failures have been frequent of late and for large amounts. Many old established merchandising concerns have been compelled to ask for extensions, and altogether commercial and financial affairs east have a very bad look.

On the Pacific Coast, money is abundant and seeks investment at moderate rates of interest. Commercial and speculative lines are not quiet for lack of funds. There is a momentary steadiness in trade, but it is the usual thing at this season, and the present quiet spell will, in all probability, be followed by one of the most active fall seasons we have had in many a year. We are making steady increases in the volume of trade from week to week over that for the corresponding weeks in last year. We have good cereal and orchard crops. We have an abundance of money now with more in immediate prospect, and altogether there is not an adverse indication anywhere for San Francisco and the Pacific Coast.—*San Francisco Herald of Trade.*

BARLEY AND MALT.

The imports of barley into Canada from the United States last year amounted to 12,217 bushels, of which 8,585 bushels went into Manitoba, and 2,562 into British Columbia. The imports of malt from the United States during the same year amounted to 41,728 bushels, of which 4,401 bushels went into Manitoba, and 39,942 bushels into British Columbia. The Canadian duty upon barley is fifteen cents per bushel and the same upon malt, while the American duty is thirty cents per bushel upon barley and forty-five cents upon malt. Ontario and Quebec are the only Provinces credited with exports of barley, and Ontario and British Columbia the only Provinces credited with exports of malt; the malt going from the latter Province amounting to only 279 bushels. It would seem from these facts that Manitoba has malting establishments, and that they found it profitable to import 8,585 bushels of barley from the United States for use in them, and that the brewers there found it profitable to purchase 4,401 bushels of malt from that country. The importation of barley into British Columbia amounting to only 2,562 bushels does not indicate the presence of malting establishments there, but the importation of 39,942 bushels of malt indicates the extent of the brewery interest. The malting interest, in Ontario, is a large one, but it suffers from both the American and Canadian tariffs. Under the McKinley Bill, the duty of forty-five cents per bushel amounts to a virtual pro-

hibition of exports to the United States, while, under the Canadian duty of only fifteen cents per bushel, American malt supplants the domestic article to a large extent both in Manitoba and British Columbia. The Canadian duty should be very much higher upon both barley and malt, particularly in view of the hostile legislation against these articles in the McKinley Bill. It should be the same as the American duty. If this were done, Canadian farmers would have exclusive control of the home market, now that they are driven out of the American market, and the Canadian maltsters would fully supply Canadian brewers instead of sharing their business with American maltsters as they now do. With these higher duties in Canada, the Canadian farmer would supply all the barley required in Canada for malting purposes, and instead of so much dependence being placed on American maltsters for supplies of malt, our domestic malting industry would be enlarged so as to supply the entire demand. This would be particularly desirable in British Columbia where there are no malting houses; the dependence there being upon California. The 40,000 bushels of malt now imported into our Pacific Province from California indicates a valuable industry that should exist on Canadian soil.—*Canadian Manufacturer.*

RAPID TRANSIT IN NEW YORK.

The plan finally chosen for rapid transit from one end of New York to the other will undoubtedly serve to give suggestions for other cities whose streets are so crowded that travel through them is a perpetual grievance and a risk to life and limb besides. The rapid transit commission in New York labored faithfully and conscientiously for months over the matter, and finally decided that a deep tunnel was the only solution.

The tunnel must be so deep below the surface as not to interfere with either sewers, cellars, gas mains or electric light and telegraph wires. In the thickly settled parts of the city, this would mean a tunnel from twenty to sixty feet underground, but with the improved machinery for boring by hydraulic pressure the digging of the tunnel will not be so serious a matter as it might appear.

The tunnel recommended will be twenty miles long, to extend from Yonkers to the Battery, trains making the distance in forty-five minutes. To afford needed facility for both express and way trains there would necessarily be either a two-story tunnel with double tracks, one above the other, or a single tunnel wide enough to allow four tracks to be laid. The estimated cost is 40,000,000. Passengers will enter and be discharged through elevators. One of the requirements is that the motor power shall be produced by some agency that will not require combustion, be it electricity or something else. In devising this motor, the great American inventors will have opportunity to make both money and glory. Where practicable, the tunnel will run under the blocks instead of under streets. One such tunnel as this will carry a million passengers a day, and that much carrying capacity is already required in New York.

CONDENSATION IN THE WHOLESALE DRY GOODS TRADE.

