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Brockville, O. London, O. Stratford, O.
Calgary, N.W.T. Moncton, N.B. St. John, N.B.
Batham, N.B. Nelson, B. C. St. Mary's, O.
Chatham, O. New Westmin- Toronto, O.
Cornwall, O. ster, B.C. Vancouver, BC
Fort William, O. Ottawa, O. Victoria, BC.
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Bills discounted, Checks collected, Exchanges effected, Corporation Bonds, Mining Stock, Gas and all other Company Shares bought and sold, and every kind of Broking Business transacted.

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Catalogues and prices sent on application
 Special attention paid to Interior orders.
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ESTABLISHED 1858.

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R. P. RITHET & CO.,

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- New Zealand (Marine) Insurance Company.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
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- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
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NORTHERN AND SKEENA RIVER:

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- 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
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 Columbia Flouring Mill Co. of Enderby.

Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

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 PIONEER STEVEDORING CO., LTD.**

ESTABLISHED 1871.

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

Vancouver - British Columbia

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Feb. 16.

VICTORIA.

There are no special features to note in business. A steady consumptive demand is reported for the staple lines. A number of failures are reported this week also new houses opening in business. Building prospects for the spring seem very good, and leading merchants are feeling hither to untried markets. The financial situation is unchanged. There is a tightening up in certain points, which has resulted in retrenchment of business by some houses.

FRUITS AND VEGETABLES.

The receipts from San Francisco by the last steamer were about the usual amount. The demand is fair. Business will greatly improve as the spring begins to open. There has been no change in prices the last week. Quotations are: Oranges—Riverside seedlings, \$2.75; navels, \$1; Los Angeles, \$2.50; California Messina lemons, \$6.50; California lemons, \$1; silverskin onions, 2c per lb.; Oregon yellow danver, 1½c; apples, \$1.75 to \$2 per box; potatoes, island, \$20 per ton; Fraser River, \$16 to \$18 per ton.

GROCERIES AND PROVISIONS.

There are no special features to record and business is reported fair. There is a steady movement in the staple lines—there always is, even in the dullest season of the year. Granulated sugar is quoted by jobbers at 5½c, and yellows at 4½c to 4¾c. Butter continues firm, but prices are unchanged. Okell & Morris' bitter orange marmalade has been put on the market. It is guaranteed absolutely pure by the makers, and wherever a trial has been given it is preferred to the imported article, which, it is said, is generally adulterated with turnips or other ingredients. The first shipment of pickles from the Victoria Vinegar Works was made last week. They are put up under the "Falcon Brand," and were consigned to a New Westminster dealer.

Quotations are. Eastern creamery, 28½c per lb. for large and 29½c for small, Manitoba creamery, 30c; dairy, 23c; Eastern Townships, first quality, 26c. Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls. 8½c, in half-bbls. 8¾c; valencianas, 8½c; sultanas, 1c; London layers, \$2.25 a box; California sultanas, \$2.25 a box; dates, 9c; prunes, 9c to 12½c. California evaporated fruits in 25 lb. boxes are quoted as follows: Peaches, 12½c; apricots, 1c; nectarines, 1c; pitted plums, 1c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c per lb. less. New Canadian evaporated apples are quoted at 11c per lb.

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

Falconer's Victoria Vinegar Works goods are now carried by the leading wholesale grocers, comprising pure malt vinegar, tomato catsup, Worcestershire

sauce, mushroom catsup, apple and quince cider, lemon and vanilla extracts and fruit syrups—of home manufacture.

FLOUR AND FEED.

The local markets have been unchanged for some time, and the demand is reported as being easy. A report from Portland says a reduction of 10 cents per barrel occurred last Tuesday, brought about by the poor demand and weakness of wheat. This has had no effect upon local prices of Oregon flour, which remain unchanged.

The Columbia Flouring Mills quote. For Enderby flour in carload lots, Premier, \$5.50, XXX., \$5.30, Strong Bakers or XX., \$5.00, Superfine, \$1.00. Quotations to the trade are:

Delta, Victoria mills.....	\$5 50	00 00
Lion, " ".....	5 50	00 00
Premier, Enderby mills.....	5 85	00 00
XXX., " ".....	5 55	00 00
XX., " ".....	5 25	00 50
Superfine, " ".....	4 25	00 50
Ogilvie's Hungarian.....	5 85	00 00
" Strong Bakers.....	5 75	00 00
Snowflake.....	6 25	00 00
Portland Roller.....	6 10	00 00
Royal.....	6 00	00 00
Oregon Superfine.....	4 25	00 00
Wheat, per ton.....	\$10 00	00 15 00
Oats.....	32 50	00 35 00
Oil cake meal.....	32 50	00 35 00
Chop feed.....	33 00	00 35 00
Shorts.....	28 00	00 30 00
Bran.....	26 00	00 27 50
National Mill.....	3 50	00 00 00
" " rolled oats.....	3 25	00 00 00
" " split peas.....	3 50	00 00 00
" " pearl barley.....	1 50	00 00 00
California oatmeal.....	4 35	00 00 00
California rolled oats.....	3 00	00 4 00
Corameal.....	2 75	00 3 00
Cracked corn.....	15 00	00 50 00
Hay, per ton.....	18 00	00 20 00
Straw, per bale.....	1 25	00 00 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$77 50
China rice ".....	70 00
Rice flour ".....	70 00
Chit rice ".....	25 00
Rice Meal ".....	17 50

HARDWARE.

The hardware trade of 1892 started out under auspices that ought to be very favorable to profits, if combination is a principle that can be depended on to last, says Toronto *Hardware*. The manufacturers of barbed wire, of all descriptions of cordage, of iron and steel cut nails, of wire nails, of horse shoes, of horse nails, of tacks and brads, and, more or less completely, of paints, are now combined, with strong securities adopted to prevent dismemberment. There ought to be little excuse for retail cutting. But the stability of the combines has not yet been well tried. Their effect upon prices has been anticipated in many cases by speculative purchases, and these may suffice to keep the trade stocked until the manufacturers begin to pine for business and wonder why trade does not brighten up. Some little suspense may thus be caused, and the natural dullness of the season will aggravate it. That is what tries the virtue of the parties to a combine, and it is yet to be seen if none of the nailmen cannot discover, between the lines of the agreement, some little fissure that will let them out of the strict letter of their obligation to uphold a common price. The compact

appeared to be well barricaded last year, but it dissolved as the snows of winter under the gentle influence of spring. Some traders are so cynical that they do not believe that the combination on certain lines will hold out, and they refrain from ordering, under the expectation of what they consider the inevitable break.

LUMBER.

There are two charters to report since last week. The British bark Glenbervie, 800 tons, and the British ship British India, 1,400 tons, in a port, have been chartered to load lumber by R. P. Rithet Co., (ltd), for Valparaiso for orders on private terms. The American schooner W. H. Talbot, has arrived at Vancouver, under charter to load for Tientsin at 67s 6d. The American schooner Reporter arrived at Royal Roads also under charter to load for San Pedro. The Riversdale, from San Francisco Feb. 2, will load at the Hastings mill for Sydney at 47s 6d. The Angerona has nearly finished loading, and the India will probably finish Wednesday, both are for Valparaiso. The Hesper, loading for Shanghai, will finish shortly. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

For local trade, the Rock Bay Saw Mill quotes:

Rough lumber, per M.....	\$10 00
Best quality dressed lumber, per M.....	00 00
Second " " ".....	00 00
Laths, per M.....	2 50
Shingles, ".....	2 25

VANCOUVER.

The *News-Advertiser* notes a further improvement in trade, and as the month draws to a close a still greater improvement may be expected. Collections on the whole are a trifle easier, although they are not as good as could be wished.

BRADSTREETS.

Bradstreets' reports that the general trade on the whole is only fairly active, with a moderately satisfactory outlook for the future. The coal stocks on account of the late "deal" have shown intense activity, but outside of this the general list has shown little strength.

IMPORTS AND EXPORTS.

NEW WESTMINSTER.

Imports and exports for month of January, 1892:

IMPORTS FOR THE MONTH.

Dutiable.....	\$25,211 00
Free.....	6,516 00
Total imports.....	\$31,757 00
Duty collected.....	\$ 7,401 88
Other revenues.....	183 63
Total collections.....	7,585 51

EXPORTS FOR THE MONTH.

