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Vol. 1.

VICTORIA, B. C., TUESDAY, APRIL 28, 1891.

No. 7.

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Standard Packing Co., Skeena River, Neptune Brand.

Skeena Packing Co., Skeena River, "Diamond C" Brand.

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Carpenters and Builders.

Office Fitting and General Jobbing.
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THE OAK BAY IMPROVEMENT
CO. (LTD.)

The last year has seen the birth of a great number of joint stock companies in this Province. A slight sketch of one of these, which has already caused considerable stir in financial circles in Victoria, should prove of interest.

It would be well to premise that Oak Bay is a semi-circular indentation, about one and one-half miles long, by half a mile deep, that, with Victoria Harbor, forms the peninsula on which the greater portion of Victoria is built. The distance between the two harbors is only two miles and a-half; but, owing to the fact that no roads had been made along the water front on Oak Bay, few even in Victoria were aware of the fine harbor to the east of the city.

While Victoria remained but a third-rate town, of course two miles and a half might as well have been ten miles, but the building of the last year has brought Victoria within half or three-fourths of a mile of this, its natural eastern outlet.

It seems the first to appreciate the possibilities of this portion of the city were Messrs. Crane, McGregor & Boggs, who secured some two hundred acres, including three-quarters of a mile of water front, on the southern portion of the bay, and then went to work to organize a company with means and energy sufficient to develop the

latent possibilities of Oak Harbor, as they entitle their addition to the city of Victoria.

Hence the organization of the Oak Bay Improvement Co. (Limited), with a capital of \$500,000.

The company is a close corporation, as there are altogether only eight shareholders, and in the month since incorporation they have given evidence of being a very lively incorporation, indeed. The Electric Tramway have their track well under way through the property; streets sixty and eighty feet wide are laid out, and contracts let for grading and gravelling the more important. Oak Bay avenue is being regraded and gravelled. The plans and specifications for a magnificent summer hotel are being completed, and surveys of the harbor preliminary to the building of a fine wharf are in progress.

They claim that the harbor is perfectly sheltered, easy of access, and an hour nearer to the Sound or the Mainland than Victoria harbor, and certainly they have the loveliest beach and the most beautiful site of any part of Victoria.

They claim that the harbor is perfectly sheltered, easy of access, and an hour nearer to the Sound or the Mainland than Victoria harbor, and certainly they have the loveliest beach and the most beautiful site of any part of Victoria.

People are already wondering why this was overlooked so long, but it seems to be in good hands now, and the company is entitled to the gratitude of the citizens of Victoria for opening up and improving this most desirable locality.

Langley & Co., wholesale druggists, Victoria, have a new department in their business, which is the putting in of a full line of dental goods. Having a complete stock of dental supplies so centrally located, from which orders may be filled in two or three days at the farthest, will prove a boon to the dentists of British Columbia, who, at the present time, are greatly inconvenienced by the delay in getting supplies from the east. We predict for Messrs. Langley & Co. success in their new venture.

PROVINCIAL TRADE NOTES.

The Vancouver Board of Trade will hold its annual dinner to-morrow night.

Vancouver clerks have organized themselves into an association for mutual benefit.

Brown Bros., of Victoria, have been appointed consular agents for Newfoundland.

D. L. Lockerby is making arrangements for the purchase of fruit in the autumn for shipment to Montreal. So far he has had good success.

A public meeting has been called for Wednesday, the 20th inst., to take the preliminary steps for the formation of a municipality in the North Arm district.

The Mount Royal Milling Company have, this spring, distributed about 60 tons of 'me spring wheat among the farmers along the Fraser River and upon Vancouver Island.

On April 23rd, the first mails from Great Britain for Japan and China via Canada, left London under contract with the Canadian Pacific. It is to be a regular service once in every three weeks.

The William Hamilton Manufacturing Co., of Peterboro, Ont., are supplying the machinery for the Canadian Pacific Lumber Co's mill to be built at Westminster. The capacity of the mill will be 250,000 feet daily.

The Chilliwack Progress is the latest addition to British Columbia newspapers. The first number is full of newsy items, and is a credit to the community in which it is published. W. T. Jackman is publisher.

The Port Discovery sawmill has stopped work, owing, it is said, to dullness in the foreign lumber trade. According to mill men, the war in Chili has had a depressing effect on the industry, and they look forward to brighter times when that trouble shall have been settled.

T. J. Trapp, secretary of the New Westminster and Vancouver Short Line Railway Co., gives notice that a second call of 5 per cent. of the subscribed stock of the company will be due and payable at the Bank of B. C., New Westminster, on or before the 13th day of May next.

The prospectus has been issued by the Lions' Gate Woolen Manufacturing Company (Limited), with a capital stock of \$200,000, but of which \$100,000 shall be the first issue. The advantages offered by Vancouver as the seat of such an industry are pointed out, and an outline given of what it is proposed to do. A gentleman who has a thorough knowledge of weaving and spinning, has consented to act as manager, while men of solid financial standing are behind the concern.

The Canadian Pacific Navigation Company have decided to put the steamer Yosemite on the Victoria-Westminster route, and commence a regular daily service about the middle of next month. The growing business between Victoria and Westminster, and the still further increase expected when the Great Northern Railway begins its regular passenger service, determined Capt. Irving on this move. The daily service will be greatly appreciated by the Westminster people in general, and will have the effect of largely increasing the travel between the two cities.

The Victoria Times now issues ten pages every Saturday. The Times is the peer of any evening paper in Canada.

The Vancouver foundry, in order to accommodate increasing business, will enlarge its works. Orders for a large supply of new machinery have been placed.

The branch of the C. P. N. from Mission, to the boundary will be open for traffic by May 15th, and Canadian Pacific Railway trains will then begin running through to Seattle.

The Dominion Express Company are making arrangements to have California fruit shipped by rail from San Francisco, via Mission branch, to Vancouver and New Westminster.

Although the run of salmon is still small, quite a number of boats are fishing, these making, on the average, eight fish to the boat. Since the fishing has started on the Columbia river, prices have fallen considerably in the eastern market, and the cream of the season is over as far as the packers are concerned.

The Texada Gold and Silver Mining Company resolved, at a meeting held last week, to commence work again on their claims at an early date. A number of men have been engaged and will, this week, proceed to the Island. One difficulty they will have to contend with, this year, is the absence of a regular steamer communicating with Texada, unless a boat is put on the route.

A large percentage of the oolachans, caught here, are shipped to Vancouver, to supply the markets there, and prices rule rather higher than in New Westminster. It is a fact not generally known that if this fish is dried in the sun, and a match applied to the tail, it will burn like a torch, and, in the early days, it was almost the only means of illumination known to the native Indians.—Ledger.

Chilliwack Progress: A widely circulated petition was presented to the council at their last meeting, praying that a grant of \$600 be given in aid of a fruit cannery, to be established here, to cost in the neighborhood of \$5,000. The petition has met with the approval of the council and the bonus will be given as soon as the cannery is completed, which will be ready in time to handle this season's crop. Such an enterprise will be of immense importance and advantage to farmers and others growing fruit in this vicinity, as they can find ready sale for all the fruit they raise at their own doors, without going to the expense of boxing and the risk in shipping, as heretofore.

The cattle trade of the interior of British Columbia has grown very considerably of late. As the country becomes more thickly populated, it is evident that the raising of beef and mutton will be more extensively carried on. A better class of stock is being introduced, ranges are being taken up freely, and everything goes to show that the cattle trade of the interior will ere long assume immense proportions. Although the supply has been very large lately, it is far from satisfying the demand, hundreds of animals being imported every year from the East or from the United States by the butchers of Victoria, New Westminster, Vancouver, and other cities of the coast.—Canadian Gazette.

CORRESPONDENCE.

VICTORIA'S FUTURE.

To the Editor of The Commercial Journal.

SIR,—Now that the project to secure direct railway communication may be said to have assumed definite form, it might not be out of place to ask ourselves what Victoria has to offer as an inducement to capitalists and others interested in railway enterprises, to furnish the people with this much desired communication.