(Toronto Globe.)

There has been much discussion of late as to the future of the wholesale dry goods trade of Canada, the decay and removal of old and respected firms and the disappearance of some of comparatively recent origin makes the question apparently one of "the survival of the fittest." The disease has been epidemic in its character, carrying off old and young alike, an abnormal percentage of wholesale houses having gone out of business or come to grief during the last few years. Of those that remain, few indeed give evidence of having increased their trade or done a profitable business. Among the few prominent stands the firm of Gordon, Mackay & Co. Having the advantage of more than 40 years' experience, being possessed of ample capital and a well-earned reputation, synonymous of honor and integrity, this old house has pursued the even tenor of its way, undisturbed by the surging breakers of commercial strife, meeting all competition fairly and squarely and never coming out second in the fight.

It is interesting to note, when abundant efforts are being put forth for the increase of trade and the extension of business connections, how they are ever on the alert to take advantage of the exigencies of the times. They have already absorbed and assimilated several very large stocks and businesses, their last act of incorporation being the taking over of the stock and correction of Messrs. Bryce, McMunnich & Co., whose name is old and honored in the history of Toronto's wholesale dry goods trade.

A reporter was shown through the ample and well-appointed warehouse of Gordon, Mackay & Co., on the corner of Bay and Front streets yesterday, where preparations are being completed for the sale of the above-mentioned stock; and in these preparations is apparent one secret of this great firm's success. The genuine discounts, which are announced, seemed so very liberal to our representative that he was constrained to ask, "Could you not clear the stock without such enticing offers?" The reply was, "Such opportunities as the present frequently occur. Sometimes it is a manufacturer, sometimes a merchant, who desires to convert his stock into ready money. We always embrace a chance of this kind if we see there is any benefit in it for ourselves and our customers. We might, as you suggest, make a larger apparent profit, with just as quick a return, but we invariably share the advantages with our customers, and in that way profit indirectly to a yet greater extent. This makes them formidable competitors in any field, increases their business, and in a like ratio their purchasing powers."

No wonder, thought our reporter, that business is gravitating to such houses as this, and no matter what changes may take place in the wholesale dry goods trade the signs of the times indicate that Gordon, Mackay & Co. will each year secure a larger share, gaining steadily in importance and reputation, holding fast and increasing, if such be possible, the estimation in which they are held by the merchants of Canada.

BRITISH COLUMBIA.

Speaking of British Columbia as a field for settlement, the *Canada Gazette*, published in London, has the following interesting article :

No part of Canada has made more rapid strides than British Columbia, and the Provincial Government is acting wisely in bringing the advantages the province has to offer prominently before the British emigrant and capitalist, as it does in the pamphlet now before us. The strong and unanimous recommendation of the Colonization committee in favor of the province as a field for crofter colonization will also give to the information it contains a special interest, for there can be no doubt that the success of the proposed crofter colonies on Vancouver Island must do much to stimulate British connections with the province.

In the first place, it is interesting to note from the statistics presented the marked gradual development of the commerce of the province. This may be illustrated thus :

	Exports.	Imports.
1872	\$1,838,050	\$1,810,567
1875	2,777,235	2,661,206
1880	2,584,001	1,897,466
1885	3,172,331	5,006,546
1890	5,785,171	4,442,474

The growth of exports is fairly well distributed over the different items—the mine, fisheries, forest, animals and agriculture—though the fact that export of farm produce is represented by the petty total of \$410,000 for the last year for which returns are given, while the imports from the States alone of farm produce which might readily be grown in the province was \$462,941 in value, shows how much remains to be done in the development of the farming capabilities of the province.

These figures naturally lead to the query, what are the prospects for the British settler in the province? The pamphlet makes it clear to intending emigrants that they have in British Columbia the choice of two distinct kinds of agricultural employment—farming or clearing. If they wish to prosecute the former they must purchase land upon which sufficient improvements have been already put to enable them to get to work at once, and in this case it will be found generally that the best policy is to be content with a moderate sized farm, in a good neighborhood, at a relatively high price, rather than a much larger property at a lower figure without the same advantages of market. The alternative is to clear Crown lands for future sale, and that of course entails a life of isolation and hard labor for some years. In weighing the prospects of each, it must be remembered that in the remote districts of this province, which it must be borne in mind is one-third larger in area than the whole German Empire, the demand for farm produce is naturally at present very limited, while wherever there has been any tendency toward town population it greatly exceeds the supply. In all the cities of the coast, farm produce is very high in price, and large quantities of eggs, butter, vegetables and breadstuffs are imported. For the practical farmer, upon well-situated farm lands, there is, therefore, a practically unlimited local

market for all sorts of agricultural produce.