The mine.....	\$ 1,335 00
The fisheries.....	2,715 00
Animals and produce.....	106 00
Agricultural products.....	21 00
Manufactures.....	1,155 00
Total exports.....	\$ 5,335 00

W. R. CLARKE, GORDON, MACKAY & CO.

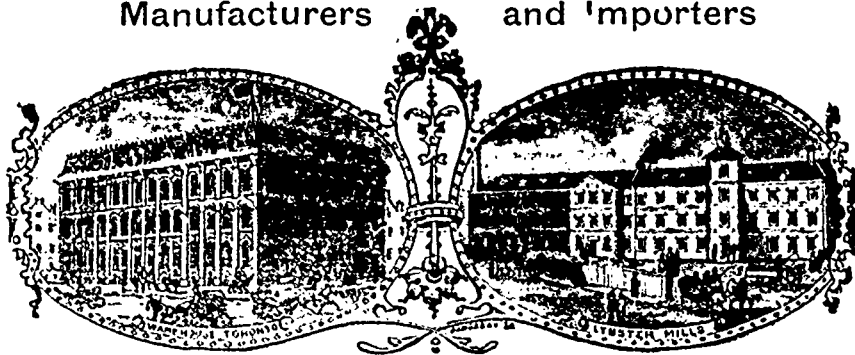
Harbor Master,
Port Warden,

—AND—

Lloyd's Surveyor.

40 YATES ST., VICTORIA.

TORONTO.
Manufacturers and Importers



REPRESENTED BY R. S. NORTON, WINNIPEG.

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of January, 1892:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids.....		\$	\$
Agricultural imple- ments.....		83	35 85
Alc, beer & port rgl's	5,312	1,813	938 08
Animals.....		5,033	1,125 90
Books, pamph's, etc.		1,211	235 30
Brass & manu'rs of..		760	188 70
Breadstuffs, etc, viz			
Grain, of all kinds			
bush	620	605	77 41
Flour, brls.....	630	2,557	481 17
Meal, ".....	361	1,021	172 85
Rice and all other			
breadstuffs.....		3,815	1,031 11
Candles, lbs.....	3,025	259	67 25
Chicory, lbs.....	1,120	30	41 80
Coal and coke, tons.	138,210	653	82 88
Coffee, from U.S. lbs	1,930	418	59 65
Copper and m'fs of.		659	139 15
Cordage all kinds...	13,232	1,141	280 11
Cotton, manu'rs of		3,657	1,048 44
Drugs and medicines		17,283	6,538 69
Earthen, stone and			
China ware.....		519	163 35
Fancy goods.....		637	231 65
Fish.....		1,267	297 02
Fruit, dried.....		705	204 17
Green.....		3,212	520 94
Furs.....		182	36 40
Glass, glassware....		49	12 25
Gunp'der, exp sub's		722	198 43
Hats, caps, bonnets.		5,518	1,773 15
Hops, lbs.....		1,260	350 70
Iron and steel m'fs of	23,129		6,928 71
Jewelry and watches			
and m'fs of gold and			
silver.....		602	161 80
Lead and manu'rs of		1,337	297 49
Leather and m'fs of.		3,271	738 39
Marble and stone			
and manu'rs of...		85	8 43
Malt, bush.....	491	397	73 65
Metals, composition			
and m'fs of....		1,565	322 19
Musical instrum'ts		1,010	317 65
Oils, coal and kero-			
sone, pls.....	24,750	5,776	1,782 00
All other, gals....	6,227	2,361	551 39
Paints and colors,		287	76 95
Paper and m'fs of...		2,968	1,056 47
Perfumery.....		123	36 90
Provisions,			
Bacon hams, etc..	1,751		1,192 72
Salt, not from Great			
Britain or British			
possessions, or for			
fisheries, lbs.....	22,350	139	16 77
Seeds.....		232	21 70
Silk, manu'rs of....		2,512	760 15
Soap of all kinds...		486	131 92
Spices of all kinds..		271	65 90
Starch, lbs.....	4,621	122	92 42
Spirits,			
Of all kinds, gals..	4,101	5,779	9,358 29
Wine, other than			
Sparkling, gals...	2,306	2,193	1,767 12

ARTICLES.	QUAN.	VALUE.	DUTY.
Wines, sparkling doz	92	1,028	196 50
Sugar above No 11 lbs	20,162	792	163 70
Notab'vo No 11 lbs			
Sugar, syrups, cane			
juice, etc., lbs.....	650	25	9 75
Molasses.....			
Tea, from U.S. lbs...	73	23	2 30
Tobacco and cigars..	5,105	3,667	3,552 20
Wood and m'ns of.		2,771	828 50
Woolen m'ns.....		3,682	1,060 65
All other dutiable			10
articles.....		117	6,699 23
Total dutiable good-		\$156,767	\$56,189 23
Free goods, all other		51,523	3
Grand total.....		\$208,290	\$56,189 23

EXPORTS

From the port of Victoria, for the month of January, 1892—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal.....	1,911	8,780
Gold bearing quartz, etc....		18,018
THE FISHERIES.		
Fish of all descriptions.....		14,412
ANIMALS AND THEIR PRODUCE.		
Other animals.....		30
Cheese.....	100	61
Furs, dressed and undressed		14,383
Hides, skins, pelts, horns, etc		3,769
		1,326
AGRICULTURAL PRODUCTS.		
Fruits, green.....		800
Flour of wheat and rye, bls	500	2,238
MANUFACTURES.		
Books.....		500
Wood m'ns of all kinds.		15
Miscellaneous Articles—		
Opium peel, granulated rice		100
Grand total.....		\$ 61,102

Goods, not the product of Canada, for the month of January, 1892:

	QUANTITY.	VALUE
Animals and their produce—		
Furs or skins of creatures		
living in the water.....		7,627
Manufactures—		
Books.....		88
Manufactures of leather..		50
Machinery.....		35
Sewing machines.....	3	130
Wood—cabinet, house and		
office furniture.....		5
Wood m'ns of all kinds..		1,031
Other articles.....		285
Miscellaneous articles—		
Rice.....		202
Opium peel, granulated rice		470
Coin and gold.....		4,887
Grand total		\$ 14,813
Total exports of all kinds.....		\$ 79,275

BUSINESS CHANGES.

W. J. Tippins, confectioner, Victoria, is trying to sell out
Grant & Shaw will shortly open the Rock Bay Hotel, Victoria.
H. V. Rudd, fancy goods, New Westminster, is closing out.
Arnoldi, Stewart & Co., railroad supplies, Montreal, have dissolved.
Hua Richardson & Co., leather merchants, Montreal, have assigned.
H. A. Airschfield contemplates going into the gent's furnishings in Victoria.
Wm. Plumm has withdrawn from the firm of Ludger Roy & Co., Vancouver.
T. J. Trapp & Co., hardware, New Westminster, advertise retiring from business.
Shirley & Hoy, hardware, New Westminster, advertise retiring from business.
Bazett & Norwood, general dealers, Duncan's, have dissolved; Chas. Bazett continues.
Mr. Jas. Maclaren, of Buckingham, Que., senior partner of the Maclaren, Ross Lumber Co., is dead.
The new hotel—a four-story structure—at Mission City has been completed, and will be opened this week.
H. F. W. Behnsen has been admitted by W. P. Sayward into the firm of Kurtz & Co., cigar manufacturers.
Nelson, Brown & Co., pork packers, of Brantford, Ont., have established a branch house in New Westminster.
The Wilson House, Nanaimo, now in course of construction, will be opened by Jos. Richards in about three months.
D. Donaldson has recently arrived from the east to take the management of the Sehl-Hastie-Erskine Furniture Co., in Vancouver.
Spinger, Mellon & Co., insurance agents and commission merchants, Vancouver, have dissolved. Mr. B. Spinger withdraws and A. Neville Smith is admitted as partner. The new firm style is Mellon, Smith & Co.
W. L. Santo & Co., grocers, will shortly open in Nanaimo. Mr. Santo has been lately employed with A. R. Johnson & Co., and will have associated with him a young man who is favorably known from his connection with a well known jobbing house in Victoria.

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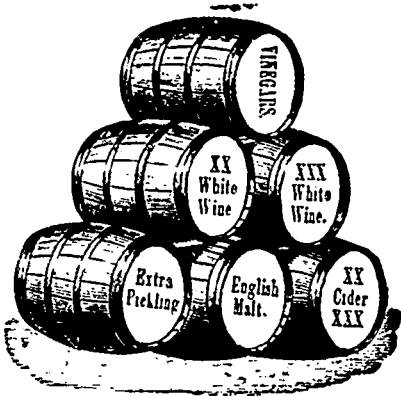
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REPRESENTED BY
T. H. Middleton, Vancouver.

DOMINION FINANCES.

