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Vol. 1.

VICTORIA, B. C., TUESDAY, MAY 19, 1921.

No. 10.

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JOHN WEILER,
MANUFACTURERS
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HARDWARE,
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LOGGERS AND CANNERIES SUPPLIED.
 The Leading House in B. C.
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 ENQUIRIES SOLICITED.

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WHOLESALE GROCERS
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IMPORTERS
 —OF—
 California - and - Tropical
FRUITS.
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 8 & 10 YATES STREET,
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AND HENSHAW,
Manufacturers' Agents & Metal Brokers.
 Pig Iron, Bar Iron, Boiler Plates and
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 For Otis Bros., N. Y., and Hale Elevator
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 burg, Wrought Pipes and Tubes; Abbott
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 Robt. Mitchell & Co., Montreal.
 Brass Goods, Plumbers Supplies,
 Gas and Electric Fixtures.
 Drummond, McCall & Co., Montreal.
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 Dusseldorf Obepbilk, Wrought Iron
 Pipes and Tubes.
 John Brinton & Co, Kidderminster, Eng.,
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 John Haro & Co., Bristol, Eng., Linoleums
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 C. & J. G. Potter, Darwen, Eng. Wall Paper
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Importers
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 Indents executed for any description of
 European or Canadian Goods.
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GUARDIAN ASSURANCE CO.,
NORTH BRITISH AND MERCANTILE
INSURANCE CO., FOR MAINLAND.

BELL-IRVING :-
 :- **& PATERSON**
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 AGENTS FOR THE
North China (Marine) Insurance
Company, Limited.
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BELL-IRVING, PATERSON & CO.,
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BRITISH NORTH AMERICA.**

Incorporated by Royal Charter.

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

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Gaspard Farrer, J. J. Kingsford,
Henry H. Farrer, Frederic Jubbock,
Richard H. Glyn, George D. Whatman,
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E. STANGLER, Inspector.

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Paris,	Montréal,	Victoria, B.C.
Hamilton,	Quebec,	Vancouver, B.C.
Toronto,	St. John, N.B.,	Winnipeg, Man.
	Brandon, Man.	

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SAN FRANCISCO—W. Lawson and J. C. Welsh, Agents.
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BANK OF MONTREAL.

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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

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Chatham, N.B. New Westminster, St. Mary's, O.
Chatham, O. ster, B.C. Toronto, O.
Corvath, O. Ottawa, O. Vancouver, B.C.
Goderich, O. Perth, O. Victoria, B.C.
Guelph, O. Peterboro, O. Wallaceburg, O.
Halifax, N.S. Pictou, O. Winnipeg, Man.

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

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

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

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

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(ESTABLISHED 1873.)

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A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANSFERS and LETTERS of CREDIT issued direct on over 10,000 Cities in the United States, Canada, Europe, Mexico and China.

COLLECTIONS made every point.

GOLD DUST purchased at highest market rates.

AGENTS FOR

Wells, Fargo & Company.

**CASEMENT & GREERY
BANKERS**

And Financial Agents.

A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

Chattel Mortgages and all kinds

Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. C. & BIE & CORDOVA STS.,
VANCOUVER.

A. W. MORE & CO.,

⇒ REAL ESTATE, ⇐

Insurance, Exchange and Mortgage

BROKERS,

TURNER BLOCK, DOUGLAS STREET,

VICTORIA, B. C.

LATE OF

The Clydesdale Bank, Glasgow, etc, Scotland.

The Chartered Bank of India, Australia and China, London, England.

The Bank of British Columbia, Victoria and Nanaimo, B. C.

HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe
Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident
Insurance Co.

—O—

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

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

Capital Paid up..... (£600,000) \$3,000,000
Reserve Fund..... (£200,000) \$1,000,000

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

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

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

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

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

ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & Importers,

Execute Indents for every description of British and Foreign Merchandise, Lumber, Timber, Spars, Fish and other products of British Columbia.

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CHARTERS EFFECTED.

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Royal Insurance Company,
London & Lancashire Fire Insurance Co.
Standard Life Assurance Co.
London and Provincial Marine Insurance Co. Ltd.
Union Marine Insurance Co.

SOLE AGENTS:

Curtis & Harvey's Sporting and Blasting Powder.

Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1885, Pianofortes.

J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.

Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.

Agents for the following brands of British Columbia Salmon:

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AND MILL MACHINERY

MINING SUPPLIES.

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TELEPHONE 82.

P. O. BOX. 80.

VICTORIA. B. C.

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IMPORTER

—AND—
Wholesale Grocer.

—
AGENT FOR
 ALERT BAY CANNING CO.
 NORTH PACIFIC CANNING CO.

—
**Pioneer Steam Coffee and
 Spice Mills.**

WHARF ST., VICTORIA.

⇒ **THE** ⇐

Albion Iron Works
 COMPANY, [Ld.]

Engineers, Iron Founders

—AND—

Boiler Makers.

W. F. BULLEN, MANAGER,

P. O. DRAWER 12.

VICTORIA, - - B. C.

**Richardson &
 Heathorn,**
42 YATES ST., VICTORIA.
Importers Agents

—AND—

MANUFACTURERS

P. O. BOX 107.

Proprietors of the

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Gambier Island, - Howe Sound.

Findlay, Durham & Brodie
COMMISSION MERCHANTS

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

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

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R. P. RITHET & CO.,
 (LIMITED.)

WHARF STREET, VICTORIA, E. C.

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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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Moodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

Delta Canning Co's Maple Leaf Brand.
 Laidlaw & Co's Dominion Brand.
 Wellington Packing Co., Wellington Brand.
 Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

Wannuck Packing Co's Rivers Inlet Clipper Brand.
 Standard Packing Co., Skeena River, Neptune Brand.
 Skeena Packing Co., Skeena River, "Diamond C" Brand.
 Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
 Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and
 Judson Powder manufactured and kept on hand.

Columbia Flouring Mill Co. of Enderby.

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

E. B. MARVIN & CO.,
Ship - Chandlers - and - Commission - Merchants

Importers and Dealers in Paints, Oils, Lime, Plaster, Cement, Tarrad and
 Untarred Papers. Agents for Skidegate Oil.

Cable Address:
 MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

AMES, HOLDEN & CO., MONTREAL.
THE
AMES, HOLDEN CO.

MANUFACTURERS

AND WHOLESALE DEALERS IN

BOOTS & SHOES

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ESTABLISHED 1864.

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HEISTERMAN & CO.

Real Estate and Insurance Agents.

FIRE - MARINE - LIFE.

Rents and Interest Collected. Money Loaned. Conveyancing

GENERAL AGENTS FOR BRITISH COLUMBIA

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MUTUAL LIFE INSURANCE CO. OF NEW YORK,

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

TELEPHONE 488.

:—:—

:—:—

P. O. BOX 505.

DALBY, BALLENTYNE & CLAXTON, REAL ESTATE,

Insurance : and : Financial : Brokers.

AGENTS FOR

The Yorkshire Guarantee and Securities Corporation, England.

The Royal Canadian Fire Insurance Company, Montreal.

The British Columbia Fire Insurance Company, Victoria.

64 YATES STREET,

VICTORIA, B. C.

MORE PRECIOUS THAN GOLD.

Few persons, says the News Advertiser, are aware that the metal platinum when refined is more valuable than gold; probably fewer still are aware that in this Province is believed to be the largest deposit of this metal in the world. A few years ago there was comparatively little demand for platinum. It was used in the construction of stills for the manufacture of certain acids, of which other metals could not resist the effects. But even in a greater degree than was the case with nickel, the ordinary demand was so limited that had the production of platinum been in considerable quantities, the supply would have been difficult of disposal. The main known source of supply was in the Ural Mountains in Russia, where it is found in juxtaposition with gold. Even there, however, the quantity was so sparsely diffused that even with the cheap labor possible by the employment of convicts, it could not have been properly mined had not gold been also found in the same locality. The falling off in the amount of gold found has led to a comparative cessation in the supply of platinum from that quarter, notwithstanding that the price of platinum has greatly advanced during late years.