Victoria, it is true, occupies an unequalled position in the natural pathway of the world's commerce, and commerce, as everyone knows, like water, always seeks easy channels. Its situation as a manufacturing centre and a shipping point is unrivalled for commanding trade, while the salubrity and mildness of the climate is not equalled anywhere in this latitude. Already there has been centred in this city the nucleus of a wholesale trade, that, as the city grows older, must increase to dimensions which the most sanguine can at this time scarcely contemplate. The advantages which Victoria offers as a manufacturing and industrial centre far surpass those of any city of its size in Canada. In a few years hence, if manufacturing is properly encouraged, in its mills and manufactories will be crowded the wealth of the world in forms and shapes suited to satisfy wants now scarcely expressed for fear of ridicule. Industrial activity, as everyone knows, will be the forerunner of railway communication in all directions, and during its process of development will be a far greater factor in securing a railway outlet than any monetary consideration the city could offer to any of the proposed lines. For this reason, I contend that the city would be consulting its own interests and those of the thousands who will make it their home by fostering and encouraging industries which will add to its wealth and population. A railroad will come to Victoria, without a bonus, when trade expands enough to guarantee returns commensurate with the cost of the enterprise. Let Victoria offer men like R. P. Kithet sufficient inducements to build manufactories which will create a large producing and consuming population, and there will be no necessity to bonus any railway. It is manufacturing enterprises which should be encouraged by bonus, and not railways.

ONE OF THE DISSENTERS.

CURIOSITIES OF THE CENSUS.

A curious fact in statistics of population is the greater number of people whose age is expressed in decimals of ten. For instance, in the last census of Rhode Island, there were more than twice as many people 50 years old as there were 49. So, again, there have been found in a certain area 2,000 colored people 60 years old, 1,200 71 and 10,000, 70. The fact is a striking illustration of the general fondness of people for round numbers. A man who is 50 or 61 years of age is quite apt to call himself 60, and in a similar case a woman will call herself 40 or 50.

Mission City will have a new hotel.

A LIVERPOOL AUCTION SALE OF TIMBER.

A few minutes before the hour of noon strikes out from the tower at the Alexandra dock members of the timber trade may occasionally be seen converging to some spot upon the quay of the Canada or Brocklebank Docks, the chief seats of the timber trade of this port. A stranger asking for information upon this matter would probably be told that an auction sale of foreign timber was about to be held. His attention might possibly be drawn to the fact that a flag was flying from an imposing staff at the office yard of the firm of brokers whose sale was the object of attraction. This ensign might be the red, the blue, or the white St. Andrew's cross, for nearly all the different firms of brokers have their distinguishing flags. A brief space of time may be spent in walking over the logs and examining the merits or demerits of the cargo or cargoes to be offered. But probably all, or nearly all, with the exception of the buyers from the country, have scrutinized it most carefully since the first portion of it has been landed in the ship in which it was imported. The time is passing, and as the last stroke of the clock is heard there is a general concentration of the scattered assembly towards the auctioneer who has taken up his position on one of the most prominent places upon the cargo that is offered by him. The conditions of sale are rapidly read through, and the real business of the meeting begins. With a few preliminary remarks, careful and guarded from one auctioneer, genial and humorous from another, buoyant and optimistic almost to extravagance from another, each according to his particular humor descants for a brief space either upon the excellence of the goods to be sold or upon any other phantasy that seizes his imagination. These being closed a silence ensues and an onlooker begins to wonder why all these people took all the trouble to come all this way for the evident purpose of all doing nothing. And all this to, if it be winter amidst a bitter, biting frost, quays as well as timber covered with snow, or, if in summer, to broil for an hour or more under a scorching sun at noon-day, and all this with evidently no purpose at hand. "Who bids for lot one?" cries the auctioneer. The silence remains unbroken, but at

last some careful buyer makes in an equally careful and hesitating voice, in a very careful and low pitched voice, a bid. It may possibly be near the value of the goods or it may be a long distance away from it. But if it serves no other purpose, it serves that of breaking the silence, and, once this is done, matters progress rapidly. Bid follows bid and lot after lot is quickly knocked down. The cargoes if not sold, as we have endeavored to describe, are just as promptly withdrawn. Here we may say that provincial sales differ widely from those held in the metropolis. It has often been a matter for consideration why there should be such a wide divergence in the method of holding auction sales in the two great centres of the timber trade of this country. But the reasons are not far to seek. In London, merchants conduct their business in the city, and hold their stocks miles away at the docks. In Liverpool, the very reverse is the rule. Here the merchants not only hold their stocks at the docks, but they hold them in the yards attached to their offices there, or in adjacent storage lands, and they have the further advantage of seeing their cargoes landing, in many cases, almost under their office windows. Under these widely divergent circumstances, there is no wonder that what should be found suitable for London should be found quite the opposite for Liverpool. Some years ago, efforts were made by various brokers to institute the London system here, but, for the reasons set out above, these did not succeed. It suited neither the merchants at the Canada Dock to leave their offices and waste many valuable hours of time in the city, nor did it suit buyers from the country to come down solely for the purpose of attending an auction sale and then afterwards to make a long journey, often late in the day, to find something at the docks they require to supply some want.—*Timber Trades' Journal.*

COMMERCIAL TREATIES.

The commercial treaties of Spain end in 1892, and it seems likely that they will be replaced by a highly protective tariff. That this may be the case can be inferred from the protectionist principles of the members of the committee appointed by the Government to inquire into the working of existing treaties. It must be admitted

that as regards Germany they do not show satisfactory results. Taking the year of 1886 as an example, the value of German exports to Spain during the year was £4,120,000, whereas the value of Spanish exports to Germany amounted to only £480,000. The worst of the matter, however, is that the German exports to Spain consisted almost entirely of potato spirit and cheap and inferior merchandise. Nothing could have been more disastrous than the effect of the German spirit upon the Spanish wine trade. It killed the popularity of sherry in Great Britain. Year by year sherry became more and more "firy," and it is now difficult to obtain any sherry which is that wine more than in name. If the Spanish wine trade is to retain Great Britain's custom the admixture of potato spirit must be rigorously tabooed. While Spain has been paying dear gold for German spirit, Great Britain has been taking Spanish wines in exchange for British manufactures and British gold. Great Britain's imports from Spain largely exceed in value her exports thereto. Hence, in any new tariff arrangement England should, as a question of justice and advantage to Spain herself, have a special claim for preferential treatment.

EXPORTING SUGAR.

The steamship Michigan carried away from Vancouver one day last week, seventy-five barrels of sugar, from the British Columbia Sugar Refinery, for Portland, Ore. This is one of the first shipments of sugar from Canada to the United States in many years, but it will not be the last, as the company has orders for several hundred barrels, to be forwarded in a few days to the same destination. The present high prices of sugar in the United States gives this opportunity for exporting, and it will be taken full advantage of while the present figures rule. The refinery has recently added machinery for making cube sugar, and its manufacture will be commenced in a few days.

The directors of the British Columbia Fruit Growers' Association will meet this year at Ladner's Landing, on Tuesday, May 5th, commencing its sessions at 4 o'clock, p. m., of that day. Members of the Association and all others interested in fruit culture are requested to attend.

COMMERCIAL SUMMARY.

The finances of Nova Scotia show a deficit of \$45,000 for the year.

B. & A. Homarjee, Parsee bankers and merchants, have failed; liabilities, £500,000.

The Dominion Dairy Exhibition will be held in Sherbrooke, Que., this fall. The Dominion Government has been asked to give a bonus of \$10,000.

The Nova Scotia Government has passed a resolution sympathizing with the Newfoundland people in their struggle for improved trade relations.

Senator Howlan, of Prince Edward Island, is in London, trying to raise a loan of £1,000,000 sterling, to construct a tunnel between the island and New Brunswick.

C. P. R. returns for the traffic week ending April 14th were \$371,000; for the same week last year, \$304,000; the earnings of the New Brunswick Railway included both years.

Canadian immigration agents in Dakota are reported to have retired from the field, owing to ill treatment received at the hands of business men, who resorted to extreme measures when they saw the large number of people leaving the state for Canada.

The old mill belonging to the Norwich Falls Cotton Manufacturing company was burned last week. The loss is \$50,000 on the building, and about the same amount on goods. The loss on machinery and manufactured material will reach about as much more. The loss is fully covered by insurance.