The public accounts of the Dominion for the year ending June 30th, 1891, show that its revenue for the year was \$33,579,310, and the expenditures on account of consolidated fund was \$36,313,507. This leaves a surplus of \$2,235,742, the sums paid on capital not being taken into the calculation. The expenditure on capital account for the year was \$4,449,040. If from this is taken the surplus, \$2,235,742, and the sinking fund investments, \$1,938,078, there will be left \$275,818, which was the amount added to the public debt last year. It amounted on the 30th of June, to \$237,808. The rate of interest paid on the gross debt averaged for the year \$3.35 per cent. against \$3.37 for the previous year. The interest on the public debt was \$9,584,136. The net rate paid on the debt fell from \$2.99 to \$2.03. This reduction caused a saving of about \$142,035. Civil government cost \$1,334,200, militia \$1,279,513, and public works, out of revenue, \$1,937,545. The expense of administering justice in the Dominion amounts to \$726,592. There were paid out in subsidies to provinces \$3,093,750. The revenue from customs amounted to \$23,399,300, and that from excise \$6,914.85. The postoffice brought in \$2,515,823, with a deficit of considerably over half a million. The railways paid into the treasury \$3,181,888, the canals \$354,163, and they took out of it \$4,505,516, besides cost of collection, \$190,580.

We have often heard of the floating coffins which certain vessel owners send to sea, in many cases with the sole desire of profiting by the insurance that they have been able to effect, and without the

slightest regard for the lives or safety of those on board. Mr. Plimsoll has, it is well known, done much to check this evil, by the amendments which, by his persistency, he has been enabled to effect in the shipping system. Recently, he appeared before the Labor Commission whose members he startled with the statement that the loss on British ships was quadruple that on the vessels of any other nation, and plainly intimated that human life is sacrificed for the purpose of making gain through over-insurance. He said that only a week ago he had heard of three cases, one of which a vessel that could not be sold for £7,000 was insured for £16,000. Mr. Plimsoll added that the penalty for overloading the decks was too small to act as a deterrent; and that the law requiring bulkheads could be absolutely evaded.

Green, Worlock & Co

SUCCESSORS TO
GARESCHE, GREEN & CO., BANKERS,
VICTORIA, B. C.

January 21, 1892.
Mrs. Theophila Turner Green (widow of the late A. A. Green), having purchased the share and interest of the Garesche estate in the business of the late firm of Garesche, Green & Co., and being now sole owner of the said business, has admitted Frederick Hammett Worlock (manager of the late firm) as a partner.
The business of the old firm will be continued as heretofore at Government Street, Victoria, under the name of Green, Worlock & Co., Frederick H. Worlock continuing as manager.

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VICTORIA, TUESDAY, FEB. 1, 1892.

BEHRRING SEA NEGOTIATIONS.

The Imperial authorities have, it is said, notified the Dominion Government that Great Britain and the United States had agreed that France, Italy and Sweden should act as arbitrators in the Behring Sea dispute. It is probable the Minister of Marine will be the Canadian representative. The Canadian and American Commissioners—Sir George Baden Powell, Dr. Dawson, and Messrs. Merriman and Mendenhall—have had several secret meetings at Washington, of whose results nothing has yet reached the public ear; but even at the United States capitol it is conceded that the responsibility for the delays that have occurred so far does not rest with either the Imperial or the Canadian authorities, but with the Americans themselves, who, for some ulterior objects of their own, had placed all possible obstructions in the way, and have adroitly endeavored to lay the onus of it upon this and the mother country. It has simply been, to use an Americanism, another "infernal endeavor to best England" and benefit the Americans.

AN INVESTMENT FRAUD.

The American Progressive Investment Company, incorporated under the laws of New Jersey, is another of those catch-penny concerns which have endeavored to attach themselves to Eastern Canada, and are striving to suck the blood out of its people. This "company" has its head office in Toronto with branches at Ottawa, Montreal and St. John. It announces that it has "legal privileges as broker in stocks, mortgages, securities, shares; power to buy, sell or lease all sorts of property; to issue bonds and sell certificates, etc." The prospectus of the concern invites investors to "make a safe investment upon a scientific, economical basis, under a plan of protection in harmony with the progress of the age."

It is announced that lapses are not the sole basis on which the company carries on its business, nor does it aim, in any sense, to be a life assurance company; but to give assurance to any who may be in doubt as to the legitimacy of its methods, it is provided that all moneys held for the redemption of certificates shall be deposited in Canadian banks and invested in Canadian securities only. The bait held out to investors was that every one who paid \$50 was to get at the end of each year \$100, first by "profitable investments," and, second, by "lapses of membership."

This enterprise appears to be as bad as, if not worse than, the Louisiana lottery. In the latter, however, there would appear to have been a few—possibly very few—persons benefited; but in the present, all that could be drawn out of the Canadian "investing public" was destined for the pockets of the schemers in New York, New Jersey or somewhere not very far from the banks of the Hudson River. It is said that already in Ottawa some 200 persons have subscribed from \$10 to \$50 each, or an average of \$20 or a total of \$1,000 from—in Ottawa alone—the resources, no doubt principally of the officials whose business it is to attend to the affairs of the country. Glowing promises and eminently delusive inferences the latter especially, among those who are making haste to be rich—were held out.

There are lots of humbugs, such as this, of which it would be well for the "investing" public to be wary. They were conceived in iniquity, born in sin, and have been and are carried on under such auspices and for such objects as are of the most reprehensible character. There are any quantity of excellent, though by no means expensive, investments in this Province. Some of our mines are not unduly capitalized, and the payments on stock are such as to render it easy for persons of even the most limited resources to keep the shares going with the certainty of good returns. Then there are bargains in property that are continually to be had, while for those who can undertake such matters, there are on every hand chances for going into business in a small way, such as can in few other places be discovered. Our advice and warning is for those who have funds to keep them at home and endeavor with their assistance to build up home industries that are not only under their own eyes, but are calculated to indirectly advance the public prosperity in other ways.

THE FISHERY COMMISSION.

Mr. Samuel Wilmot has arrived, and according to interviews between him and representatives of the daily press, wants to be let alone in order that he may freely go to work and dispose of matters to which it is his special mission to attend. If our scriptural history is correct, it was the devils who cried out to be left alone in order that they might work out all the evil and mischief that was in their mind; but we are not content to let Mr. Wilmot alone. We don't know how far it may be safe to trust him. However, there are persons associated with him, on the Fishery Commission who are deeply interested in our affairs and to their custody and watchfulness, it is perhaps, safe to commit him, with the remark that the eyes of the public are upon him and it will not do for him to repeat his previous break.

SINGULAR MODE OF PROCEDURE.

In connection with a recent fire loss in Toronto, that of Messrs. T. G. Foster & Co., these gentlemen, as a matter of course, duly presented their claim, but, it is said, acting under legal advice, declined to permit the representatives of the insurance companies to enter the premises

containing the remains of the damaged stock, to make the necessary inspection. They claimed joint appraisalment which the underwriters refused, whereupon they engaged experts at upholstery goods and went on with their appraisalment. When the special agent of the associated companies asked for admission, their reply was, "No, we are busy, and cannot admit you unless you come between 12 and 1 each day." Finally, a fortnight after the fire, the insured notified the companies that they might enter the premises, as the appraisalment had been made.

The contention of the insurance companies was that these two weeks of soaking and chemical action upon the goods sufficed to change the whole condition of the stock. Furthermore, they held that the assured had no right to take the stand they did in prejudice of their rights. It is to be hoped that insurers in this province will not undertake to follow out such an unwarranted line of action which can only cause mutual dissatisfaction. Everything between insurers and insured should be fair, square and above board.

THE GREAT COAL COMBINE.

Within the past week the Pennsylvania coal and railway companies have entered into a most important combination which has had an immense amount of influence upon the stock market, and may have a scarcely to be estimated bearing upon the interests concerned and their customers. The Reading Railroad and Coal Company has leased the Lehigh Valley and the Jersey Central Railroad on a seven per cent. basis, and has brought the Lackawanna and the Delaware and Hudson into the combination. The latter roads enter into a contract with the Reading whereby the entire anthracite coal business of the country is controlled by one road. It is understood that the Reading will have representation in the Lackawanna and Delaware and Hudson roads, and that the entire anthracite coal business of the United States will be brought under one head.

The primary object is, it is announced, to secure more economical management in the coal trade by avoiding expensive selling agencies, etc. The plan, it is said, embraces the most extensive financial enterprise yet undertaken in the United States. In carrying on the coal trade, the saving in commissions, agency expenses, etc., is expected to reach several millions of dollars annually. The next development that may be expected is that up will go the price of anthracite coal, while the influence of the departure in other directions can hardly be estimated.

It is worthy of note that in the Mother Country another attempt is being made to prevent Canadian cattle from being allowed to enter Great Britain. This time British Columbia interests are involved. On the one hand the suggestion is made that the prohibition of live animals should be made absolute, as it is in Canada: to countervail which there are those who contend that the Dominion government should insist upon strict enforcement of quarantine against United States' cattle in British Columbia.

THE LAND BILL.