The new demand which has sprung up for platinum consequent on its utilization in the manufacture of the incandescent lamps used in electric lighting, has made the question of a larger supply a matter of importance, and the fact that probably the

source of this will be found in British Columbia, serves as another illustration of the enormous and varied character of the mineral riches of this Province. Mr. W. T. Thompson, who carries on an extensive mercantile business at Granite Creek, Keremos, and Rock Creek, passed through Vancouver Tuesday on his way home from Victoria. He is the manager of the Tulameen Improvement Company, which is about to undertake extensive hydraulic mining operations on the Tulameen river, about 12 miles above Granite Creek. The company is composed of Messrs. Ewen, J. Laidlaw, J. Armstrong, of New Westminster, Senator T. R. McInnes, of Victoria; J. Wilson, of Vancouver; and Mr. W. T. Thompson. It has secured a lease of the property, and is now purchasing machinery to work it in a thoroughly systematic manner. The locality has been worked for thirty years for gold, and at first the platinum was thought to be merely "white iron." It is found in conjunction with the gold, and considerable quantities of it have been shipped to New York during the last five years. Operations have, however, only been carried on in a desultory manner and with rude appliances. With proper hydraulic machinery far better results can be obtained, and there is little doubt that the company will obtain very profitable results from its operations. The metal, as found, contains about 75 per cent. of platinum and 5 per cent. of iridium, a still rarer metal. The operations of the company will be watched with great interest, and its success will

probably lead to such activity in hydraulic mining as will open a new era for an industry which, thirty years ago, made British Columbia famous throughout the world.

BUSINESS CHANGES.

Walker & Beggs, Chilliwack, have dissolved.

Henry Brown, of Brown & White, dry goods, Victoria, died May 15th.

R. E. Lemon has purchased the stock of E. S. Wilson & Co., Revelstoke.

McCallum & Woods, merchant tailors, Victoria, have dissolved partnership. John McCallum who will continue the business, will assume all liabilities of the firm, and collect all debts.

The following are movements of San Francisco foreign mail steamships: Out going mails: Alameda sails May 28th for Sydney via Honolulu and Auckland; City of Peking sails June 2nd for Hong Kong via Yokohama. Incoming mails: City of Peking due May 24 from Hong Kong via Yokohama, May 5; Oceanic due May 30th from Hong Kong via Yokohama May 10; Mariposa due June 11 from Sydney via Auckland and Honolulu.

The ships Forest King and Exporter will commence loading at Hastings Mill in about a week, and the bark Spartan in about two weeks.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

& 23 YATES STREET,

VICTORIA, B. C.

A. E. PLANTA & CO

REAL * ESTATE,

AND INSURANCE AGENTS,

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

—) AGENTS FOR (—

Commercial Union Assurance Co., of London, England.

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

OF PETERBOROUGH:

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

Mill Supplies always on hand.

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

COLONIAL METROPOLE

Headquarters of the Theatrical Profession.

31 & 33 JOHNSON ST., VICTORIA.

The very best moderate priced Hotel in the City.

Rates, \$1.00 to \$1.50 per Day.

THOS. TUGWELL, PROPRIETOR.

PRACTICAL OPTICIANS.

Wait for the New firm and save money,
instead of patronizing so called itinerant
"Oculists or Opticians."

ALL WORK TO BE DONE IN VICTORIA.

THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,
Close to New Opera House, VANCOUVER,
PRIVATE AND FAMILY HOTEL.
Choice Wines, Etc. JOHN WHITTY, Propr.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

90 GOVERNMENT ST., VICTORIA, B. C.

T. B. PEARSON & CO

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST, NEAR ORIENTAL HOTEL,

VICTORIA, - - B. C.

NANAIMO SAW MILL

Rough and Dressed Lumber,

Shingles, Laths and Pickets,

Doors, Windows and Blinds,

Moulding, Turning, Scroll Sawing,

And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPR.,

NANAIMO, - B. C.

SHIPPING INTELLIGENCE.

The barks *Cassandra* and *Svea* will soon be due to arrive.

The bark *Julie* will leave about the end of the week in ballast for Tahiti, South Sea Islands.

Cable advices state that the steamship *Grandholm*, 1361 tons, Capt. Masson, was to sail from Liverpool on May 16th.

British bark *Lebu*, 726 tons, Capt. Worral, sailed from Liverpool on April 20th for Victoria; consigned to R. P. Rithet & Co.

British bark *City of Carlisle*, now on the berth loading at Liverpool, is expected to sail early in June for Victoria; consigned to R. P. Rithet & Co.

The British ship *Duke of Argyll*, 960 tons, Capt. McDonald, which cleared from London January 1st, consigned to Bell-Irving & Paterson, is expected to arrive shortly.