Europe's population on January 1 was 380,200,000. The population of each of the other continents was estimated to be as follows; Asia, 850,000,000; Africa, 127,000,000; Australia, 4,730,000; North America, 89,250,000; South America, 36,420,000; polar regions, 300,000. The total would then be 1,787,600,000.

Hon. John Carling was in Toronto the other day on business connected with his department. During his stay he was waited on by a deputation of shippers interested in the cattle trade, who set before the minister the necessity of the Canadian government having a veterinary surgeon or surgeons at points of debarkation in Great Britain. Carling promised to give the representations of the deputation due consideration.

The sales of Nova Scotia coal this season are 100,000 tons in excess of the sales at this time last year.

It is again reported that the Grand Trunk Railway Company will concentrate its shops in Kingston, removing those now at Belleville and Brockville to Kingston.

Deputations from all quarters are in Ottawa, asking modifications of tariff to suit various developments of Canadian manufactures. It is significant that all are asking additional protection.

The statement of J. Birrel & Co., dry goods, London, who assigned recently, shows liabilities of \$285,000. The banks are owed \$153,000, English creditors \$65,000, and Canadian creditors \$64,000. The assets are placed at \$121,000.

The Baring collapse is being most severely felt in South Devon, England. Lord Devon and the Rev. Mr. Mildmay kept up two of the largest country establishments in the west of England, at Membland and Flete respectively, but now both places are practically closed.

The Michigan Central officials do not think the recent regulations of the United States government affect the bonding privileges as to goods passing in bond from one point in the United States to another, and therefore the road's through traffic will not be interfered with.

The Empire Brewery property, Winnipeg, has been sold by the liquidators, and purchased by Mr. E. L. Drewry for \$14,000. This includes about \$1,000 or \$1,100 worth of stock, and as it has been said by an eminent authority that there is no bad beer, the impression is that Mr. Drewry has secured a bargain. It is understood that temporarily at least the Empire will be used as a storehouse and bottling works by Mr. Drewry.

A Montreal despatch says: "Advices from along the border of the United States indicate a wholesale smuggling of American sugar into the Dominion. Retailers are selling granulated and yellow refined sugar at prices 20 per cent. below refinery figures. There is only one way in which this can be accounted for, and that is by smuggling. The difference between the price of refined sugar in the United States and Canada is 2 cents a pound, or about \$6 a barrel, making the inducements to smuggling enormous."

The rate of postage on newspapers for Britain mailed direct to subscribers from the office of publication has been increased to eight cents per pound.

No word has been received for months from E. H. Wells, of Cincinnati, who is making explorations in Alaska, and it is feared that he is lost.

At the annual meeting of the Canadian Manufacturers Association, held at Toronto, the National Policy was endorsed, and discrimination against England and reciprocity with the States in natural products were condemned.

On account of the annual meeting of C. P. R. shareholders in Montreal next month the transfer books of the company will close in Montreal and New York on Tuesday, May 5th, and will be reopened on Thursday, May 14th.

James E. Steen, editor of the Winnipeg Commercial, has been interviewed at length on Manitoba by the Montreal correspondent of the Toronto Empire. Speaking of the reported action of the Manitoba Government in granting a subsidy to the Canadian Pacific to build 60 or 70 miles of road from Brandon to the Souris River river district, Mr. Steen said not a ghost of the old anti-Canadian Pacific feeling could be found in the country to-day.

The British Board of Trade returns show a remarkable change in Canadian trade. British exports to Canada increased 19 per cent. during March and 16 per cent. to £1,219,912 sterling during the quarter. The chief increases were in cotton and woollen manufactures. The imports from Canada increased 44 per cent. for March and 17 per cent. for the quarter. Fish imports from Canada declined £60,000 and cheese £20,000. The importation of Canadian wheat and flour increased.

Lady Northcote, who is a daughter of Sir George Stephen, of Montreal, performed the christening ceremony at the launch of the Empress of China at Barrow. This is the third of the new steamers built for the Trans-Pacific service of the Canadian Pacific Railway. At the lunch which followed the launch, Sir George Baden-Powell delivered an important speech, in which he lauded the company for the spirit of loyal enterprise in which they had determined to "take up the work of exploiting the eastern trade in the interests of Canada and the Empire."

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

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L. G. HENDERSON BUSINESS MANAGER.
Office No. 77 Johnston Street.

VICTORIA, TUESDAY, APRIL 28, 1891.

BONUSING RAILWAYS.

Our correspondent, "One of the Dis-senters," raises a point of considerable interest and importance when he says, "it is manufacturing enterprises which should be encouraged by bonus, and not railways." No doubt there are many people who agree with him in this observation; but there is much to be said on the other side of the question. It cannot be forgotten that it was not until the advent of the Transcontinental Railway that the Canadian Pacific coast assumed any very great proportions. Until the Canadian Pacific line was built there was no Vancouver, while, during the last four years, Victoria, despite the obstacles thrown in her way, has increased with bounds and strides that were never previously possible. It should not be forgotten, too, that the construction of the E & N. Railway opened up a large extent of territory on Vancouver Island and rendered it tributary to this city. It is true that the short line to Beecher Bay will not open up any very great quantity of new country, and will connect us with a country the tariff of which has been raised so high as almost to shut out anything that we can produce, while our own fiscal arrangements are such as to prevent our handling many American products. On this account, the question will very naturally arise as to whether the game is worth the candle—that is, would the advantages to be gained be commensurate with the cost, or might it not be better for us either to turn our attention to railway construction in another direction, or strive to improve our means of communication with the mainland, rendering ourselves in that way independent of the existing Canadian through line? As for manufactures, it must be remembered that if they are to be successful they must have a market. Where is that enlarged market to be found until we have more tributary territory, or strike

up new trade relations abroad? Without either one of these the establishment of manufactures could not be very successful. The prosecution of the Crofter Emigration scheme, or of some other organized colonization project, would unquestionably benefit us, while the embarkation of more capital in the business of fruit canning and in mining operations would materially help us also.

VICTORIA AND THE C. P. R.

In years long ago, the celebrated "Letters of Junius" exercised a powerful influence upon the mind of the Mother Country, whose results there can be no doubt were of a beneficial character. In these days, and in the city of Victoria, another Junius has risen up, whose identity is in the meantime as much of a mystery as that of his anonymous predecessor. He has dealt in a cogent manner with the attitude of the Canadian Pacific Railway authorities towards the city of Victoria, and shown how they have, from his point of view, preferred the city of Vancouver, between which two there ought to be no rivalry, because they are sisters, and should remember that what benefits one of them is or ought to be advantageous to both. Some of "Junius'" allegations are especially pointed, and each one of them he declares that he is in a position to prove. Doubtless he is a man of responsibility, or the Colonist newspaper would not publish his bold averments. On this account, if President Van Horne, who is now upon this coast, takes up the gauntlet he may be expected to substantiate the statements which he makes. These are, that there has been a conspiracy to build up Vancouver at the expense of Victoria, that the C. P. Railway Company's maps and time-tables continually discriminated against Victoria, and that the Company's officials have warned people against this city, which has done so much for the prosperity of the entire province.

In a word "Junius" says. "I am within the truth, when I say that every effort which could be made by open lying, by secret intrigue, or by bold conspiracy, has been tried to stay the progress of Victoria, by those who foolishly considered that Vancouver's prosperity could only be achieved by Victoria's decline and fall." Despite all this, what are the facts? That Vic-

toria has grown, and when the tide in her affairs reached its flood, her people took it with the result that the city has doubled within the last four years, the trade of the old Victoria not being a circumstance compared with that of the Victoria of to-day. As has previously been said in these columns, all this has been in the teeth of C. P. R. opposition, which the sooner it is removed the better. No doubt this will have been recognized by the President of the great Canadian road before he returns to Montreal, a wiser if not a sadder man. The policy of the company has driven the people to look out for themselves, and unless there be a change of base, the result will be that American railroad enterprise and American shipping will be called upon to do for Vancouver Island what a mistaken railway policy has neglected, if not refused, to do.

EDITORIAL NOTES.

THE COMMERCIAL JOURNAL will be pleased at all times to receive items of news, of a business nature, from its subscribers. To insure publication the news must be reliable.