The Government has not delayed in bringing down the Land Bill which it promised the province. It provides that every pre-emption shall be rectangular or square, and each one hundred and sixty acres—no larger amount being pre-emptible in any part of the province—shall either measure forty chains by forty chains (equal to 880 yards by 880 yards), or twenty chains by eighty chains (equal to 440 yards by 1,760 yards). Eighty acres shall measure twenty chains by forty chains, and forty acres shall measure twenty chains by twenty chains. The pre-emptor must be the actual settler, not the agent of the settler. Provisions are made for the leasing of public lands for pastoral purposes, and unpreempted Crown timber lands, which have been previously offered to public competition, may be granted by the Chief Commissioner of Lands and Works for a term not to exceed twenty-one years. The bill has already taken its second reading without division. The Chief Commissioner of Lands and Works held that the Government should have the town-sites and suburban property to sell, as it would be ridiculous to allow settlers to pre-empt land that was worth on the market, say \$100 per acre, owing to its proximity to a town. He also took occasion to refer to the remark that it was a poor time now to stop the sale of un-surveyed lands, when all, or nearly all, the good agricultural land had been sold. The fact was, he said, that there had been some 2,000,000 acres alienated, beside the 11,000,000 acres, in the 40-mile belt, a total of say, in round numbers, 14,000,000 acres, but there were, according to best information, some 225,000,000 acres of land in the province, and the possibilities of some of it for agricultural purposes were simply unknown. He further spoke of the endeavors that were being made to arrive at a correct understanding as to the resources of the province and the way in which it was proposed to disseminate the information.

THE NEW YORK LIFE.

Our predictions that "President Beers ought to go" have been fully borne out, and he has resigned to make place for a better man. John A. McCall, it is learned by press dispatches, has been elected president in his stead. We wish the New York Life every success under its new management. The change will save a large amount of money—a very considerable amount has already been expended—apologizing for and explaining the acts of the late management.

We have no wish to be hard, but all the special pleading in the world and lavish expenditure in denials and explanations would never have convinced the policy-holders that the course adopted by the late management was good, nor have restored public confidence in the company under such management.

It is noteworthy that such corporations as the New York Life, under the supervision provided by law, cannot suffer materially, and though we felt compelled to use plain language in condemning bad management, we have no hesitation in expressing our confidence in the company

itself. This company has performed a noble work on a large scale in the past, and under proper guidance and control has a grand future before it.

The new president and his associates will have not a few changes to make, and we venture to suggest to them a change in their contracts. It would seem as if the New York Life contracts were especially constructed so as to permit and encourage the methods of such men as Dinkelspiel alias Lewis, and yet be absolved by the victims from liability for false representations and trickery. If a number of companies can grant simple and plain contracts and be successful, without encouraging questionable methods and practices in securing business, all can do so.

We congratulate the company on securing the services of such a man as John A. McCall, who was formerly superintendent of insurance for the State of New York and has for some years been connected with another large life company in a responsible position. We likewise congratulate Mr. McCall on becoming the chief officer of a company which has been classed as one of the "Three Giants" in life insurance and which we have every reason to believe will worthily continue to hold that rank.

CANADA'S BEST CUSTOMER.

In 1890 the total exports of Canada amounted to \$25,511,841, of which \$11,572,049 went to Great Britain and \$10,000,002 to the United States. In 1885 the total was \$19,256,270, Great Britain taking \$7,470,011, and the United States \$9,075,391. In 1880 the sum total was only \$16,107,348, Great Britain being our best customer by a little over a million and a quarter. For some years in the intervals the United States have consumed a somewhat larger proportion of our products, but at the present the mother country takes the biggest quantity of what we have to sell, and under the McKinley tariff is likely to continue to do so. The statistics from which we make the above extracts are official. Our exports, it is well to know, consisted of books, bread and biscuits, candles and soap, carriages, cottons, clothing, hats and caps, cordage, junk and oakum, furs, glass and earthenware, gypsum, lime and cement, scrap iron, iron and hardware, leather and manufactures of boots and shoes, machinery, musical instruments, oil cake, rags, sewing machines, wrought stone and marble, salt, tobacco, snuff and cigars, woollens, wood and manufactures of, ale and beer, whiskey, sundries, &c. &c. and ships are sold to other countries.

EDITORIAL NOTES.

The coal producing companies in New York have decided to advance prices 25 cents per ton on all grades. The production will be 2,500,000.

SEVERAL members of the Canadian Government are at present in Washington, in connection with those American postponed reciprocity negotiations. Whether or not they will result in anything, remains to be seen.

THE official announcement has been made that the Canadian Pacific Railway

Co. has received assurances from the Imperial Government that a subsidy will be forthcoming to assist in the construction of a cable line from Victoria to Yokohama to connect with the C. P. R. Telegraph Co's lines and to be operated in connection with the Commercial Cable. It is stated that while vice-president Shaughnessy, of the C. P. R., was in the east, he made arrangements with the government of Japan for the use of the land lines in Japan, so that really all the work that will have to be done will be to put in the submarine cable.

IN regard to the complaints which have been made because the authorities here insisted that in connection with the endeavor to raise the steamship San Pedro, the provisions of the Canadian law be strictly carried out, it has been repeatedly declared and not only so, but proven, that the Americans cannot, in view of their own attitude on the subject, reasonably find fault with what has been done. There, even when it is plain that valuable property will be utterly destroyed if Canadian vessels, with Canadian appliances, are not allowed to save it, the authorities permit it to perish, rather than relax any provision of their law. They have, so far, refused to listen to anything in the shape of a compromise and, if at the present moment they are tasting the bitterness of their own medicine, they must remember that it is they who prescribed it, and not only so, but took special pains to administer it to us.

SOME business men regard the immediate presentation of a bank cheque as discourteous to the drawer and therefore are in the habit of holding cheques several days before making use of them. The danger attending this practice has been shown in a decision rendered lately by a New Jersey court. A cheque drawn by the defendant in the case on May 26 was not presented for payment until three days afterward, and in the meantime the bank had suspended. The drawer of the cheque, being sued by the holder for the amount, claimed that the bank had ample funds to meet the cheque before the day on which it had closed its doors, and that as the holder had been guilty of unreasonable delay in presenting the cheque he should suffer the loss. The judge decided that the point was well taken, that the rule in commercial circles was that, when all the parties resided in the same city, the cheque should be presented on the day of its receipt, or the following day, and when payable at a different place from that in which it was negotiated the cheque should be forwarded by mail on the same day, or the following one, for payment.

The Model Clothing Company are opening in Vancouver.

John B. Mather, a prominent commission merchant of Winnipeg, is dead.

H. T. Read & Co., hardware merchants, new Westminster, assigned on the 9th inst. The assets are composed of stock valued at about \$23,000 and book debts \$14,000. The liabilities are chattel mortgages \$28,000, and unsecured creditors about \$10,000.

AN IMPORTANT DECISION.

Intending purchasers of new townsite lots may be concerned to know that notwithstanding the provisions of the Land Registry Act with respect to the registration of townsite plans, it is possible for them to be entrapped into buying lots that literally exist only on paper. In a case recently decided by Sir M. B. Begbie, C. J., a purchaser by written agreement agreed to buy certain lots according to a plan deposited in the Land Registry Office. The evidence cast grave doubts upon the validity of the survey and certification of the plan, notwithstanding which his lordship ordered the purchaser to carry out the agreement, intimating that the word "deposited" in the agreement conveyed no warranty to the purchaser that the plan was deposited in accordance with the provisions of the Act. The result of this decision is that intending purchasers should closely scrutinize the certificate on the plan deposited in the Registry Office as well as the history of the preparation of the plan before they allow themselves to be cajoled into a written agreement by the glib-tongued real estate agent. The following is the text of his lordship's judgment in the case referred to:—

"Thompson v. Courtenay—Mr. Mills for the plaintiff, Mr. Hunter for defendant.