Norwegian bark *Flora*, 743 tons, Capt. Anderson, has been chartered by the Hastings Sawmill to load lumber for Melbourne, or Port Pirie. She is now at Adelaide, and is expected here in July.

American bark *Geo. F. Manson*, Capt. Crick, sailed May 14th from Moodyville for Sydney; cargo consisted of 23,355 feet dressed lumber, 844,799 feet rough lumber, 22,916 feet pickets, and 231,210 feet laths.

The *Titania* is to sail not later than June 30th from London. She is consigned to the H. B. Co. Victoria, and Bell-Irving & Paterson, Vancouver and New Westminster. She comes under charter to Bell-Irving & Paterson to load salmon in the Fraser River for the U. K.

British ship *Albertina*, which was under charter to the Hastings Mill Company to load for Melbourne, has been withdrawn.

Australian lumber freights are slightly weaker now than for some time past; 62s 6d is offered by shippers, while 65s is asked.

Steamship *Eton*, 1740 tons, Capt. Newcomb, sailed from Moodyville May 15th for Port Pirie, with a cargo of 1,765,714 feet of rough lumber.

British ship *Rothsay Bay*, 775 tons, Capt. Veysey, sailed from Glasgow April 30th for New Westminster with supplies for the water works company.

The American bark *Hesper*, 614 tons, Capt. Emmerson, left Honolulu April 19th for San Francisco, thence in ballast for Moodyville, to load lumber for Shanghai.

The largest cargo of lumber yet exported from the mills on Burrard Inlet was that of the steamship *Eton* consisting of 1,765,714 feet. The steamship *Remus* cleared November 19 with 1,591,344 feet lumber and 6,148 bundles of laths; both of these vessels were loaded at the Moodyville sawmill.

A Melbourne timber report of March 18 says: Our wholesale markets, have been rather more active than for a few months past, and sales have been somewhat heavier. The firmness of holders has improved values for some lines, but there is a feeling among merchants that the winter trade is going to be quiet, and they are therefore not inclined to buy freely. There has been a good demand from up country towns, which has kept some of our merchants busy. Deliveries from store grounds generally have been fairly brisk.

For the first time in many years an invoice of sugar has arrived from China to local consignees. The receipts by the last steamer were some 7,000 bags and came largely to local candy manufacturers who complain that they have not had due consideration from local refineries. This new source of competition may prove troublesome to the refineries. Not only on this coast has the sugar combination been disturbed by the changes in conditions brought about by the new tariff regulations, but in the Atlantic States as well where sugar is being received from Europe free of duty. The great sugar combination was just congratulating itself that at last all its troubles were ended and that a prospect for the successful consummation of its plans was opening when the new source of annoyance was discovered. In the east and on this coast many large handlers of refined sugar had complied with a request to purchase sugar in certain places only, in consideration of the promise of a rebate. Some of the wholesale grocers declined to go into the arrangement and the foreign sugars arriving as expected relieved their immediate necessities. Some of the signers of the compact, it is said, have become disaffected, and the imports of sugar are likely to show increasing proportions until the combination adopts measures to meet the situation.—Herald of Trade, May 15.

Large as seems the demand for fish in London it does not amount to a single fish a day of all sorts for each denizen of this vast city. To give the people of London only a periwinkle apiece would require so many bushels that the baskets containing them, placed one over the other, would overtop the cross of St. Paul's. No fewer than 20,000,000 of plaice, and 800,000,000 of herring are sold in the metropolis every year.

PRESS COMMENT.

Victoria Colonist: We are strongly of opinion that the ends of justice would be best served by allowing all accused men to give evidence on oath in their own cases. The time was when, in civil suits, a man could not be a witness in a case in which he was interested, either as plaintiff or defendant. That restriction has been taken away, and much good and very little harm has been the result. If a man is permitted to testify in his own case in which, it may be, only a few paltry dollars are involved, surely there are more and stronger reasons for his being allowed the same privilege when his character, his liberty, or his life, is at stake.