Speaking in general terms, it may be said that there are three areas of cultivated farming lands; the Vancouver Island districts, the Fraser districts and the interior district of Okanagan. The first include all lands lying within what may be called possible range of the Victoria and Nanaimo markets. Over 70,000 acres have been occupied in the immediate neighborhood of Victoria alone. That is to say, 70,000 have been considered worth purchase for agricultural purposes, and allowing 10,000 of this to be unfit for cultivation, there would still be 60,000 capable of producing crops. But of the 60,000 acres probably not more than 8,000 or 10,000 are cultivated, and of these a very small proportion can be considered to be highly cultivated. When a man can, besides making a good living, bring the value of his land up from £1 to £5 per acre to £30 or £40—which latter would certainly not be an excessive price for really highly worked farms—there is every inducement to careful cultivation. The circumstances which attend farming on the Fraser are similar in many respects to those of the island, but it may be said that, on the average, the land is better and less mixed in quality. The lands of the Delta have long been known as unexcelled for fertility of soil. Enormous crops of hay can be raised upon dyked lands with very little cultivation, and roots of all sorts grow to a size which is almost beyond belief. There are in New Westminster district alone about 200,000 acres of land upon which improvements have been put, and a very large proportion of these is capable of a high degree of cultivation. Another 500,000 acres may be added to the above for land situated within what are called the Municipalities, which are adjacent districts, each possessing its own local authorities, and controlling its own affairs. The chief markets are Vancouver and New Westminster, both cities growing at a rate which precludes the likelihood of any possible over supply of farm produce. As for the fertile and beautiful Okanagan district, it is now being placed within reach of a market by the new Shuswap and Okanagan railway and lake navigation. The railway, which joins the Canadian Pacific at Sicamous, will render accessible some 400,000 acres of excellent land; and as to the climate, it may be well to remind the emigrant that there is no part of the American continent which so nearly compares with the best climate of Motherland as British Columbia, though it is happily rare that a crop cannot be harvested in good condition, such a contingency having arisen only once in the last fifteen years.

For the *bona fide* British farmer, these three districts offer unexampled advantages, but the Province has also its attractions for the adventurous pioneer and cattle rancher. The work of the pioneer is described briefly as consisting in pre-empting, occupying and improving crown lands. Government land may be taken up by settlers in blocks of 160 acres per man, if west of the Cascade mountains, and 320 if east. It must be resided upon and improved; then, in four years, a title may be obtained on payment of one dollar (4s. 2d.) per acre. After a certain amount of improvement in

the way of clearing, fencing, draining, etc., has been made, and should the property be well situated, the pre-emption ranks as an improved farm and becomes a more or less valuable freehold. For ranching, the rolling hillsides of the eastern slope of the coast range and many similar lake lands, with their abundance of "bunch grass" could hardly be excelled.

The pamphlet also contains much valuable information respecting the minerals, timber resources and fisheries of the province. It is a pity, perhaps, that a good map was not added to elucidate the text.

THE WORLD'S OCEAN TONNAGE.

Some interesting figures are given in a recent report made by Mr. J. Stanley Mitcalfe, of Newcastle-on-Tyne, a well-known authority in shipping statistics. From his tables, it appears that, in 1880, the total steamship tonnage of the world was 6,745,198, and the sailing ship tonnage 13,872,881. But as he assumes that a steamer does the work of three-fifths sailing vessels of the same size, the steamship tonnage, given above, is multiplied by three-fifths to obtain the carrying capacity, which is found to be 28,008,193; and this, added to the sailing ship tonnage, gives 37,481,074 tons as the total carrying capacity of the world in 1880.

In 1890, these figures had increased to a steamship tonnage of 10,540,051, giving, by the same process of conversion as before, 55,430,032 tons as the total carrying capacity of the world. The increase from 1880 to 1890 is 47.88 per cent. It further appears that Great Britain has steadily advanced in her relative share of the world's trade, the British carrying capacity being 50.30 per cent. of the whole in 1872, increasing to 54.47 per cent. in 1880, and reaching 57.46 per cent. in 1890. Another striking fact is the extensive substitution of steam for sailing.