"This is in effect an action by the vendor for the specific performance of a contract under seal, dated 10th April, 1890, for the purchase by the defendant of three lots of land in the proposed city of Queenstown, Quatsino Sound, described by the number of lot and block as laid down in a certain map or plan deposited in the Land Registry Office and numbered 419. There is such a map, it is numbered 319; it was actually lying in the Registrar's office on the 10th April, and, as I understand, ever since; it shows the blocks and the lots. But I am told that the contract is too obscure to be carried out, that the parcels cannot be identified, that the reference to the map 419 is to be treated as a reference to a non-existing map, because not made or certified by a certified surveyor. The defendant urges that the word deposited is, in the Land Registry Act, used solely of a map thus made and certified, and has thereby acquired a peculiar meaning restricted to such maps, so that no other map can be said to be deposited with the Registrar. I cannot agree with that. It seems impossible to contend that the plaintiff might not deposit any map, or, indeed, any other article whatever—an umbrella or anything else—which the Registrar would condescend to admit on his premises, and where that is earmarked and sold by the description of an umbrella deposited with the Registrar, and numbered 419, can I seriously listen to the argument that that is too obscure, and that the umbrella had no business there, as was repeatedly urged during the argument that the map had no business there? There is nothing in the statute forbidding the Registrar to allow this map, or any other, to remain on the premises. The statute, indeed, says he may not put it in his index. Indeed, it may often be his duty to accept irregular instruments; he

cannot always at once decide upon the regularity of all the documents produced and left in his office. And it seems useless to argue that because a statute only uses the word 'deposit' in reference to one class of maps (if, indeed, that be so), therefore no body else can in any private contract be supposed to use the word in reference to any other class of map. The map is now produced, and it appears to be, and the Dominion Surveyor swears that it is, as regards the lines of streets, etc., in exact correspondence with the statutory map of Queenstown now filed at the Registry Office. Other witnesses, it is true, alleged that the two maps did not quite correspond, but no single instance of difference as to the streets or blocks was pointed out. It is not pretended that the defendant has practically found any difficulty in identifying his lots. I therefore think that the contract is in this respect quite clear. The other objections on the ground that the contract was only executed by the plaintiff by his attorney, etc., are abundantly met by the presence of the plaintiff here, this day, adopting all the acts of his attorney and agents as his own. There will therefore be (treating this action as an action for specific performance) a declaration that the contract ought to be specifically performed, and payment of the instalments of purchase money made by the defendant as they become due. I think he must pay the money; he has elected not to avail himself of this option to offer services in lieu of money. But there must be the usual reference as to title, the defendant is not to pay for land which the plaintiff cannot convey to him with a good title.

"Mr. Hunter waived the inquiry as to title.

The Chief Justice—Then I decide nothing as to the title, no question about that being before me. The costs will follow the event."

As the COMMERCIAL JOURNAL reads the judgment, it is quite possible, if the purchaser neglects to adopt the precautions indicated above, for a real estate agent to foist off lots upon him that have never been surveyed or staked at all, and apparently all that the Act really requires is that the townsite be tied down to the adjoining government sections, leaving the stakes and lots to be filled in by the imaginative surveyor in his own office, and the COMMERCIAL JOURNAL is creditably informed that a proper survey of a townsite having an area of 100 acres, would require the services of a party of five men, under a properly qualified surveyor, for at least four months. Moreover, the Chief Justice intimated that the Registrar was not bound to reject any plan that might be tendered for deposit.

Query—How many of the townsites that are being boomed have been properly surveyed?

The COMMERCIAL JOURNAL would like to see the legislature inquire into the whole matter.

MONEY MAKING AND MONEY SAVING.

Some men have the money getting, others the money saving faculty; few have both. Those endowed with the former in its plenitude, and who exercise it to the

utmost, often become rich while indulging in all expensive luxuries which sumptuous taste can suggest; but the colossal figures of finance, the giant "bank-note world," by whose side the half-million and million fellows are merely respectable dwarfs, are generally rigid economists in their personal expenditures, and some people are discourteous enough to call them "screws."

Upon the whole, it is much easier to make money than to save, and although we would not advise any to be miserly, it is certain the part of wisdom and prudence to set aside a considerable portion of a large income as a provision for the future, and so to invest this reserve fund so as to place it, if possible, beyond the reach of all the ordinary contingencies of business. It is a pleasant thing, during one of these financial cyclones which every now and then make shipwreck of innumerable fortunes, to feel that one has an anchor to windward that will not drag. Therefore, while you are making money, save it; and as you save it, put it where no momentary convulsion can bring your "nobles to ninnence."

A BRIGHT PROSPECT.

The reception of the final report of the Building Committee was the principal item of business before the last meeting of the Board of Trade. There were nine members present, including the President, who filled the chair.

Two hundred shares were reported to have been taken up, and further action was deferred until Wednesday, the 24th inst., when a general meeting of shareholders will be held. In the meantime, the Council will canvas for additional subscriptions; there is a good prospect of the building being put up as soon as the practical details can be arranged, free from all indebtedness.

A letter from Prof. Sharpe, whose opinion on the adaptability of the sugar beet to British Columbia, was published in the *Colonist* some days ago, was received and read. In this communication, it was stated that a movement is on foot to ask the Provincial Government for funds with which to purchase and distribute sugar beet seed in all parts of British Columbia, the product of which will be collected late in the season, and form the basis of data, as to the sowing and reaping, cultivation, profits, etc. From what the professor has gathered, he is inclined to believe that the sugar industry, the manufacturing from beet stock, will become one of the most important of the province.

There are 101 cotton spinning companies within a radius of ten miles of Oldham, England, having a subscribed capital of about \$25,000,000. The dividend returns for the past year average 5½ per cent. The balance sheets show, however, that the aggregate earnings have amounted to only \$19,790, or an average of about ¾ per cent. The *New York Bulletin* concludes that dividends must thus have been paid largely from reserve funds, and that most of the mills must be starting this year in much worse financial condition than they did last. This system of paying dividends is in the highest degree reprehensible, as it not only tends to demoralize trade but to defraud the honest investor.

THE MODERN COMMERCIAL TRAVELLER.

The *Sample Case* gives the following extracts from a sermon delivered before the C. T. A., at Hutchinson, Kansas, by the Rev. A. F. Irwin, last month, and is well worth a careful perusal:

"He is a comparatively modern invention, differing in many respects and to his advantage, from the old-time itinerant merchant. He is an outgrowth of the strong competition of modern commercial life. Some one has said that our modern inventions are simply the enlarging or elongating of our common faculties or organs. The telegraph is the extension of the fingers by nerves of wire, so that we write 100, 500, or 5,000 miles away from us. The telephone is the extension of our voice tones to somebody's ears so as to eliminate space. The bicycle is the lengthening of the legs so that we step ten feet instead of two.

The telescope stretches our vision from five miles to five million miles. And the great modern army of travelling men extend the office of the various firms, corporations, mercantile and manufacturing establishments represented, beyond the confines of some dark, dingy, mysterious corner in a great brick building, to the counter of every customer, bringing the brain, the heart, the social atmosphere of the office into vital touch with the personal of every customer.

The jobber is able at once to communicate with a great many distributors. The social influence of the office is carried everywhere, and the character and business methods of its customers observed by keen, practical business men.

The position of the commercial traveller holds between the jobber and the customer requires rare qualifications and peculiar tact. He often represents large interests. In the closest competition he speaks, thinks and acts for the home office. In emergencies he decides for it. He signs contracts that bind it and makes promises which it keeps inviolate. Socially he makes friends for his house, or repels men from it. The office may employ untried or irresponsible men at the desk, or behind the counter, where they can be supervised, but not upon the road without great risk. A machine can work in the house where it can be regulated, but not for the house. He who takes the road to success must be a man, in the highest sense a man. Manly, generous, sociable, shrewd and reliable. I am glad that the travelling man has set a high standard for his own profession. One of our own papers, *The Sample Case*, in an article on "The Science of Salesmanship," emphasizes the following as the important qualifications.

1. Brain, viz., a good, healthy, well-balanced brain.

2. Moral, viz., moral character and force. It requires brains, good and quick judgment, and all this in a constitution of healthy, happy temperament.

There must not only be a comprehensive knowledge of the line of goods handled, and those kindred to them, but there must be also a keen, ready insight into human nature. There are no two men alike. One is jovial and hearty, another is quiet and

dignified, and must be handled very respectfully and with circumspection; a third likes to chat and can not be hurried, while his neighbor is nervous and quick and anxious to get through.

Here is one who waits for the social cigar or drink before he talks business, and another who would consider such a proposition an insult. These things the travelling man must read as by instinct. Quick and accurate must be his judgment of men. The other qualification is moral. For permanent success there is nothing more important than true, manly sincerity. He deals with sharp, shrewd business men who are accomplished in detecting ing counterfeiters, and recognize and appreciate the ring of a genuine man. This moral quality must not be assumed, but real. When the buyer is assured that he deals with a true man who is above artifice and low trickery, who deals in candor and honesty, he will appreciate both the man and the firm he represents. A yielding to anything irregular or dishonest in order to secure a large order, even though it be suggested and encouraged by an unscrupulous buyer, will only secure temporary success, and will be a permanent detriment both to the salesman and the house he represents.

The first qualification - brains make the successful and brilliant commercial traveller; add to this the second qualification - a good moral character and you have the travelling man who wears, and whose commercial value to his house is increased the longer he remains upon a route.

The reputation that a man thus makes is his business capital and it has a high commercial value in the market.