Victoria Times: Ald. Munn has taken "the bull by the horns" and will proceed to raze to the ground the unsightly powder magazine in the Park. This old brick building, which until recently has been the receptacle for powder belonging to the Dominion Government, is an eyesore to the locality, and so long as it was used as a magazine was a positive danger to the lives of our citizens. It belongs, we understand, to the Dominion Government, who have been requested by the city time and again to pull it down. But the Government acts very slowly in all Victoria matters. They take every proposition from our council or representatives "under consideration," and they keep it there until it is forgotten.

Vancouver News-Advertiser: There are times and cases when patience ceases to be a virtue, and we think that the city's interests are now approaching very nearly to such a condition. The Mayor seeks to hinder the civic business by obstructionist methods of which the wildest Home Ruler in the British Parliament never dreamed. If half the ingenuity and obstinacy which the Mayor has displayed during the last three months in endeavoring to deter a majority of the council from doing its duty had been directed to the efficient management of municipal affairs, it would have been far more beneficial to the city. At this period of the discussion to come and ask that the majority shall simply admit that it was wrong in the action it took, and that the Mayor was right, is, certainly, an instance of presumption, only possible in a person who believes that his fel-

low-men have no self-respect. To cap the climax, he desires that an impression should get abroad that the majority of the council, if it does not now yield to his demands, is responsible for any further delay which may occur before the matter is finally settled. But he will find the people are like the aldermen—not "suckers."

Vancouver Telegram: The truth is, that the position of the Liberal party and their press on the unrestricted reciprocity question is utterly inconsistent, as well as unpatriotic, anti-British, and even anti-national. The more their policy is examined, the more absurd it is found to be. They talk about free trade and propose to place Canada under the highest protection tariff in the world. They talk of the high rate of taxation in Canada, and the exactions of Canadian combines, but would have no scruple to introduce the American rate of taxation here and the American combine system; and to crown the edifice they are advocating direct taxation to make good the loss that would result to the revenue of the Dominion from free trade with the States. Finally, they talk about loyalty to the Queen and the Mother Country, and propose a policy, which in the judgment of all well-informed men both in Canada and the States, in the judgment of the inventor of the policy himself, would lead to the disruption of the British empire, the separation of Canada from the Mother Country, and its annexation to the American republic. We need not further pursue the subject. The Liberals of Canada might have something to say for themselves and their policy if they adopted the principles of free trade—free with Great Britain, the United States and the world. Such a policy would not be disloyal to England, nor would it necessarily promote annexation. It would only be ruinous to Canada. That, however, is a separate subject which we need not here enter on.

A preliminary statement of the mineral production of Canada in 1890 has just been issued. The total value of the product is placed at \$19,000,000.

The gross earnings in March of the Union Pacific Railway's whole system were \$3,272,986, a decrease of \$385,314; net earnings, \$1,015,114, a decrease of \$110,664.

NEW SAW MILLS.

Several new saw mills are talked of in this Province, at Liverpool, opposite McLaren-Ross mill; at Hall's Prairie; one by Clarence Debeck, a late partner in the Brunette Saw Mill Co., on the northwest coast of the mainland, with a capacity of 100,000 feet per day; one by Slught & Co., late of Michigan, at Steveston, near mouth of Fraser River; one by C. L. Street & Co., at Chilliwack, now almost ready and making a specialty of box lumber. The Brunette saw mill has started again after completing some improvements and alterations. The McLaren-Ross mill is in full operation. The Chemainus Saw Mill is now ready for work, and there are plenty of logs on hand. The mill starts with an output of 150,000 feet a day, and working up to 200,000. About 150 men were to have been employed at the start. Messrs. D. H. Cameron & Co., of Ottawa, have secured a site at Liverpool and will shortly commence the erection of a large saw mill to supply both the local and foreign demand. No particulars as to the extent and capacity of the mill are yet obtainable, but it is learned that no time will be lost in getting the enterprise under way. Messrs. Cameron & Co. have lately secured some large and valuable limits, the timber from which will supply the mill for some years at least. Mr. Cameron is experienced in lumbering and milling, and is well known on the Ottawa, where he lumbered for many years. He is backed by Ottawa capital in the enterprise.

MAKE YOUR OWN CAPITAL.

It is said that a young man who can earn a dollar a day has but to resolve to save a portion of what he earns toward capital to start business upon, and the difficulty is already half overcome. A capital acquired in this way is generally lasting, while capital acquired by loan or inheritance is too frequently lost. The industry and efforts used in acquiring capital, train to habits of business which are necessary to success, and without which training, business is most apt to fail. It is astonishing on how small a sum a man, who is determined to save may live comfortably.