NAVAL PROTECTION OF COMMERCIAL TONNAGE.

Some curious facts respecting the cost of the naval protection afforded by different countries to their sea-going commercial tonnage, were brought to light in the course of the debates on the naval estimates in the House of Commons. The figures given show that Russia and France are the most extravagant on the list, and that no other power can approach England for naval economy, or can come even within a 100 per cent. of it—that is to say, no other power can provide an equal naval protection even by an expenditure of twice as much money. Reducing the cost to shillings, so as to facilitate comparison, it will be found that each country sends to sea an amount of commercial tonnage the cost of the protection of which per ton will be found to place the various naval powers in the following order:—English navy 27s per ton; German, 50s per ton; Italian, 125s per ton; French, 100s per ton; and Russian, 204s per ton. Of course it is the great extent of the British Commercial fleet that brings the charge per ton so low. Compared with other fixed sums, such as that of the revenue, the expenditure on the British fleet is the heaviest of all.

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.....	31,617		Mar. 24.....
Br bark Mennoek.....	787.	Robertson.....	Victoria.....	Dec 18..	Liverpool.....	30,882		May 17.....
Br bark Brodieck Bay.....	753.	Wakeham.....	Victoria.....	Dec 22..	London.....	32,000		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. 19.

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT	VALUE.	RATE.	ARRIVED
Br ship Stamboul.....	1248	Weston.....	Vancouver.	Jan 3...	Callao.....	960,300	\$ 9,600	50s	April 2....
Chil Bark India.....	953	Funke.....	Moodyville.	Feb 1...	Valparaiso	751,386	8,348	65s	
Br bark Ninevah.....	1171	Broadfoot.	Vancouver.	Feb 28..	Sydney.....	835,352a	9,335	own'rs ac	April 24....
Br bark Formosa.....	915.	Kain.....	Vancouver.	Mar 21..	Arica.....	711,000b	6,000	55s	
Am bkt Catherine Sudden.....	368.	Thompson.	Moodyville.	Mar 31..	Tientsin..	427,539c	5,177	77s 6d	
Br ship Forest King.....	1002	Morris.....	Vancouver.	June 3...	Callao.....	1,221,846d	14,224	47s 6d	
Am ship Geo F Manson.....	1353	Crack.....	Moodyville.	May 14..	Sydney.....	888,154e	9,752	55s	
Am ship Exporter.....	1312	Kezer.....	Vancouver.	June 7...	Melbourne w	809,132g	8,802	65s	
Am sch Olga.....	478.	Atwood.....	Moodyville.	May 22..	Shanghai	531,133	5,940	65s	
Br ss Eton.....	1746	Newcomb.....	Moodyville.	May 15..	Port Pirie	1,765,714	15,891	Private	
Am bark Spartan.....	719.	Anderson.....	Vancouver.	June.....	Melbourne w	502,000h	5,276	60s	
Am sch Golden Shore.....	964.	Henderson.....	Moodyville.	June 3...	Sydney.....	709,638f	8,063	55s	
Swed bark Svea.....	603.	Azelius.....	Vancouver.		Callao.....			47s 6d	
Am Ship Great Admiral.....	1197.	Rowell.....	Vancouver.		Melbourne..			63s 9d	
Br bark Ordovic.....	825.	Austin.....	Vancouver.		Callao f. o			47s 6d	
Br ship Duke of Abercorn.....	1050.	McDougall.....	Vancouver.		Adelaide..			65s	
Chil bark Luisa Marta.....	715.	Meyer.....	Westminster		Sydney.....			52s 6d	
Am bark Hesper.....	664.	Sodergren.....	Moodyville.		Shanghai..			62s 6d	
Chil bark Leonor.....	801.	Hoskins.....	Westminster		Melbourne..				
Nor bark Borghild.....	757.	Haugeland.....	Vancouver.		Melbourne..			65s	
Ger bark Cassandra.....	711.	Stehr.....	Vancouver.		Iquiqui....			50s	

a—Also 360,900 laths. b—Composed of 15,000 ft telegraph poles, 110,000 ft rough lumber, 151,000 ft flooring, and 103,000 ft ties. c—Composed of 387,871 ft rough lumber, 31,668 ft. dressed lumber, and 587 bundles of laths. d—composed of 1,144,286 feet rough, 89,560 feet T. & G. flooring, 21,000 ft box shooks (5,000 boxes). e—Composed of 23,355 feet dressed and 841,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. f—Also 2,875 bdl's laths. g—Also 1,078 bdl's pickets and 1,466 bdl's laths. h—Also 1,715 bdl's laths.