NELSON wants a bank, and the Miner says: "If the chartered banks of Canada will not take advantage of the opening, there is nothing in the laws of Canada or of the Province of British Columbia to prevent United States banks establishing branches at Nelson or at Ainsworth. If the banks of Spokane would have a share of the trade of the lake country go to Spokane business houses, they should lose no time in starting branches at Nelson and Ainsworth, towns whose permanency are assured."

SENATOR COCHRANE has found ranching profitable. The company with which his name is prominently indented was formed with a capital of \$250,000. It is now \$400,000, and the senator says that it will pay a fifteen or twenty per cent. dividend this year. Last year and the one previous he shipped about a thousand cattle from the Cochrane ranch at Fort McLeod. These cattle are well thought of in Great Britain and brought good prices. This year 1,500 head from the same ranch will be exported about September. Senator Cochrane predicts a great future for the trade.

THE banking interest of Montreal is summarized in a recent census taken by Mr. John Lovell, the enterprising publisher of that city. It shows 11 chartered banks and 6 branches of chartered banks, together having a capital of \$43,583,600 and reserve funds amounting to \$17,369,300. There are also five savings banks besides the post-office savings bank, four being departments of chartered banks.

It would appear that for the present the Dominion Government propose to wait developments before taking any action in view of the abolition of the duty on raw sugar coming into the United States. This is well; the Parliament of Canada will be in session for between two and three months, and before prorogation will doubtless have something tangible on which to act, while out of session the Government ought to be sufficiently well acquainted with the situation to enable them to adopt a wise policy.

THE cotton mills, nine in number, from Halifax, N. S., to Brantford, Ont., under the control of the Dominion Cotton Mill Association, which had not been running steadily, or, rather, some of them not on full time, when they came under the company's control, are, company officials report, gradually becoming fully employed, and a few weeks will see them all operating at their maximum capacity. It is the intention to run at once two of these mills exclusively, or as nearly so as possible, on work for the China trade, which affords, it is stated, at present an almost unlimited market for the class of goods sent. The Empress of India will be freighted in greater part on her first trip to Shanghai with Canadian cotton. The mill at Hochelaga are now employing, in round numbers, 1,600 hands, and by the end of the present month the association's mills will aggregate about four thousand hands.

THE approval, which the Colonization Committee of the British House of Commons gives the British Columbia proposal, opens up a wide field, of which Colonial and Provincial Governments may be expected to take advantage. The scheme of the British Columbia Government is to borrow from the Imperial Treasury £150,000, bearing interest at the rate of $2\frac{3}{4}$ per cent., repayment extending over 25

years on these terms. With this sum 1,250 Crofter families are to be gradually settled upon lands along the western coast of Vancouver Island, and the arrangement has been so far completed as to become operative immediately upon Rt. Hon. Mr. Goschen's acquiescence. If the scheme prove only partially successful the Canadian Gazette remarks that other Provincial Governments in Canada may be tempted to follow suit. Of course such loans must have their limits, but if the British Columbia scheme prove successful there is no reason why other sections of the Empire should not be settled upon a similar plan.

RECENTLY the Economist of London, in calling attention to the bill drafted by the Trust Funds Committee, and which provides that trust funds may be invested in all Colonial inscribed stocks which yield the buyer one per cent, or less in excess of the yield of Consols, made the following quotations, showing the high standing of Canada's credit in London:

	Yield above Consols.	£	s.	d.
Canada, 3 per cents.....		0	7	5
" 3½ per cents.....		0	7	9
" 4 per cents (1910-35)....		0	9	8
Victoria (Aus.) 4 per cents (1907)		0	16	9
New So. Wales 3½ per cents (1921)		0	10	9
" 4 per cents.....		0	11	3
" 3½ per cents (1918).....		0	11	6
Canada 4 per cents (1904-08).....		0	11	7
Victoria (Aus.) 4 per cents (1913).....		0	12	10
" 4 per cents (1920).....		0	13	3
" 3½ per cents.....		0	13	3
South Australia 4 per cents.....		0	13	7

MR. VAN HORNE INTERVIEWED

A representative of THE COMMERCIAL JOURNAL, in an interview with President Van Horne of the C. P. R., drew his attention to the fact that there existed a strong feeling in Victoria that she was being unfairly dealt with, and that for the advantage of Vancouver. This was most strenuously denied, the President saying that it was ridiculous to suppose that if Vancouver were blotted out it would be any advantage to this city. Victoria was receiving, and would continue to receive all the benefits of the transcontinental connection that it was possible to afford. As to the idea of a steam railway ferry between Victoria and the mainland, it was altogether impracticable. The distance is, he said, too great, while too much sea ran to render it safe to carry on such a service. Besides, were it practicable, the cost would militate against it. It would require a loco-

otive at either end to be always in readiness to take the cars on and off. It would cost five times as much to transport in this way as to transfer by existing methods. The Seymour Narrows scheme he characterized as too uncertain and too expensive, saying that one-twentieth of the amount of interest on the expenditure on which would fully cover the transfer of freight by ferry as now. As to the Japanese and Chinese steamers, all that was possible to be done for Victoria would be done by them, but it must not be forgotten that they were under contract for the prompt transport of H. M. mails, and inasmuch as the eastern freight was taken in at various points and could not be separated in loading, it could not be expected that the vessel's whole cargo should be overhauled here to find what was for Victoria. Passengers and mails would, however, be put off here. The success of the new China and Japan line would have an important bearing upon the proposed line to Australia, for which arrangements with the Imperial authorities had not yet been perfected. Mr. Van Horne said that all the directors of the road who had accompanied him were highly pleased with both Victoria and Vancouver, the growth of which had been satisfactory to them. Indeed, it was to the interest of his company that both should flourish. He need hardly say, he added, that any officer of the road proved to have disparaged either would be promptly discharged.

Travellers from eastern houses with fall samples of dry goods are expected to begin to arrive the latter end of this week.

A large wholesale house in the Maritime Provinces makes a timely complaint against the flimsy packing used for the dry goods shipped to Canada by German and other continental houses. English cases are usually solid and well put together; but the continental packing cases, especially the German, are so thin and ill put together, that they are often smashed and the goods soiled or ruined before they reach the Canadian customer. To pack up a heavy parcel of goods in a quarter inch deal casing (when a few cents extra would pay for one twice as thick, leaving no risk of damaging the goods) is quite in keeping with German ideas of economy in other directions.

BRITISH TRADE STATISTICS.

A Washington despatch says: Consul-General New, of London, in a report to the Department of State on the commerce of Great Britain, says the total value of imports into the United Kingdom in 1889 was \$2,118,187,025, and exports \$1,573,528,705, or, together, a total trade of \$3,711,716,680. The imports and exports both exceed those of any previous year, and were in the proportion of \$98.12 per head of the population of the Kingdom. These totals do not include the value of gold and silver bullion, of which there was imported \$135,497,195, and exported \$125,608,150, nor the goods imported for transhipment, the value of which was \$50,905,000.

IMPORTS.

The imports in 1889 increased \$200,000,260, compared with the previous year. The principle articles of import were corn, value, \$255,500,000, a slight decrease; raw cotton, \$228,000,000, an increase of \$25,000,000; silk manufactures, \$59,000,000; an increase of \$6,500,000; sugar, \$112,500,000, an increase of \$22,500,000; wood, \$99,000,000, an increase of \$26,500,000; wool, \$123,000,000, an increase of \$11,000,000; woollen manufactures, \$19,000,000, an increase of \$4,500,000; tea, \$50,000,000, a slight decrease; metals, \$103,500,000, a decrease of \$6,500,000; flax, jute and hemp, \$60,000,000, an increase of \$12,500,000; provisions, (bacon, hams, beef, butter, cheese, etc.) \$157,500,000, an increase of \$21,000,000; and animals, \$15,000,000; an increase of \$15,500,000.

EXPORTS.