R. F. Wilson, a prominent broker of Glasgow, has failed, liabilities heavy.

COMMERCIAL SUMMARY.

The action of the Rothschilds in withdrawing from the Russian loan has greatly incensed the Czar. It is believed that it will make the position of the Jews worse.

The returns issued by the London Board of Trade show that during the month of April imports increased £300,000 and exports increased £570,000 as compared with those of the corresponding month last year.

The paint manufacturers of Canada are organizing a combine. The firms already agreeing to the terms include several of Toronto and Montreal and one of Halifax. The conditions of the combine are said to be three factories, one each in Toronto, Montreal and Halifax.

A Toronto dispatch says: Counsel for J. Henderson and a number of other shareholders in the late Central bank have begun proceedings to recover from the directors of the bank, at the time of its collapse, nearly \$2,000,000, which sum represents the net receipts of liquidation or the double liability which plaintiffs were called on to pay and the amount of claims set off against the double liability.

There was an increased production of petroleum in Canada, according to the report of the Inland Revenue Department for the twelve months ending December 31, 1890, as compared with the two previous years. In 1890 inspection shows a total of 236,768 barrels of forty-five gallons each, and 44,196 cases of twenty gallons each. In 1889 the total number of barrels inspected was 220,960, and cases, 38,344; while in 1888 the number in each case was still less, there having been 217,587 barrels and 23,928 cases inspected.

The forestry exhibit at the Columbian Exposition at Chicago will embrace wood in its natural state from every section of this and other countries, thus affording a most excellent opportunity for comparing the same varieties growing in different latitudes and the climatic effects on forest growth. Worked timber in all its many commercial forms will be shown by beautiful specimens selected from the wood-working establishments of the world, including the various ornamental woods used in furniture, veneers and interior decorations.

The Trans-Continental railway Association has decided to increase second-class passenger rates from the Pacific coast to points in the east \$5, and also to increase round trip tickets from the coast \$10. The increase was to go into effect May 18th.

The city census returns for Hamilton show a population of 47,784. A few names are to be added yet, so that the population of Hamilton will be shown to be very few, if any, short of 48,000. The census of ten years ago showed a population of 35,961; of 1871, 26,716; of 1861, 19,096; of 1850, 10,248; of 1846, 6,822; of 1836, 2,846.

A special to the New York Evening Post from Montreal says: "It came out at yesterday's meeting of the Canadian Pacific railway that among the largest holders of stock were the administration office of Amsterdam known as the 'Dutch syndicate,' 52,400 shares; Sir Donald Smith, 10,000; Sir George Stephen, 9,000; R. B. Angus, 7,000; Duncan McIntyre, 2,000; Blake, Boissevain & Co., 17,000; Morton, Rose & Co., 39,000; and the London and Westminster Bank, 49,000."

The Imperial Bank has made an allotment of \$500,000 of new stock, which has been issued at a premium of fifty per cent. The allotment is at the rate of one share for every three held by shareholders, and must be accepted before August 18th, or all rights thereto will be considered forfeited. A first call of 10 per cent. has been made and will be due and payable on acceptance of the allotment, or 30 days thereafter, after, but not later than August 11th. Other calls have been made for the balance, payable 10 per cent. a month, commencing August 18th.

The Canadian government has made overtures to the imperial authorities to learn whether the present arrangements under operation of which cattle are exported from Canada to great Britain will be continued if American cattle are allowed to be slaughtered in bond within the Dominion. This is in reference to the proposed Benderhead Meat Company's abattoirs at Three Rivers, to which the Canadian shippers are opposed, on the ground that it would place their trade in danger of being scheduled with that of Americans in British ports, thus depriving them of the present discrimination in favor of the Canadian trade.

SHOPKEEPERS IN TANGIER.

The Arab shop is a mere box in the wall without windows neither does it bear any name or number. The shop door is raised some distance higher than the street, and when this is open in the morning the merchant jumps in and squats down upon a cushion within easy distance of his goods. Here he attends to his customers, who stand outside in the street to examine his wares.