SHIPPING INTELLIGENCE.

The steamer *Victorian*, from Portland, is expected to arrive on or before July 15th, to go into the *Victoria* and *Sound* trade.

Cassandra, Ger. bark, 711 tons, Capt. Stehr, from Acapulco, May 21st, arrived at Port Angeles June 19th, under charter to load lumber at the Hastings Mill for Iquiqui.

Messrs. Chipman, Morgan & Co., shipping agents, Vancouver and New Westminster, secured the charters of the barks *Luisa Marta* and *Leonor* for the McLaren-Ross Mill Co.

Elise, Ger. ship, 1318 tons, sailed from Newcastle, April 29th with a cargo of 1939 tons of coal for San Diego. From thence she will come in ballast to Vancouver, to load at the Hastings Mill for Melbourne.

Borghild, Nor. bark, 757 tons, Capt. Haugeland, from Honolulu, May 26th, in ballast, arrived at Port Townsend June 15th. She is under charter to the Hastings Mill Co., to load lumber for Melbourne. Rate 65s.

Noddleburn, Brit. bark, 1053 tons, Capt. Hall, from Glasgow to New Westminster, was spoken May 29 in lat. 33 N., lon. 15 W. She has a cargo of plates, etc., for the water-works mains, and is consigned to D. McGillivray, the contractor.

Thermopylae, ship, from Saigon, April 23rd, for *Victoria*, with a cargo of rice for the *Victoria Rice Mills*, is now 51 days out. She has a record as a fast sailer, and is due any time.

Duke of Argyle, ship, from London to New Westminster and Vancouver, consigned to Bell-Irving & Paterson, is now out 173 days, and has not been reported as spoken since sailing.

Otto, schooner, Capt. McLeod, arrived in *Victoria* June 10, 169 days from Halifax, N.S., having come through the Straits of Magellan. She is owned by Mr. Walter Burnes, fur merchant, of this city.

Hesper, Am. bark, 661 tons, Capt. Sodergren, from San Francisco May 28th, arrived at Burrard Inlet June 14th, and is now loading a cargo of lumber for Shanghai at the Moodyville Sawmill.

Batavia, Brit. ss., 1628 tons, Capt. Hill, from Hong Kong June 6 via Yokohama, for *Victoria* and *Portland*, will be due about the end of the month. She belongs to the Upton line, for which F. C. Davidge & Co. are agents.

Leonor, Chil. bark, 801 tons, Capt. N. F. Hoskins, from South America, arrived at Port Angeles June 10, and went on berth at the McLaren-Ross Mills, New Westminster, June 17th, to load a cargo of lumber for Melbourne.

Colorado, Am. bark, 1075 tons, Capt. Gibson, is expected to sail from Boston for this port about August 1st. Arrangements are being made for an outward cargo of blacksmiths' coal and other general merchandise.

Goodall, Perkins & Co., have appealed to the Privy Council in England from the decision of the board of appraisers, which sat at *Victoria* three weeks ago on the collision of the British steamer *Eton* and the City of *Puebla*, and awarded the *Eton* \$17,420.98 damages and costs.

Leading Wind, Brit. ship, 1230 tons, Capt. S. B. Savory, sailed from Auckland, New Zealand, April 27th, in ballast for Burrard Inlet, under charter to the Moodyville Sawmill Co., to load lumber for Melbourne. She is bringing as passengers, Mr. and Mrs. Scott and family, and Mr. J. Lamb.

Sailor Boy, Am. schooner, 316 tons, Capt. Johnson, from Caleta Buena, April 20th, arrived Royal Roads June 20th, and was towed to Nannimo the same day with a cargo of 503 tons nitre, valued at over \$33,000, for the Hamilton Powder Co. Capt. Johnson reports having been locked in the harbor at Caleta Buena 42 days on account of the revolution, and then having to clear with a short cargo.