We find, therefore, that the successful commercial traveller has the traits of character, mental, moral and social, that will secure his success in this life. He will be able to look out for himself here, but the Apostle James makes bold to intimate that he may be tempted to forget or underestimate the life to come. A young man came to Jesus. He was influential, successful, moral, and was asked for a policy that would ensure him eternal life when he died. Jesus says to him. "One thing thou lackest." He was unwilling to follow Christ. He wanted his own way more than eternal life, and he went away with a deeper shadow than ever upon him. Even the ideal man needs the forgiveness of God, the religion of Jesus, the Christ, to round out his life and perfect it.

FRIENDSHIP IN TRADE.

"This is business, not sentiment," said a man of affairs in this city in the hearing of the writer the other day, "and business is business," he added. "Why I wouldn't do what you ask for my own mother, because it isn't business."

Business is business, there is no question about that, and the man who seeks to effect a transaction on the strength of personal relations, rather than on the merits of the negotiation he proposes, is quite likely to find he "isn't in it" with the business world.

At the same time there is another side to this question. Or rather the question

presents a paradox, for a great deal of business is transacted on the basis of personal friendship. This fact was recently illustrated in one of its phases by Prof. Sizer, who said: "It is sometimes said there is no friendship in trade. There never was a greater fallacy. Suppose a man has travelled night and day among strangers, 1,000 miles to a great market town. He has left his family and friends, and his heart is hungry. He remembers perhaps, a salesman who is cheerful and has shown himself friendly, and when he crosses his threshold his heart bounds with delight as with a smile like a burst of sunshine that man takes him heartily by the hand, and in a moment becomes to him, as it were, a substitute for the family and friends he has left behind, and it only remains to select the goods; they are already sold, and if the man be honest and name only fair prices for the goods, why should not that man be a life long customer? Who could win him away or prevent him from bringing his own friends to be well treated and become permanent customers? Suppose a salesman has 500 such. They cannot be coaxed away from him, unless goods are offered at prices below their market value by others."

Therein is the real secret of how friendship profits in trade: If the salesman name fair prices and is honest, then the buyer may become a lifelong customer. There is no gainsaying the fact that friendship thus applied means very much in business relations, because it is an important means of introduction; it opens the path to preference; it gives the negotiator the first advantage; but when he has achieved that, it, after all, is as nothing unless he can also offer good goods at fair prices, for without these he cannot hold the custom he may have won in the strength of his own personalit. *North-west-trade.*

THE DAIRY IN B. C.

It is announced that Australian butter is fetching higher prices in the London market than anything, except the best qualities of Danish, and this, according to the importers, only because Danish has been longer in the market. From the colony of Victoria alone, England has taken this season two thousand tons of butter, or double the Victorian shipment last season. If Australia can successfully export butter to the mother country, why should not British Columbia do so? There are in this province vast extents of the most valuable grazing lands, but, even with them, our farmers do not produce half enough butter to supply the home demand. With our mothers and grandmothers, the dairy used to be a most material contributor to the results of the year's farming operations, but here in the farmers' families the novel and the plow have supplanted the churn and the wash-tub. There are lots of money to be made in the dairy and among the poultry, but the latter are to a great extent neglected, while the practice is in many quarters to utterly ignore the farmer. In these particulars, wives and daughters are not help-mates as they were designed to be.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark.	Sericia.	913	Smythe.	Sept. 29.	Victoria.	London.	38,623	\$200,782	
Br bark.	Callao.	978	James.	Oct. 6.	Victoria.	London.	11,610	\$212,000	
Br bark.	Lebu.	726	Worrall.	Nov. 16.	Victoria.	Liverpool.	30,800	161,421	
Br bark.	Rothsay Bay.	750	Partridge.	Nov. 18.	A Westm-ster.	Liverpool.	32,630	159,553	
Br bark.	Wanlock.	715	Cooper.	Nov. 18.	Victoria.	Liverpool.	29,916	157,743	
Br ship.	Titania.	879	T. W. Selby.	Jan. 15.	B Westm-ster.	London.	22,366	107,919	
Br bark.	City of Carlisle.	823	Kendall.	Feb. 9.	Victoria.	London.	21,571	113,885	

A—Sailed from this port Nov. 21, also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$300. B—From Vancouver with part cargo of lumber.

BRITISH COLUMBIA LUMBER FLEET 1891-2.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship.	Stamboul	1218	Weston.	Jan 3.	Vancouver.	Callao.	900,300	\$ 9,600	April 2.	50s
Chil bark.	India	953	Funke.	Feb 1.	Moodyville.	Valparaiso.	751,336	8,318	April 20.	65s
Br bark.	Ninoveh	1174	Broadfoot.	Feb 28.	Vancouver.	Sydney.	855,332	9,335	April 21.	owners ac
Br bark.	Formosa	915	Kain.	Mar 21.	Vancouver.	Arica.	741,000	6,000	July 5.	55s
Am bkt.	Catharine Sudden	368	Thompson.	Mar 31.	Moodyville.	Tientsin.	427,539	5,177	June 19.	77s
Am ship.	Geo F Manson	1353	Crack.	May 11.	Moodyville.	Sydney.	868,151	9,752	Aug 5.	55s
Br ss.	Eton	1746	Newcomb.	May 15.	Moodyville.	Port Pirie.	1,705,711	15,891	June 26.	Private
Am sch.	Olga	478	Atwood.	May 22.	Moodyville.	Shanghai.	531,133	5,900	Aug 7.	55s
Am sch.	Golden Shore	961	Henderson.	June 3.	Moodyville.	Sydney.	799,658	8,063	Aug 7.	55s
Br ship.	Forest King	1022	Morris.	June 3.	Vancouver.	Callao.	F 1,221,816	14,221	Sept. 1.	47s
Am ship.	Exporter	1312	Keizer.	June 7.	Vancouver.	Melbourne.	G 899,132	8,802	Oct. 2.	65s
Am bark.	Spartan	749	Anderson.	June 11.	Vancouver.	Melbourne.	H 502,000	5,276	Sept 22.	00s
Am bark.	Hesper	601	Sodergren.	July 4.	Moodyville.	Shanghai.	I 688,511	8,365	Aug 27.	62s
Swed bark.	Svea	603	Axelius.	July 5.	Vancouver.	Callao.	J 438,913	4,769	Sept 17.	47s
Am ship.	Great Admiral	1197	Rowell.	July 18.	Vancouver.	Melbourne.	K 919,586	8,716	Oct. 2.	63s
Chil bark.	Luisa Maria	715	Meyer.	July 19.	Westminster.	Sydney.	L 551,789	5,896	Oct. 9.	52s
Chil bark.	Leonor	891	Harker.	July 23.	Westminster.	Melbourne.	M 690,323	5,705	Oct. 6.	60s
Nor bark.	Borghild	767	Haugeland.	July 25.	Vancouver.	Melbourne.	N 601,556	6,000	Oct. 6.	65s
Br ship.	Duke of Abercorn.	1289	McDougall.	July 29.	Vancouver.	Adelaide.	O 658,333	8,213	Oct. 10.	62s
Ger bark.	Cassandra	723	Stehr.	July 31.	Vancouver.	Iquique.	P 565,619	6,917	Nov. 12.	47s
Br ship.	Leading Wind	929	S B Savory.	Aug 6.	Moodyville.	Melbourne.	Q 763,443	8,430	Oct 27.	60s
Chil bark.	Antonetta	735	Stack.	Aug 8.	Moodyville.	Valparaiso.	R 613,244	6,831	Nov. 17.	owners ac
Br bark.	Orlovic	825	Austin.	Aug 9.	Vancouver.	Callao.	S 613,300	6,516		50s
Chil ship.	Hindostan	1513	Welsh.	Aug 14.	Moodyville.	Valparaiso.	T 1,200,419	11,803	Nov. 14.	owners ac
Br bark.	H B Cann	1229	Foote.	Aug 21.	Moodyville.	Sydney.	U 1,011,172	12,214	Nov. 2.	50s
Nor ship.	Saga	1413	Aftedal.	Sept. 3.	Moodyville.	Sydney.	V 900,251	8,777	Nov. 19.	50s
Nor bark.	Lotos	718	Salvesen.	Sept 25.	Vancouver.	Adelaide.	W 528,821	5,635	Dec. 26.	65s
Per bark.	Pisagua	980	Benvenuto.	Oct 10.	Moodyville.	Pisagua.	X 453,583	4,618		owners ac
Am bark.	Newsboy	559	Johnson.	Oct 1.	Westminster.	Sydney.	Y 615,792	6,510	Nov. 21.	52s
Nor ss.	H. W. Jarlsberg.	1938	Hague.	Sept. 20.	Moodyville.	Port Pirie.	Z 2,013,269	18,389	Oct. 29.	Private.
Chil ship.	Ena Luisa	1450	Beascoe.	Oct. 9.	Moodyville.	Valparaiso.	AA 909,868	8,187		52s
Br bark.	Alfred Hawley	412	Llewellyn.	Oct. 2.	Westminster.	Port Pirie.	AB 300,331	2,853	Jan. 12.	57s
Nor bark.	Flora	766	Anderson.	Nov. 21.	Vancouver.	Melbourne.	AC 557,352	5,211		62s
Nor bark.	Domillon	1256	Eriksen.	Nov. 23.	Vancouver.	Adelaide.	AD 578,392	9,272		65s
Am bkt.	Willie R. Hume	632	Brightman.	Nov. 17.	Vancouver.	Callao.	AE 791,201	7,735	Jan. 17.	50s
Am ship.	Benj. Sewall.	1361	Sewall.	Dec. 2.	Vancouver.	Valparaiso.	AF 755,687	10,239		45s
Am sch.	Olga	478	Rodin.	Nov 12.	Moodyville.	Sydney.	AG 512,658	4,413	Jan. 15.	44s
Chil ship.	Atacama	1235	Caillat.	Dec. 15.	Moodyville.	Valparaiso.	AH 980,001	9,453		owners ac
Br bark.	Ninoveh	1174	Broadfoot.	Dec. 15.	Vancouver.	Sydney.	AI 710,935	9,125	Feb. 11.	owners ac
Am sch.	F. S. Redfield.	146	Birkholm.	Dec. 10.	Chemainus.	Sydney.	AJ 579,485	5,253		45s
Br ship.	Athlon	1371	Dexter.	Jan. 5.	Vancouver.	Adelaide.	AK 933,793	8,265		47s
Nor ship.	Morning Light	1316	Johansen.	Jan. 22.	Vancouver.	Melbourne.	AL 942,986	9,193		45s
Am bark.	Hesper	601	Sodergren.		Vancouver.	Shanghai.				42s
Br ship.	Angerona	1215	Anderson.		Vancouver.	Valparaiso.				60s
Nor bark.	Czar	1321	Christopherson		Vancouver.	Australia.				40s
Nor bark.	Agnes	811	Hofgaard.		Chemainus.	Antofagasta.				
Norship.	Rathinka	1163	Klevenberg.		Vancouver.	Australia.				
Chil. bark.	India	953	Funke.		Vancouver.	Valparaiso.				Private.
Br bark.	Glenberrie.	800	Groundwater.		Vancouver.	Valparaiso.				Private.
Br ship.	British India.	1129	Limes.		Vancouver.	Valparaiso.				Private.
Am sch.	W. H. Talbot	776	Blum.		Chemainus.	Tientsin.				67s