The notary and scribe sit in an open place and their clients are attended to in public. We have never heard what a lawyer's fees are for a consultation in this country, but we know a charge is made for drawing up public documents, such sum depending upon the character of the work required to be done. Justice is delivered by the governor in the gate, as it was in olden times. We do not mean by this that justice is administered as we understand it in England. No; it is carried out after the Moorish fashion, bribery forming the chief feature. Tangier is the nearest town to Europe of all the Moorish ports, and certainly the most important. It was once under the crown of Portugal, afterward that of England; but 200 years ago it was abandoned to the Moors, and has remained in their hands ever since, leaving no trace of Christian occupation. It has no architectural adornment worth a passing notice.

The chief of the bureau of American statistics reports the total value of exports of domestic breadstuffs from the United States during the month of April, 1891, to be \$12,352,827.

Messrs. Earle and Prior, on behalf of the British Columbia Cattle Co., have waited on Hon Mr. Lowell, and urged that a flock of 10,000 sheep be admitted free of duty, to enable the company to embark extensively in the business of sheep raising along the Fraser River. The present duty is thirty per cent.

A New England Yankee is beating the McKinley bill, or thinks he is, in the following way: He has a farm, a part of which is in Vermont and a part in Canada. On the American side he has poultry houses in which his hens lay their eggs, and on the Canadian side are his storehouses from which his chickens are fed.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.
SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

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

VICTORIA, TUESDAY, MAY 19, 1891.

"GOD SAVE THE QUEEN!"

Before our next issue another anniversary of the Queen's Birthday will have come and gone and another milestone in the national life of Great Britain and her dependencies will have been passed. We say national life, for we are a portion of the grandest nation under the sun. We do not belong to it; we are a part and parcel of it, and, so far as we are aware, the vast majority of the people do not desire to make any change. Since the year 1819, when Queen Victoria first saw the light, some of the greatest achievements in nation building have been achieved. The British colonial system has been developed, in some instances, from the penal settlement, into the grand self-governing "dependencies"—if that term is in any sense now applicable—which exist to-day. Indeed, the Greater Britain is no longer a dream or a fancy, but an accomplished fact, and, whether the outcome be Imperial Federation—a continuation of the present "independent connection," or the launching forth of entirely new States—most of the work which has led up to this climax has been done during the life of her, whom it has pleased even our national antagonists to describe as "the good Queen Victoria." And not only so, until her time trade was a comparatively small thing to what it is to-day, the means of international communication as we now have them being comparatively unknown. One of the national mottoes was, it is true, "Ships, Colonies and Commerce." But what were those ships compared with the vessels which to-day proudly breast the waves, bearing with them into every sea the British or Canadian flag? What were those colonies, occupied by a handful of half-starved adventurers, contrasted with the powerful, self-governing, prosperous and ambitious nationalities into which

they have grown? What was that commerce? A mere circumstance weighed in the balance with the trade of almost any one of those then despised colonies which at present are the glory of the Mother Country and the wonder and admiration of the world. Canada and the Province of British Columbia have every reason to be well content that they have been under the regis of the British flag. In the past seventy years, Great Britain has essayed both the protective and the free trade systems. It was under a policy of protection such as we have to-day that she built up her manufactures, as we are trying to do, and it was only when they had received a start that she found her true policy to be in unrestricted trade. Her experience is pregnant with meaning for us. Queen Victoria's reign has seen the rise, growth and employment of the steam engine in all branches of industry and for purposes of locomotion. During it have been demonstrated so far the triumphs of electricity; the workman has become a powerful factor in the State, and generally the condition of matters has been such as to place all sorts and conditions of men upon the upward grade. In the period referred to, the world has lived to greater purpose than in all the centuries which have preceded it, and we, as a portion of the world's population, have every reason for congratulation. It is to be hoped that the promises of the future which are already blossoming out so auspiciously, will have their full fruition, but it will be unquestionably due to the seed which has been sown in the days of her to whom may infinitely more fittingly be applied the appellation of "Good Queen!" than her to whom past history has applied the term.

FAST MAIL SERVICE.

The benefits of the fast mail service to China and Japan have been well demonstrated by the recent voyage of the pioneer steamship, the Empress of India. With her assistance, despite the utter inadequacy of the Atlantic mail service, which must be materially improved, the entire distance from Yokohama to London has been covered in twenty-five days, including three days' detention at New York, waiting for a fast steamer.