Exports in 1889 increased \$31,102,525, compared with the previous year. The value of British and Irish produce exported was \$1,240,241,285 or 79 per cent. of the total exports, an increase of \$71,028,250 compared with the previous year. Foreign and colonial produce exported was valued at \$331,287,420 an increase of \$13,074,275. The principal articles of British and Irish produce exported were coals, etc., \$73,500,000, an increase of \$17,000,000; cotton yarn, \$53,500,000, a slight increase; cotton manufactures, \$213,500,000, a decrease of \$8,000,000; hardware and cutlery, \$15,000,000, a slight decrease, leather, wrought and unwrought, \$20,000,000, linen manufactures, \$23,500,000, an increase of \$1,000,000; jute manufactures, \$13,500,000, an increase of 3,500,000, machinery, \$76,000,000, an increase of \$12,000,000, iron and steel, \$116,000,000, an increase of \$13,500,000; silk manufactures, \$12,500,000, a slight decrease; woolen and worsted yarn, \$21,500,000, an increase of \$1,500,000; woolen and worsted manufactures, \$105,500,000, an increase of \$7,000,000. The principal articles of foreign and colonial produce exported were: Coffee, \$13,000,000; raw cotton, \$21,000,000; rice, \$7,000,000; teas, \$8,500,000; and wool, \$77,000,000. Wool formed nearly 25 per cent. of the total exports of foreign and colonial produce.

SHIPPING.

The total tonnage of British and foreign vessels entered and cleared with cargoes and in ballast, at ports in the United Kingdom from and to foreign countries and British possessions in 1889 was: Entered, British, 25,915,414 tons, an increase of 905,000 tons; foreign, 9,578,961 tons, an increase of 575,413 tons; and cleared:

British, 20,513,210 tons, an increase of 1,078,370 tons; foreign, 9,811,380 tons, an increase of 720,907 tons. The number of sailing vessels employed in the home and foreign trades carrying the British flag in 1889 was 11,909, with a tonnage of 2,976,346, manned by 87,765 persons, a decrease respectively of 323 vessels, 77,713 tons and 2,839 persons compared with the previous year. Steam vessels numbered 5,585, of 4,661,803 tons, manned by 142,468 persons, an increase of 213 vessels of 360,979 tons and 9,419 persons, or a total decrease in the number of vessels of 30, but an increase in tonnage of 289,266, and persons employed 6,950. The number and tonnage of sailing vessels and steam vessels built in the United Kingdom (exclusive of vessels built for foreigners, and of vessels built for Her Majesty's navy) in 1889 were 277 sailing vessels, of 117,478 tons, an increase of 8 vessels and 41,783 tons; and 582 steam vessels, of 551,024 tons; an increase of 117 vessels and 146,539 tons; or a total increase of 125 vessels and 188,361 tons.

RAILWAYS IN FRANCE.

When the network of street railways was created in France, it was intended to serve as an example of economical management and efficient working for the great companies. Whether these expectations have been realized, says the London Railway News, may be judged from the results obtained in 1889. By purchases of lines originally, and subsequent extensions, the state network now forms a total of about 1,650 miles. Their cost was about 800,000,000 francs, and the receipts, last year, exceeded the working expenses by 8,258,697 francs. The net revenue on capital was consequently a little over 1 per cent., and as the purchase money was raised by the treasury at 1 per cent., including the sinking fund, the actual loss on the year was nearly 21,000,000 francs. The proportion of working expenses to receipts was 76½ per cent., while those of the great companies ranged from 41 to 55 per cent. It must be admitted that all the great trunk lines belong to the companies, but they have also a number of secondary lines, worked at 80 or 90 per cent., or at a loss, the construction of which was imposed on them. The companies, however, pay a large sum to the state in form of stamps on their shares and debentures, taxes or transfers, and dividends, etc., while the state lines yield nothing. The experiment can scarcely be considered a success.

The Fire Insurance Association of London, in the statement presented for 1890, at its recent annual meeting, shows a degree of progress which will be gratifying to its many friends. The contracting of certain lines, and the careful economy of management under the present administration, begins to tell favorably, and hence we are not surprised to find that during the past year an increase in premiums and a decrease in management expense have taken place, the latter being about two per cent. The reserve funds now amount to \$225,837, or more than 50 per cent. of current premiums, and the paid up capital is \$250,000. The directors have felt justified in paying a moderate dividend to shareholders. The Association is evidently on the upward grade.

NEW V. C. CO. NOTES.

The Southfield Shaft is down about 250 feet and is going through hard rock.

The new wharves at Northfield are nearing completion, the work being very satisfactory.

The introduction of electricity into the Company's mines has been delayed, owing to the illness of one of the electricians who is to have charge of the work.

A small seam of coal was struck on Saturday in the Protection Island Shaft at a depth of about 100 feet. This is one of what are known as the upper small seams.

The first instalment of machinery, consisting of three car loads, has arrived at Vancouver from Peterboro, to be used in the Protection Island Shaft. It will be brought to Nanaimo as soon as arrangements can be made with the steamship Company.—Free Press.

PURE CALIFORNIA PRODUCTS.

There seems to be something of a general movement among the producers and manufacturers in California to place upon the market natural products and manufactured goods of absolute purity. Greater attention has been called to the tendency in this direction lately manifest, by the action taken in the matter of securing proper labels for our California wines, and the movement to suppress the practice of putting French labels on California wines. The federal laws provide a punishment for the fraudulent substitution of labels in the manner complained of, and it is understood that the Internal Revenue Commissioner is anxious to bring to punishment all parties guilty of the offense. Notification to the Revenue Commission of the perpetration of the false-labeling fraud will receive prompt attention. All parties interested in wines in any way, should make an effort to see that California wines are labeled as such, and not as French vintages.—San Francisco Herald of Trade.

ASHES ON THE GREAT GLACIER.

A recent Minneapolis paper has the following interview in its hotel columns: "You know," said T. L. Fauchet, of Victoria, British Columbia, who was at the Nicollet this morning, "that our great Selkirk glacier has been covered with dirt for several years. This is gradually disappearing, however, and in the course of a few more years, the glacier will be as white and beautiful as when I first saw it. This proves that the theory advanced by President W. C. Van Horne, of the Canadian Pacific railway, is correct. He says that the dirt on the glacier is nothing more or less than ashes from the fires which have destroyed so much valuable and beautiful forest in our country. The authorities have taken steps to stop the fires. The damage done by these fires is almost too great to estimate. It will take a century for another growth to replace the great forests burned away."

Mr. Tait's shingle mill at Vancouver has commenced running. The capacity of the mill will be about 40 000 a day, but it is not running at its full capacity at present, and only seven men are now employed.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARES.	VALUE.	ARRIVED.
Br bark Wanlock.....	745.	Cooper.....	Victoria.....	Sept 17.	London.....	11,000		Feb 27.....
Br ship Titania.....	879.	Morgan.....	Westminster	Nov 19a.	London.....	34,047		Mar. 25.....
Br bark Mennock.....	787.	Robertson.....	Victoria.....	Dec 18..	Liverpool...	30,882		
Br bark Brodick Bay.....	753.	Wakeham.....	Victoria.....	Dec 22..	London.....	32,000		
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...	23,311		