A—Also 360,000 laths. B—Composed of 13,000 feet telegraph poles, 46,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 387,571 feet rough lumber, 39,668 feet dressed lumber, and 587 bundles laths. D—Composed of 23,335 feet dressed and 341,799 feet rough also 22,916 feet pickets and 231,216 feet laths. E—Also 2,570 bundles laths. F—Composed of 1,111,286 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, (5,000 boxes.) G—Also 1,078 bundles pickets, 1,416 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g floor ing. J—47,039 feet is on deck. K—Of which 78,615 feet is on deck, also 11,925 feet pickets and 2,091 bundles laths. L—Also 3,500 bundles laths. M—Also 1,053 bundles laths and 183 bundles pickets, deck load 72,032 feet. N—Also 90,411 feet dressed, 2,488 bundles pickets and 1,134 bundles laths. O—Comprising 182,638 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,579 feet. Q—Also 139,164 t & g flooring, 1,429 bundles laths and 47 spars, deck load 11,912 feet. R—Composed of 481,906 feet rough and 128,301 feet floor ing, deck load 53,729 feet rough. S—Also 2,001 bundles laths, deck load 106,197 feet. T—Also 2,135 bundles staves and 1,131 bundles laths. U—Also 22,461 feet t. and g. flooring, 2,272 bundles staves and 1,414 bundles laths; on deck 111,437 feet rough. V—Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W—Also 712 bbls laths and 1,463 bbls pickets. X—Also 315 bbls laths and 1,780 bbls pickets. Y—Also 21,757 feet pickets and 36,000 feet lath. Z—Deck load 32,366 feet rough. AA—Also 148,000 feet rough. BB—Also 932 bbls laths. CC—Composed of 15,684 ft T & G flooring, 139,433 ft clear and 619,061 ft rough. DD—Also 6,000 mths and 4,520 pickets. Sailed from Victoria Nov. 21. EE—Also 1047 bbls pickets and 106 bbls laths, returned to Esquimalt Dec. 9 strained and leaking badly, being discharged for repairs. FF—Also 151,237 ft land g flooring. GG—Also 167,535 ft t and g flooring and 3,336 bbls laths. HH—Also 17 bbls laths. II—Also 48 bbls laths. JJ—Also 2,389 bbls lath and 5,550 bbls pickets. KK—Also 41,130 ft pickets and 943 bbls laths.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	Lizzie Bell	1036	Edwards	Sept. 28.	A Liverpool	Victoria	R. P. Rithet & Co. (Limited)	141
Br bark	Argyleshire	1208	Stevens	Sept 16	A Glasgow	Victoria	C. Gardiner Johnson	153
Am. bark	Colorado	1036	Gibson		P San Francisco	Chemainus	Victoria Lumber and Manufacturing Co	
Br ship	Mount Carmel	1336	Livingstone	Nov. 17	S Samarang	Vancouver		91
Br bark	Ariadne	1167	Croot	November 28	L London	Victoria	Robt. Ward & Co	100
Nor bark	Orion	1231	Ustrup		K S. Pedro	Vancouver		
Br ship	Thermopylae	918	Winchester	Dec. 8.	B Bangkok	Victoria	Victoria Rice Mills	70
Br bark	Irvine	665	Jones	Nov. 28.	D Liverpool	Victoria	Turner Beeton & Co.	80
Br bark	Banffshire	829	McDonald	Dec. 18.	D Liverpool	Vancouver	Bell-Irving & Paterson	60
Br schr	Mermaid	188	Crim	Nov. 14	S London	Victoria	Robt. Ward & Co.	96
Br bkt	Blitern	383	Stronach	Oct. 23	H Hong Kong	Royal Roads		117
Br ss	Bushmills	1588	Venning		H Glasgow	Vancouver	Baker Bros. & Co. (ld)	
Br bark	Mistletoe	821	Smith	Nov. 23.	B Buenos Ayres	Vancouver		
Br ship	Ben Nevis	1061	Pike		B Glasgow	Vancouver	C. Gardiner Johnson	85
Br bark	Martha Fisher	811	Lee		L Liverpool	Victoria		
Br ss	Zambesi	1363	Edwards		K Hong Kong	Victoria	F. C. Davidge & Co.	
Br ship	Riversdale	1153	Farr	Feb 2	L San Pedro	Vancouver	R. P. Rithet & Co (Ltd)	1
Br ss	Empress of China	3003	Tillet	Feb 2	H Hong Kong	Vancouver	C. P. S. S. Co.	14
Br ss	Empress of India	3003	Marshall		M Hong Kong	Vancouver	C. P. S. S. Co.	

K-Chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. I-Passed Torrhhead Sept. 17. P-Arrived at San Francisco Jan. 21. Δ-Spoken Oct. 8, lat. 46 N, long 10 W., Feb. 3, 90 miles Northwest of Valparaiso with cabin on fire, captain and first mate sick, Feb. 9, at Coquimbo for medical aid. H-To sail March 12 via Liverpool, thence March 19. B-To sail early in February. G-Cargo of mat rice. D-Spoken Dec. 25, lat. 5 S, long. 33 W., spoken Dec. 28, lat. 9 S., lon. 31 W S-Cargo of salt and sealing outfit, passed Deal Nov. 17 C-Dec. 8, towed into Gravesend. She lost two anchors and chains in the Downs, and damaged windlass, sailed again Jan. 4. F-to load lumber for the Delaware breakwater. E-arrived at Holyhead Dec. 19, sailed again 21. J-For orders, chartered to load at Chemainus for San Pedro. Terms private. L-Chartered to load lumber for Sydney at 47s 6d. M-to sail March 1.

SHIPPING INTELLIGENCE.

The Angerona has nearly finished her cargo of lumber for Valparaiso.

The Empress of Japan sailed from Vancouver February 15 for Yokohama.

The India will probably finish loading lumber on Wednesday for Valparaiso.

The Glenbervie has been chartered to load lumber at the Hastings Mill for Valparaiso f. o.

The British bark Nineveh, from Vancouver December 15, arrived at Sydney prior to February 11.

The Am. whaleback steamship Chas. W. Wetmore, 1,075 tons, Capt. Hastings, arrived in port Feb. 11 for repairs and docking.

The British ship Riversdale, 1,453 tons, Capt. Farr, sailed from San Pedro February 2. She will load at the Hastings Mill for Sydney.