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.....	960	McDonald..	London.....	Jan 1.....	Westminster	Bell-Irving & Paterson.....
Br bark Lanarkshire.....	791	Melville.....	Newport Eng	Feb 3.....	Vancouver..	N. W. Van. Tramway Co.....
Br ship Serica.....	913	Smith.....	Cardiff.....	Feb 8.....	Esquimalt..	Naval Storekeeper.....
Br ship Thermopylae.....	918	Wilson.....	Saigon.....	Apr 23g...	Victoria.....	Victoria Rice Mills.....
Br bark Wanlock.....	745	Cooper.....	London.....	May 12h...	Victoria.....	Turner, Beeton & Co.....
Br ss Grandholm.....	1361	Masson.....	Liverpool...	May 21.....	Vancouver..	Union Steamship Company.....
Br bark Lebu.....	726	Worrall.....	London.....	Apr 20j...	Victoria.....	R. P. Rithet & Co. (L'td).....
Br bark City of Carlisle.....	823	Kendall.....	London.....	June 13...	Victoria.....	R. P. Rithet & Co. (L'td).....
Br ship Morayshire.....	1428	Swinton.....	Greenock...	Mar 8 o...	Westminster	Naval Storekeeper.....
Br ship Blair Athole.....	1637	Taylor.....	Cardiff.....	Mar 13k...	Esquimalt..	Naval Storekeeper.....
Br ship Queen Victoria.....	1005	Holmes.....	Bristol.....	Apr 18e...	Esquimalt..	Naval Storekeeper.....
Ger ship Elise.....	1318	Rowehl.....	Newcastle...	April 29 s...	Vancouver..	Hastings Saw Mill.....
Br bark Noddleburn.....	1053	Hall.....	Glasgow.....	May 18t...	Westminster	D. McGillivray.....
Br ship Rothesay Bay.....	750	L. Veysey..	Glasgow.....	April 30...	Westminster	H. B. Co and Bell-Irving & Paterson.....
Br ship Titania.....	879	Norman.....	London.....	June 1.....	B. C. Ports.	R. P. Rithet & Co.....
Br bark Callao.....	978	James.....	Liverpool...	Feb 13w...	Victoria.....	Moodyville Sawmill Co.....
Br ship Leading Wind.....	1230	S. B. Savory.	Auckland...	April 27 d...	Moodyville..	Moodyville Sawmill Co.....
Br ss Empress of China.....	3003	A. Tillet...	Liverpool...	July 1.....	Vancouver..	Canadian Pacific Railway Co.....
Br bark H. B. Cann.....	1299	Foote.....	Salaverry...	May 27p...	Moodyville..	Moodyville Sawmill Co.....
Nor bark Lotos.....	718	Christensen.	Callao.....	n.....	Moodyville..	Moodyville Sawmill Co.....
Ger bark Katinka.....	816	Kohler.....	Rio Janeiro.	n.....	Moodyville..	Moodyville Sawmill Co.....
Nor bark Saga.....	1431	Oftedahl...	Rio Janeiro.	May 9.....	Moodyville..	Moodyville Sawmill Co.....
Chil bark Antonietta.....	850	Peterson...	Valparaiso..	April 21...	Moodyville..	Moodyville Sawmill Co.....
Nor bark Flora.....	766	Anderson...	Newcastle...	May 13c...	Vancouver..	Hastings Saw Mill.....
Am ship Ivy.....	1181	Lowell.....	Honolulu...	May 21...	Royal Roads.	Williams Diamond & Co.....
Am ship J. B. Walker.....	2106	Wallace.....	Yokohama...	June 13b...	Vancouver..	Canadian Pacific Railway Co.....
Br bark Lizzie Bell.....	1036	McAdam.....	Liverpool...	y.....	Victoria.....	R. P. Rithet & Co. (L'td).....
British bark Glenbervie.....	800	Groundwater.	London.....	z.....	Victoria.....	R. P. Rithet & Co. (L'td).....
Br ship Hindostan.....	617	Chippis.....	Valparaiso..	April 25...	Moodyville..	Moodyville Sawmill Co.....
Br bark Hawthornbank.....	1309	Gibson.....	Java.....	July.....	Vancouver..	British Columbia Sugar Refinery.....
Am bark Colorado.....	1075	LePage.....	Boston.....	n.....	Chemainus..	Victoria Lumber and Manufacturing Co.....
Br bark Argyleshire.....	708	Funke.....	Glasgow.....	n.....	Victoria.....	Moodyville Saw Mill Company.....
Chilian bark India.....	953	Hill.....	Valparaiso..	May 26...	Moodyville..	F. C. Davidge & Co.....
Br ss Batavia.....	1628	Marshall...	Hong Kong..	June 6.....	Victoria.....	Moodyville Saw Mill Company.....
Peruvian bark Pisagua.....	3003	Marshall...	Pisagua.....	April 1...	Moodyville..	Canadian Pacific Railway Co.....
Br ss Empress of India.....	3003	Marshall...	Hong Kong..	n.....	Vancouver..	Canadian Pacific Railway Co.....