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

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Danish bark Julie.....	610.	Riber.....	Liverpool.....	Nov 15..	Victoria.....	Turner, Beeton & Co
Br ship Duke of Argyll.....	900.	McDonald.....	London.....	Jan 1....	Westminster	Bell-Irving & Paterson
Br bark Lanarkshire.....	794.	Melville.....	Newport Eng	Feb 3....	Vancouver..	N. W. Van. Tramway Co
Br ship Serica.....	913.	Smith.....	Cardiff.....	Feb 8a..	Esquimalt...	Naval Storekeeper
Br ss. Empress of India.....	3003.	Marshall.....	Liverpool.....	Feb 8....	Vancouver..	C. P. Ry Co
Br bark Ordovic.....	825.	Austin.....	Manila.....	March c..	Vancouver..	B. C. Sugar Refinery
Am sch Golden Shore.....	964.	Henderson.....	Honolulu.....	f.....	Moodyville..	M. S. M. Co.
Br ship Thermopylae.....	948.	Wilson.....	Saigon.....	g.....	Victoria.....	Victoria Rice Mills
Br bark Wanlock.....	745.	Cooper.....	London.....	h.....	Victoria.....	Turner, Beeton & Co
Br bark Robert S Besnard.....	1200.	Andrews.....	Manila.....	April m..	Vancouver..	B. C. Sugar Refinery
Br ss. Grandholm.....	1301.	Masson.....	Glasg. & Liv.	i.....	B C Ports....	Unlor SS. Co
Br bark Lebu.....	726.	Worrall.....	Liverpool.....	j.....	Victoria.....	R. P. Rithet & Co. (L'td)
Br bark City of Carlisle.....	859.	J. Penny.....	Liverpool.....	k.....	Victoria.....	R. P. Rithet & Co. (L'td)
Br ss. Tai Chow.....	1359.	Swinton.....	Hong Kong..	April 2..	Vancouver..	Union Steamship Co
Br ship Morayshire.....	1428.	Swinton.....	Greenock.....	Mar 8 o..	Westminster	
Br bark Duke of Abercorn.....	1050.	Journeaux.....	Acapulco.....	Mar 29 l.	Vancouver..	Hastings Saw Mill
Br ship Blair Athole.....	1697.	Taylor.....	Cardiff.....	March 13.	Esquimalt...	Naval Storekeeper
Am bkt Robert Sudden.....	594.	Uhlberg.....	San Fran.....	n.....	Moodyville..	
Br ship Queen Victoria.....	1605.	Holmes.....	Bristol.....		Esquimalt...	
Nor bark Borghild.....	757.	Haugeland.....	Newcastle...	p.....	Vancouver..	Hastings Saw Mill
Ger bark Cassandra.....	733.		Acapulco.....	q.....	Vancouver..	Hastings Saw Mill
Br ship Albertina.....	1504.	Gill.....	Melbourne...	r.....	Vancouver..	Hastings Saw Mill
Ger ship Elise.....	1348.	Rowehl.....	Newcastle...	s.....	Vancouver..	Hastings Saw Mill
Br bark Noddleburn.....	1053.	Hall.....	Glasgow.....	April 14t.	Westminster	D. McGillivray
Br ship Rothersey Bay.....	775.	L. Veysey.....	Glasgow.....	May.....		
Br ship Titania.....	879.	Morgan.....	London.....		Victoria.....	
Br bark Lancefield.....	994.	Burns.....	Callao.....	u.....	Victoria.....	Robt. Ward & Co
Br ss Empress of Japan.....	3003.		Liverpool.....	April 10.	Vancouver..	C. P. Ry Co
Am ship Great Admiral.....	1497.		Hong Kong..	v.....	Vancouver..	Hastings Saw Mill
Br bark Callao.....	978.	James.....	Liverpool.....	Feb 13w.	Victoria.....	R. P. Rithet & Co
Am schr Sailor Boy.....	318.	Jones.....	Caleta Buena	x.....	Nanaimo.....	J. W. Grace & Co
Am sch Olga.....	417.	Rodin.....	San Francisco	b.....	Moodyville..	
Am ship Leading Wind.....	1159.	Veale.....	Adelaide.....	d.....	Moodyville..	

a-Spoken March 11, lat. 9 N, lon. 27 W; chartered for salmon. c-cargo 1,300 tons raw sugar. f-Loading sugar for San Francisco, thence to load lumber for Sydney. g-Arrived Hong Kong, March 15, thence Saigon to Victoria, with cargo 1,300 tons raw rice. h-On the berth to sail May 10; will be loaded at Victoria by Turner, Beeton & Co. for U. K. i-On the berth; leaves Glasgow May 2 and Liverpool about May 9. j-Now loading; expected to sail early in April, and will load salmon for U. K. k-Chartered to load in April and May. m-Arrived Manila Feb. 2. n-Chartered to load lumber for Australia. o-Sailed Falmouth Mar 23 with water works supplies. p-On the way to Honolulu, thence in ballast to load lumber for Melbourne. q-In ballast to load lumber for Iquique. r-In ballast to load lumber for Melbourne. s-On the way to San Diego, thence in ballast to load lumber for Melbourne. l-In ballast to load for Adelaide. t-Supplies for Westminster water works. x-cargo 1,500 tons nitrate for Hamilton Powder Co. u-Coming for orders, thence to Portland and U. K. v-in ballast, chartered for lumber for Melbourne. w-via Honolulu, to arrive in September, chartered for salmon. b-to load for Shanghai. d-to load for Melbourne.

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Br ship Stamboul.....	1248.	Weston.....	Vancouver..	Jan 3....	Callao.....	960,300	\$ 9,000	50s	
Chil Bark India.....	953.	Funko.....	Moodyville..	Feb 1....	Valparaiso...	751,300	8,348	65s	
Br bark Ninevah.....	1174.	Broadfoot.....	Vancouver..	Feb 29..	Sydney.....	855,352a	9,335	own rs ac	
Br bark Formosa.....	915.	Kain.....	Vancouver..	Mar 24..	Valparaiso...	744,000b			
Am bkt Catherine Sudden.....	308.	Thompson.....	Moodyville..	Mar 31..	Tientsin.....	427,539c		77s 6d	
Br ship Forest King.....	1602.	Morris.....	Vancouver..		Callao.....	1,200,000d			
Am ship Geo F Manson.....	1353.	Crack.....	Moodyville..		Melbourne...				
Am ship Exporter.....	1312.	Rhodes.....	Vancouver..		Melbourne...				

a-Also 300,900 laths. b-Composed of 45,000 ft telegraph poles, 440,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c-Composed of 357,571 ft. rough lumber, 39,068 ft. dressed lumber, and 587 bundles of laths. d-composed of 80,000 ft dressed lumber, 240,000 ft clear lumber and 880,000 ft rough lumber.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, April 28,
VICTORIA.

The weather for the past week has had a depressing effect on business, and nearly all lines report things quiet. In financial circles, money is still in good demand. The increase of the discount rate by the Bank of England from 3 to 3½ per cent. has not yet been felt here, but it is thought that it will have a slight hardening tendency.

DRY GOODS AND CLOTHING.

In textile lines, trade has been quiet the past week, this line being particularly affected by the backward spring. Trade in staple lines has been very good, but in light seasonal goods, little has been sold. Straw goods, lawns, etc. are being bought from hand to mouth. If the present weather does not change before May 24th, it will seriously affect the trade. Sorting orders will be very poor.

GROCERIES AND PROVISIONS.

There is a fair volume of business in groceries and provisions. Sugars are still strong, granulated being quoted at 7½c; yellows, 6c. Canned vegetables are still on the rise. Canadian canned peaches are very scarce; the eastern market is said to be exhausted. American meats continue firm, and advancing, and the same may be said of canned meats. Dried fruits are holding at high prices. Oranges are very strong, and will continue to advance from now on. Collections are reported fair.

FLOUR AND FEED.

The flour and feed market continues strong, being affected materially by the present unsettled state of the wheat market. There has been a rise of 50 cents a barrel in Manitoba brands, Hungarian being now quoted at \$7; strong bakers, \$6.50; Delta brand is still held at \$5, notwithstanding the advances in all other grades of flour. There is an increasing demand for this brand, and it may be expected to go up. Oregon brands have again advanced the past week, and are quoted at \$6.10 per barrel. Wheat here has not felt the influence to any extent of the recent advances in the east. It is still held at \$40 per ton. Oats have advanced to \$45 per ton and seed oats, \$30. No other line of feed has changed perceptibly in price. California oatmeal has advanced to \$1.75 per sack. Potatoes have weakened slightly, and are now quoted at \$20 per ton.

HARDWARE.

The demand for finishing hardware is being felt, on account of the large number of buildings that are approaching completion. A slight advance has taken place in the east on iron, nails and other heavy hardware, but is so slight that it will not have any effect on prices here. The season for cultivation implements is about over. Dealers are now getting ready haying and harvesting machinery and rakes, mowers etc., are coming into demand.

DRUGS.

In the drug business there is very little change. Citric acid is somewhat higher, corks have advanced, and sulphur is on the rise. Quinine and morphia have low-

ered slightly. Oil of lemon and oil of orange show a slight advance.

LUMBER.

Late advices from Australia tend to show that the outlook is a little more encouraging than it was. South American trade is being seriously affected by the turbulent state of affairs in Chili, but it is expected that trade will improve when matters become more settled.

SALMON.

The salmon market is reported quiet in England. The arrival of the *Titanica* at London, together with recent arrivals from San Francisco, approximating 80,000 cases, is sufficient to supply the market until the spring enquiry sets in, which, this year, will be very late. The weather is unpropitious for the consumption of such salmon. The future market in England looks bright.