The British India, now at Vancouver, has been chartered for lumber to Valparaiso f. o., but loading port has not yet been fixed.

The American schooner Reporter, 333 tons, Capt. Dreyer, from San Francisco February 1, arrived at Victoria February 11. She will load lumber at Chemainus for San Pedro, terms private.

FREIGHTS.

Lumber freights for Australia have again given way, the last rate paid for Sydney being 32s 6d. In the absence of business, it is difficult to quote for other ports, but the rate for Melbourne, Adelaide or Port Pirie is nominally 42s 6d to 45s. For West Coast of South America, several

vessels have been chartered at 37s 6d for Valparaiso for orders, 2s 6d less to direct port. Two charters have been effected for the West Coast. The Glenbervie, 800 tons, and British India, 1,499 tons, both to Valparaiso for orders, terms private. For China, no charters are reported and rates are nominally unchanged.

Grain freights from San Francisco, after advancing to 21s 3d to Cork with usual options, have again declined, and several charters have been made at 20s, below which rate, however, the market is not likely to go, as it is now more profitable to lay a vessel up and wait for next season, than it is to charter at ruling rates. A large vessel has been fixed at 32s 6d, August loading, which shows that some have considerable confidence in the future of the market. From Tacoma and Portland, quotations are nominally unchanged.

VESSELS IN PORT.

(February 15, 1892.)

VICTORIA.

British bark City of Carlisle, 823 tons, Capt. Kendall, loaded with salmon and naval stores for London, Robert Ward & Co., consignors. Ready for sea.

Nor. bark Dominion, 1,256 tons.
British bark Glenbervie, 800 tons, Capt. Groundwater, chartered to load lumber for Valparaiso for orders.

Am. steamship Chas. W. Wetmore, 1,075 tons, Capt. Hastings, undergoing repairs.
Am. schr. Reporter, 333 tons, Capt. Dreyer, to load lumber at Chemainus for San Pedro.

VANCOUVER.

Am. bark Hesper, 661 tons, Capt. Sodergren, loading lumber for Shanghai.

British ship Angerona, 1,215 tons, Capt. Anderson, loading lumber for Valparaiso.
Chil. bark India, 953 tons, Capt. Funke, loading lumber for Valparaiso.

Nor. bark Czar, 1,314 tons, Capt. Christophersen, loading lumber for Australia.

Nor. ship Kathinka, 1,463 tons, Capt. Klevenberg, loading lumber for Australia.
Br. ship Aristomene, 1,750 tons, Capt. Sprague, discharging cargo of raw sugar.
Br. ship British India, 1,499 tons, Capt. Lines, from Java, discharging cargo of raw sugar. Chartered to load lumber for Valparaiso for orders.

Am. schr. W. H. Talbot, 770 tons, Capt. Bluhm, loading lumber for Tientsin, China

CHEMAINUS.

Nor. bark Agnes, 814 tons, Capt. Hofgaard, loading lumber for Antofagasta.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. bark Oregon, 1,361 tons, Capt. McCartney, loading.

Am. ship America, 1,952 tons, Capt. Harding, waiting to load.

Am. ship Glory of the Seas, 2,100 tons, Capt. Freeman, waiting to load.

Am. bark Gen. Fairchild, 1,350 tons, Capt. Mackie, to load Northfield coal.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	5	4,287
Vancouver	8	9,634
Nanaimo	4	6,781
Chemainus	1	814

Total.....18 21,516

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending Feb. 13:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons
8.	Marie, str., Port Ludlow	610
8.	Mogul, str., Port Townsend	29
10.	Tacoma, s., San Francisco	2,707
13.	Grandholm, s., San Francisco	1,967

Total..... 5,013

L. H. Merston, of the Dominion Real Estate Agency, informs THE COMMERCIAL JOURNAL that C. M. Banks, of Detroit, Mich., is erecting a sawmill at Mission City, which will have a capacity of 100,000 feet daily. The number of men employed will be about 100.



REGISTERED TRADE MARK.

The Largest Factory of its Kind
in the Dominion.

LION 'L' BRAND
Pure Vinegars,

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

—PREPARED BY—

Michiel Lefebvre & Co
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Established 1849. Gold, Silver
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Prizes.

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A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Estimates for Marine and Stationary Engines furnished on application.

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W. L. McCABE, TACOMA, 1st Vice-Pres. CAPT. JAS. CARROLL, Pres't. J. P. BETTS, VANCOUVER, B. C. 2nd Vice-Pres.

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Saw, Shingle and Planing Mills, Portable and Stationary Engines and Boilers, Arrington and Sim's Engines, New Lansing Improved Turbine Water Wheel, Marsh Steam Pumps, Northey & Co's Single and Duplex Pumps, MacGregor, Gornley & Co's Woodworking Machinery, Goodhue & Co's Leather Belting, Gutta Percha Rubber Co's "Red Strip" and "Mornach" Belting, Circular and Rip Saws, Ewart Chain, Spracket Wheels and all Mill Supplies.

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* * and Embalmers.

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P. O. Box 531. Telephone

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ARCHITECT,

Over Spencer's Arcad

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VANCOUVER.

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A full line of samples of our goods will be
kept in both
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TIME TABLE NO. 15,
To take effect at 8.00 a.m. on Tuesday, October 20th, 1891. Trains run on Pacific Standard Time.

GOING SOUTH READ UP		STATIONS		GOING NORTH READ DOWN.	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Sundays	Victoria	Wellington	No. 2 Passenger Daily	No. 4 Passenger Saturdays Sundays
Ar 12.24	Ar 5.58	VICTORIA	1	De 8.00 a.m.	De 2.30 p.m.
" 12.20	" 5.54	RUSSELL'S VIC. W.	1	" 8.04	" 2.34
" 11.45	" 5.44	ESQUIMALT	4	" 8.14	" 2.44
" 10.50	" 5.10	GOLDSTREAM	11	" 8.30	" 3.00
" 10.40	" 4.24	SHAWNIGAN L'E	28	" 8.34	" 4.04
" 10.27	" 4.14	COBBLE HILL	31	" 8.44	" 4.14
" 10.17	" 3.50	MCPHERSON'S	35	" 9.07	" 4.20
" 10.12	" 3.40	KOKSILAH	38	" 10.07	" 4.30
" 10.02	" 3.34	DUNCAN'S	40	" 10.12	" 4.44
" 9.56	" 3.31	SOMERVILLE	43	" 10.22	" 4.54
De 8.34	" 3.12	CHEMAINUS	52	" 10.38	" 5.10
Ar 8.25	" 2.14	NANAIMO	73	Ar 11.50	" 6.14
De 8.10 a.m.	De 1.50 p.m.	WELLINGTON	78	De 12.14 p.m.	Ar 6.20

On Saturdays and Sundays

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

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

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

A. DUNSMUIR, JOSEPH HUNTER,
President. Gen'l Supt.

H. K. PRIOR,
Gen. Freight and Passenger Agent.

Union Steamship Co

B. C., (LIMITED.)

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

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

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

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

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8:00 a.m. * Lv Tacoma Ar..... 5:15 a.m.
10:15 a.m. " Seattle Lv..... 3:00 a.m.
1:30 p.m. " Pt Towns'd " 11:45 a.m.
4:30 p.m. Ar Victoria " " 8:30 p.m.

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

6:45 p.m. † Lv Tacoma Ar..... 4:30 p.m.
9:00 p.m. " Seattle Lv..... 2:30 p.m.
12:15 a.m. " Pt Towns'd " 11:30 a.m.
2:45 a.m. " Anacortes " 9:15 a.m.
7:30 a.m. Ar Fairhaven " 8:00 a.m.
6:15 a.m. " Selhome " 7:15 a.m.
4:30 a.m. " Whatcom " 6:00 a.m.

Snohomish River Route.

5:30 p.m. † Lv Tacoma Ar..... 4:30 p.m.
7:00 a.m. * Lv Seattle Ar..... 2:00 p.m.
8:15 a.m. " Edmonds Lv..... 12:50 p.m.
10:30 a.m. " Muckeltee " 10:15 a.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 Washington leaves Tacoma daily except Monday at 6:00 a.m. for Everett. Runs direct to Everett with no intermediate stops. Returning, leaves Everett at 4:00 p.m.

STEAMER EDITH.

Pt Townsend Mail Route.

11:00 p.m. * Lv Seattle Ar..... 3:00 p.m.
..... Kingston Lv.....
12:30 a.m. Lv Pt Madison " 3:10 p.m.
3:00 a.m. " Pt Gamble " 11:00 a.m.
4:00 a.m. " Pt Ludlow " 10:00 a.m.
6:00 a.m. Ar Pt Townsend " 8:00 a.m.
* Daily ex. Sunday. † Daily ex. Saturday.
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(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

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