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; passed Portland May 15; spoken May 17, lat. 47 N., long. 7 W.; 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 24 W. b-Spoken May 23, lat. 40 N, long 10 W. o-Sailed Falmouth March 23 with water works supplies; spoken April 8, lat. 27 N., lon. 20 W. p-chartered to load lumber for Sydney, rate 50s. s-On the way to San Diego, thence in ballast to load lumber for Melbourne. t-Supplies for Westminster water works, spoken May 23, lat. 49 N., lon. 19 W. spoken May 29, lat. 33 N., long. 15 W. r-Spoken March 23, lat. 27 S., lon. 41 W. 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. 33 N., lon. 12 W. i-to sail end of July. f-Chartered by Bell-Irving & Paterson to load salmon at Fraser River. n-Chartered to load for Melbourne. c-Via Santa Barbara to load for Melbourne, A or P P rate 62s 6d, May 18th put into Sydney leaky, she will be surveyed. y-August loading. z-July loading. h-Cargo 2,500 tons of tea. l-to load a return cargo on owner's account.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending June 20th:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
17	Tacoma, ss., Port Townsend.....	61
17	Jeanie, ss., Arctic Ocean.....	1,081
16	Sea Lion, ss., Port Townsend.....	60
17	J. B. Brown, shp., Wilmington, California.....	2,526
17	Queen, ss., Port Townsend.....	509
17	Wilna, bark, Wilmington, Cal.....	2,489
17	Louis Walsh, shp., San Fran'co.....	2,425
17	Mogul, ss., Port Townsend.....	50
Total.....		9,291

B. C. SALMON FLEET, 1891 92.

The following vessels have been chartered prior to arrival to load salmon for the United Kingdom:

- Br bark Callao, 987 tons, R. P. Rithet & Co. (ltd), consignees.
- Br bark Lebu, 726, R. P. Rithet & Co. (ltd).
- Br ship Titania, 879, Bell-Irving & Paterson.
- Br ship Serica, 913, Findlay, Durham & Brodie.
- Br bark Wanlock, 745, Turner, Beeton & Co.

FREIGHTS.

Lumber freights during the past week have shown some reaction, and while rates have not materially advanced, the market shows a firmer tendency. The nominal rates are quoted as follows: From Burrard Inlet or Puget Sound to Sydney, 50s; Melbourne, Adelaide or Port Pirie, 60s to 62s 6d; Shanghai, 62s 6d; West Coast of South America, 50s. to 55s. The coast coal tonnage is not being fully employed. The charter of the British tramps now on the Coast have a depressing effect on sailing freights from Nanaimo and Departure Bay. It is understood the SS. Remus was taken at a very low rate. Present Quotations: Nanaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,
Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON. Victoria Route.

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

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

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

Snohomish River Route.

7:00 a m.....	Lv Seattle	Ar.....	2:00 p m
8:45 a m.....	Edmonds	Lv.....	12:30 p m
10:30 a m.....	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
.....	Kingston	Lv.....
12:30 a m.....	Lv Pt Madison	".....	4:10 p m
3:00 a m.....	Pt Gamble	".....	1:50 p m
4:00 a m.....	Pt Ludlow	".....	12:00 m
6:00 a m.....	Ar Pt Townsend	".....	10:00 a m

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

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. CAMERÓN,

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:

Cor. Carrall and Water Sts. "Yorke."

H. G. WATERSON,

— PRINTER —

130½ : GOVERNMENT : STREET,

Telephone 200.

VICTORIA, B. C.

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.

P. O. Box 556.

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.

R. B. McMICKING,

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.

ANDREW HASLAM, PROPR.,

NANAIMO, B. C.

ANDREW & EARSMAN

Commission, Fire and Life

Insurance and General Agents.

NOTARIES PUBLIC.