VANCOUVER.

Business during the week has been better than for some time past, and, according to the *News Advertiser*, merchants expect that trade will continue to be brisk for some time to come.

Plenty of orders still continue to come in to the Sugar Refinery, which now gives employment to some eighty men. During the past week, syrup has been shipped into Portland, and several hundred barrels of sugar will probably be shipped to the same place next week.

There are very few changes in quotations to note during the past week: California roll butter has dropped a little, and is now quoted at 26 and 27 cents. California creamery 28 cents, cooking butter 10 to 15 cents, and there is not very much of that to be had. Cheese is stiffening, and quoted at 13 cents per lb but it will probably advance shortly.

The flour market still remains in a very unsettled state, and a still further advance is predicted. American flour has advanced exactly \$1, and Manitoba flour about a similar amount. Feed is quoted as follows: Shorts, \$20 per ton; bran, \$24; wheat, \$36 to \$38; oats, \$10; hay, \$17 to \$18. The advanced price of oats is still maintained, and there is a general scarcity of them in the market.

Oranges are still coming in plentifully, and the demand for them has largely increased. The orange trade is principally done by two firms, both of whom ship heavy consignments, one firm having ordered two car loads to meet the demand. California cherries will be on the market in about two or three weeks time.

Potatoes are a trifle stiffer in price, as the farmers are getting cleared out, and merchants will shortly begin to import new potatoes from California. Quotations are \$22.50 to \$30 per ton, for Ashcroft potatoes \$23 to \$30.

NEW WESTMINSTER.

The past week has been uneventful in business circles, although every line of trade has been fairly busy. Country orders have fallen off slightly, which the *Columbian* attributes to the fact that the farmers are busy seeding, and have no time to spare for shopping. Receipts of produce by steamer have been light, which, also, may be accounted for by the fact that the farmers have no time to spare from

spring work. The demand for hay has fallen off considerably during the past two weeks, owing to the grass crop, no doubt, but the price remains firm, and \$15 is paid for prime timothy. Oats and wheat are in good demand, and prices remain unchanged. Potatoes have taken a bound upwards \$5 per ton—to the surprise of every one. It was thought the farmers were holding back considerable quantities in the expectation of realizing high prices, but this proved to be erroneous, and the supply getting short the price was not long in reaching the present figure—\$24 per ton for the best quality. When seeding is over and the surplus stock is marketed the figures may change slightly.

There is nothing to regard in the dairy line. Fresh butter, of local make, is badly wanted, but the dairy farmers have not commenced making in any quantity as yet, and the supply is still drawn from the south.

OTHER MARKETS.

SEATTLE, April 25.—Shipments of merchandise to surrounding towns were very large yesterday, nearly all the boats taking out good loads. The receipts were light. Flour continues to advance steadily. The Rainier and Olympic brands are now quoted at \$5.35@ \$5.50. Sugars have dropped ½c.

SAN FRANCISCO, April 25.—The produce markets were quiet yesterday, and prices of the leading cereals are practically unchanged. Quotations of spot wheat are mostly nominal, the only buyers at present are millers and they are buying sparingly. The call board markets are quieter and quotations lower. Oats, corn and barley are steady and unchanged. Bran and middlings are higher. There is no change in other millstuffs. Old potatoes remain weak. Australian onions are selling readily at \$4.50 per cental. New potatoes are very dull. Receipts are coming freely and prices lower. Fruit is fairly active in a general way. Choice oranges are none too plentiful, and prices are very firm. Small oranges, varied sized, are selling readily. Strawberries are in liberal supply, and a shade lower. Good apples are scarce. Butter is doing somewhat better; fancy roll sold slightly advanced this morning. Eggs are easier, and the market is dull. Early vegetables are arriving freely, and prices are rather easier than yesterday. Asparagus was a little lower this morning for choice. Rhubarb is neglected. Peas are slow. String beans are doing very well, and the receipts are light.

WINNIPEG, April 23.—Wheat deliveries are exceedingly light, not amounting to 10,000 bushels for the week in Manitoba from farmers' hands. From 90c to 95c has been paid to farmers for No. 2 hard. Farmers are all busy sowing, the exceedingly summerlike character of the weather enabling them to work under the most favorable advantages they probably ever experienced in the country. Wheat is showing well above ground already in some parts of the province, notably in the case of the Souris district.

The Montreal Trade Bulletin says: "The exports of potatoes from this province and Ontario have been large during the past

week or ten days, a considerable number of car lots having gone forward to Cincinnati, St. Louis, Detroit, Chicago and other points. In this market, sales of car lots have transpired at 90c per bag for good qualities, while, in Toronto, as high as \$1 to \$1.05 has been paid, for shipment to the States. Advices from Fenelon Falls state that American buyers are paying as high as \$1.05 per bag on the track. There are quite a number of cars that are expected to find their way to this city from the Ottawa River sections and from points east of here, as soon as the boats commence running.

BRADSTREETS REVIEW.

NEW YORK, April 25.—Bradstreet's today reports: "The past week has been characterized not only by a continuance of the advancing tendency in prices, but by a tangible widening of speculative participation. It cannot be said that the general public has come into the market to a large extent, and in spite of the fact that London has apparently bought more stocks than it has sold, foreign influences are still unfavorable to a bull market, but the buying demand for stocks has certainly been large. Not only have Western operators changed to the bull side, but almost the whole rank and file of the Wall street professional element are favorable to a speculative advance, and are working in that direction. The favorable crop situation, encouraging reports from the agricultural districts, and above all, the advance in grain prices, in response to the augmented foreign demand, tend to support the bulls. The export to Europe of over \$3,000,000 in gold during the week has failed to affect the prevalent speculative tendencies.

The movement in wool has shown increased activity during the week. Sales of both domestic and foreign grades were larger. The decline in values has been temporarily checked. American buyers at London sales are reported to have secured 5,000 bales. Arrivals of Australian wools are large, and the present supply is in excess of the demand. The first lots in the new clip of territories, Texas and California wools, are due to arrive in a few days. It said that the prices paid are higher than those at the beginning of last season. Ohio and Michigan wools are in better demand. Several large sales are reported to have been made at prices little under the previous quotations. Territories are running well, considering the general condition of the market.

Business failures, in the United States, number 181, against 160 last week and 174 this week last year; The total from January 1 to date is 4,073, against 4,053 last year. The leading money markets are somewhat easier, and less anxiety is caused by the continued exports of gold.

DOMINION REPORT.

General trade throughout Ontario, in the Canadian Dominion, is rather better than in the Province of Quebec. Sugars are said to be unsettled, owing to expected tariff changes and "smuggling across the border." The Dominion reports 33 business failures this week, against 39 last week and 38 this week last year. The total number from January 1st to date is 705, against 675 last year.

A THRIVING INDUSTRY.

It is with pleasure THE COMMERCIAL JOURNAL from week to week draws attention to the many industries which are building up Victoria, and doing so much to insure its future success. None of these industries are more deserving of special mention than the Pioneer Coffee and Spice Mills. Good coffee is not easily procured for the reason that very often the bean is not good and the process of roasting is in the hands of incompetent people. This is not the case with the Pioneer Coffee and Spice Mills. All the raw material is first-class, and the machinery used in the roasting process is of the latest improved description. These mills were established in 1876 by Mr. Stemler, in the building opposite J. P. Davies & Co's auction rooms. In a short time after, Mr. Stemler moved alongside of the Occidental Hotel on Wharf street. In 1881, Mr. Thos. Earle entered into partnership with Mr. Stemler, and in 1886, the mills were removed to the DeCosmos block. The present factory, on Pembroke street, was built last autumn, and is 30x70 ft. It is a frame building, two stories high, and in the rear part, which is of brick, is situated the boiler and engine room and the coffee roasting furnace. The building is divided into seven different departments, and was specially constructed for the purposes for which it is now used. The seven departments are: Office and sample room, spice grinding room, coffee roasting room, engine and boiler room, tin and box factory, and two packing rooms, where the labelling and shipping is done. There is attached to the factory also a commodious shed, in which the packing cases and large tin cans are made. The engine which furnishes the power for the mills, is of the Corliss pattern, 20 horse power, and was built by the Albion Iron Works. It is an admirable piece of workmanship, and in its construction are combined all the latest improvements. The factory at the present time only requires about a 15 horse power engine; but Messrs. Stemler & Earle decided upon putting in a good engine while they were about it.

In the mill proper, there is a patent Burns Coffee roaster, with a coffee cooler in connection, with a capacity of a ton a day. Convenient to this, is a patent spice cracker for breaking up ginger root and cinnamon before it goes into the mill; also a pair of burr mills for grinding spices, cream of tartar crystals, etc.; there is also a baking powder mixer, whereby the different ingredients are thoroughly mixed. The firm manufactures all the superior grades of coffees, cocoas, cream of tartar, baking powder, mustard and all the different kind of spices. The building is heated throughout by steam. The shafting and machinery were fitted up by the Albion Iron Works Co. and demonstrate conclusively that Victoria is a place of considerable manufacturing importance.

J. T. Stewart, plumber, is opening a shop in Victoria.

A good part of the cargo of the West Indian, for Victoria, was composed of 3,200 pieces of sewer pipe for A. McBean, contractor for the sewerage works. Great satisfaction is expressed in regard to the handling of this ware, as less than a dozen pieces were broken.

BUSINESS CHANGES.

D. Morello, grocer, Nanaimo, has gone out of business.

J. G. O'Brien, of O'Brien & Dunlop, livery stable, Nanaimo, is dead.

Towle & Wilcox, architects, have opened an office in New Westminster.

Carmichael & Co. are going to open on the first of May in gents' furnishings.

John Morello has bought out the saloon business of Norman Smith, Nanaimo.

Steve O'Brien succeeds the late William McNiffe as proprietor of the Grotto saloon, Victoria.

Lindley Crease has opened up a law office. He takes up the business of the late J. R. Hett.

Rose & Marshall, plumbers and tanners, Vancouver, have dissolved. Mask S. Rose will continue the business.

Hobson & Windsor, fishing and canning fish business, under the firm name of C. G. Hobson & Co., Vancouver, have dissolved.

AN ENGLISH COUNTRY NEWSPAPER.

In 1695, appeared the first country newspaper, as the Lincoln, Rutland and Stamford Mercury. The prospectus of one of these early country papers, the Salisbury Postman, "or packet of intelligence from France, Spain, Portugal," etc., September 27, 1716, ran thus: "This paper contains an abstract of the most material occurrences of the whole week, foreign and domestic, and will be continued every post, provided a sufficient number will subscribe for its encouragement. If 200 subscribe, it shall be delivered to any public or private house in town every Monday, Thursday and Saturday morning, by eight o'clock in winter and by six in summer, for 13d. each. Besides the news, we perform all other matters belonging to our art and mystery, whether in Latin, Greek, Hebrew, algebra, mathematics," etc. By 1782, the number of provincial papers had increased to fifty. A vivid description of the state of the roads in the country in winter time two centuries ago is given in the following extract from the "Collections for Husbandry and Trade," March 10, 1603: "The roads are filled with snow; we are forced to ride with the packet over hedges and ditches. This day seven-night my boy with the packet and two gentlemen were seven hours riding from Dunstable to Hockley, but three miles, barely escaping with their lives, being often in holes and forced to be drawn out with ropes. A man and a woman were found dead within a mile hence, and six horses lie dead on the road between Hockley and Brickhill, smothered

Mr. Van Horne, by invitation, met the Board of Trade in the Board room, yesterday afternoon, and held a short formal conference on several matters. Mr. Robt Ward, the president, welcomed Mr. Van Horne.

The Elite restaurant, Johnson street, suffered by fire Monday morning. Mr. Martin's gents' furnishings store, adjoining, sustained some slight damage. Tom Graham, a commercial traveller, for Thos. Shorey & Co., of Montreal, had his samples damaged.

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REAL ESTATE BROKERS.
Town, Suburban Property and Farm Lands
for Sale.
P. O. Box 483. 39 LANGLEY ST.

H. A. LILLEY,
CITY : CANDY : FACTORY.
Manufacturer of all kinds of
PLAIN AND FANCY CANDIES,
Also Importer and Dealer in Foreign and Domes-
tic Fruit, Nuts, Cigars, &c.
105 Douglas St. bet. Johnson & Pandora, Victoria.
P. O. Box 556.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13,

To take effect at 8.00 a.m. on Saturday, Oct. 11th, 1890. Trains run on Pacific Standard Time.

GOING SOUTH READ UP		GOING NORTH READ DOWN	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	No. 2 Passenger Daily	No. 4 Passenger Saturdays Mondays
Ar 12.24	Ar 5.58	De 8.00 A.M.	De 2.30 P.M.
" 12.26	" 5.54	" 8.01	" 2.31
" 12.10 P.M.	" 5.44	" 8.14	" 2.43
" 11.45	" 5.19	" 8.39	" 3.09
" 10.50	" 4.24	" 9.34	" 4.04
" 10.40	" 4.14	" 9.44	" 4.14
" 10.27	" 3.50	" 9.57	" 4.20
" 10.17	" 3.49	" 10.07	" 4.30
" 10.12	" 3.44	" 10.12	" 4.44
" 10.03	" 3.34	" 10.22	" 4.54
" 9.30	" 3.12	" 10.49	" 5.16
De 8.24	" 2.14	Ar 11.50	" 6.14
De 8.10 A.M. De	59 P.M.	Ar 12.50	" 6.20

STATIONS
 Victoria, Russells Vic., Esquimalt, Goldstream, Shawinigan, Cobble Hill, McPherson's, Koksilah, Duncan's, Somenos, Chemainus, Nanaimo, Wellington.

On Saturdays, Sundays and Mondays Return Tickets will be issued between all points for a single fare, good for return not later than Monday evening. Return Tickets for one and a half ordinary fare may be purchased daily to all points good for three days, including day of issue. No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox. A. DUNSMUIR, President. JOSEPH HUNTER, 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. Catch, S. S. Senator,
 S. S. Mystery, S. S. Dreadnaught
 S. S. Skidegate, S. S. Leonora,
 Eight Scows (No. 1 to No. 8).
 3 New Steel Steamers Building.

VANCOUVER AND NANAIMO.
 THE FAST AND POWERFUL,
S. S. CUTCH
 Leaves the Company's Wharf at Noon and the C. P. R. Wharf at 2.30 p. m., daily except Saturdays. Returning from Nanaimo daily at 7 a. m., except Sundays. Passengers and cargo booked to and from Vancouver and all stations on the Esquimalt and Nanaimo Railway, Comox and all points on Vancouver Island. All kinds of Passenger Excursion, Towing and Freighting Business done. Ample storage accommodation on Company's Wharf, and every facility given to shippers of produce for sale or consignment.
 WM. WEBSTER, Manager.

W. J. PENDRAY,

BRITISH COLUMBIA SOAP WORKS.

(Established 1875.)

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

MANUFACTURER OF

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

DEALER IN

CAUSTIC SODA AND ROSIN.

CANADIAN PACIFIC NAVIGATION CO.

(LIMITED.)

TIME TABLE No. 13.
 Taking effect July 17, 1890.
 Vancouver Route.

Victoria to Vancouver daily, except Monday, at 3.30 o'clock, a. m.
 Vancouver to Victoria daily, except Monday, at 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 Chilliwack and Way Landings every Tuesday, Thursday and Saturday at 7 o'clock.

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

Barclay Sound Route.
 Steamer Maude leaves Victoria for Alberni and Sound points when sufficient inducements offer.

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

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

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

Victoria Rice Mills,

STORE STREET, VICTORIA, B. C.
 -MILLERS OF-

CHINA AND JAPAN RICE
RICE MEAL,

Rice Flour, Chit Rice, Etc.

VICTORIA ROLLER FLOUR MILL.

Delta Brand Family Flour,
 Superfine Flour, Bran & Shorts.

NOS. 64 & 66 STORE ST.,
 VICTORIA.

Rock Bay Saw Mill,

(ESTABLISHED 1838.)

32 Constance St., Victoria, B. C.

WM. P. SAY WARD,

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 + 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 + 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. THE SOUTH FIELD COAL.

(Used principally for Gas and Domestic Purposes.)

(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.