REAL ESTATE BROKERS.

Town, Suburban Property and Farm Lands
for Sale.

P. O. Box 483.

15½ YATES ST.

GEO. A. COOPER,

REAL ESTATE,

Financial and Insurance Agent,

16 TROUNCE AVENUE,

Opp. Telegraph Office.

VICTORIA, B. C.

P. O. Box 106.

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.

STATIONS	GOING SOUTH READ UP		GOING NORTH READ DOWN	
	No 1 Passenger Daily	No 3 Passenger Saturdays Mondays	No 2 Passenger Daily	No 4 Passenger Saturdays Mondays
VICTORIA	Ar 12.24	Ar 6.58	De 8.00 a.m.	De 3.30 p.m.
RUSSELL'S VIC. W.	" " " "	" " " "	" 8.04	" 3.34
ESQUIMALT	" 12.20	" " " "	" 8.14	" 3.44
GOLDSBROUGH	" 11.45	" " " "	" 8.30	" 4.00
SHAWINIGAN L.E.	" 10.50	" " " "	" 9.04	" 5.04
COBBLE HILL	" 10.40	" " " "	" 9.07	" 5.20
MCPHERSON'S	" 10.27	" " " "	" 10.19	" 5.30
KOKSILAH	" 10.17	" " " "	" 10.22	" 5.44
DUNCANS	" 10.12	" " " "	" 10.48	" 5.54
SOMENUS	" 10.02	" " " "	Ar 11.50	" 6.16
CHEMAINUS	" 9.36	" " " "	Ar 12.14 p.m.	" 7.14
NANAIMO	De 8.34	De 8.25	Ar 12.14 p.m.	Ar 7.20
WELLINGTON	De 8.10 a.m.	De 8.10 a.m.		

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 ordi-
nary 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.

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 ex-
cept Saturdays. Returning from Nanaimo
daily at 7 a. m., except Sundays.
Passengers and cargo booked to and from
Vancouver and all stations on the Esqui-
malt and Nanaimo Railway, Comox and all
points on Vancouver Island.
All kinds of Passenger Excursion, Tow-
ing 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 11.30 o'clock, or on arrival of C.P.R. No. 1
train
New Westminster Route.
Leave Victoria for New Westminster, Ladner's
Landing and Lulu Island Sunday at 23
o'clock; Wednesday and Friday at 7 o'clock.
(Sunday's steamer to New Westminster
connects with C.P.R. train No. 2 going east
Monday.)
For Plumper Pass Wednesday and Friday at
7 o'clock.
For Moresby Island at 7 o'clock.
Leave New Westminster for Victoria, Monday
at 11.30 o'clock; Thursday and Saturday at
7 o'clock.
For Plumper's Pass Saturday at 7 o'clock.
Fraser River Route.
Steamers leave New Westminster for Chill-
whack 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 induc-
ements offer will extend trips to West Coast
points and Queen Charlotte Islands.
Barclay Sound Route.
Steamer Maudo leaves Victoria for Alberni
and Sound ports when sufficient inducements
offer.
Bute Inlet Route.
Steamer Rainbow leaves every Tuesday at 7 a.
m., for Cowichan, New 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.
JOHN IRVING,
Manager.
G. A. CARLETON,
General Agent.

Victoria Rice Mills,

STORE STREET, VICTORIA, B. C.
—MILLERS OF—
CHINA AND JAPAN RICE
RICE MEAL,
Rice Flour, Chit Rice, Etc.
VICTORIA
ROLLER FLOUR MILL.
Delta Brand Family Flour,
Superfine Flour, Bran & Shorts.
NOS. 64 & 66 STORE ST.,
VICTORIA.

Rock Bay Saw Mill,

(ESTABLISHED 1858.)
32 Constance St., Victoria, B. C.
WM. P. SAYWARD,
Manufacturer and Dealer in
ISLAND LUMBER AND SPARS.
Importer and Dealer in
Doors, Windows and all kinds of
Dressed Lumber, Etc.
CONSTANTLY ON HAND A GOOD SUPPLY
OF BUILDING LUMBER.
Prepared to Cut Lumber to Order at
Short Notice.

x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x
VICTORIA
Lumber & Manufacturing
Company.
PROPRIETORS OF THE
CHEMAINUS
SAW MILL.
E. J. PALMER, Manager.
x + x + x + x + x + x + x + x + x

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.