SHEEP RAISING.

It is most certainly to be hoped that the authorities will accede to the requests which have been made to allow certain large flocks of sheep, that it is proposed to import as the nucleus of a British Columbia sheep-raising industry, to come in without the payment of duty. It would be, it would seem, an excellent piece of policy in this way to encourage the departure, as there are thousands—nay millions—of acres of land in the Province that are fit for little if anything else than this kind of farming, and we all know the scarcity of mutton which prevails, while the raising of native wool in anything like quantity would be an incentive to the establishment among us of woollen mills. Moreover, this mutton question has been tersely presented to the public by the Colonist, which says, "if all the mutton that British Columbians can consume were raised in the province it would not be seventeen cents a pound nor the half of seventeen cents. What is it that makes that and other kinds of meat so dear just now? Simply because the demand is greater than the supply. Increase the supply, the demand being the same, and the price must go down. When the supply exceeds the demand, no possible trade combination can keep up the price." This is no party question. It is true that the policy of the Government is one of protection to native industry; but until we have an industry inaugurated there can be nothing to protect. Let us begin the industry and protect afterwards.

It would appear, if the telegraphic announcements are correct, that the Dominion Government do not propose to make any increase in the pay of letter carriers in the cities on this coast, thereby giving a more permanent character to the service and securing for it the best available men. The authorities at Ottawa are slow to believe that there is any difference in the conditions which obtain here and those which prevail at the East. It is by no means everyone who is here banking after a Government berth. It is only the good things that are sought after. In consequence of this, it is not always easy to get good men to fill the subordinate positions in the public departments, and this ought to be borne in mind.

VICTORIA'S TRADE.

The following official figures in regard to the trade of the port of Victoria are of special interest. They cover the customs collections from the 1st of January, 1889, down to the end of April 1891 :

	1889.	1890.
January.....	\$ 51,313 75	\$ 46,680 56
February.....	30,427 09	42,918 18
March.....	75,561 05	97,160 72
April.....	60,267 27	78,657 23
May.....	72,208 12	78,940 08
June.....	61,101 89	76,792 26
July.....	58,249 65	67,907 72
August.....	85,199 23	77,385 88
September.....	78,282 84	91,833 57
October.....	70,882 13	90,204 09
November.....	62,610 31	75,451 64
December.....	52,389 12	66,013 03
Total.....	\$770,473 08	\$890,334 96
Increase for Year ending Dec, 31, 1890.....	\$119,861 88	1891.
January.....	\$ 46,680 56	\$ 59,750 27
February.....	42,918 18	63,000 42
March.....	97,160 72	93,418 91
April.....	78,657 23	103,166 81
Total.....	\$265,416 69	\$319,066 41
Increase for first four months of '91..	53,609 72	
" for past sixteen months.....	173,481 60	

The cogency of these figures is sufficient without there being need to further comment upon them. In this case the old saying forcibly applies, that figures speak more loudly than words.

EDITORIAL NOTES.

THE total value of exports from the port of Vancouver for the quarter ending March 31, 1891, was \$77,561. Of this amount \$4,767 worth was not the product of Canada.

THE report of the statistician of the U. S. department of agriculture since the last of April of last year, shows an increase of 100 per cent. for corn and 32 per cent. for oats in price. The elimination of the surplus corn and oats, through the under production of last year, insures good prices for those crops, while the shortage of wheat of the world for two years and the foreign prospect for growing promises the largest foreign demand for ten years at a remunerative price.

BRADSTREET'S reports general trade in Canada quiet. There is only a fair demand for dry goods from jobbers in Ontario. In the Province of Quebec trade is said to be dull without immediate prospect of marked improvement. Collections are slow. The Dominion reports 30 business failures this week against 31 last week and 16 this week last year. The total number from January 1st to date is 805 against 700 last year.

U. S. SECRETARY OF THE TREASURY FOSTER has directed the customs officers at New York to refuse entry of goods in the name of custom house brokers or others who are merely the consignees, unless they disclose upon entry the name of the ultimate consignee or purchaser, file a certified copy of the invoice by which settlement for the purchase of the merchandise is made, and disclose all the facts and circumstances necessary to satisfy him that the transaction is free from taint or fraud.

THE output of lumber in Washington, Oregon and California for the past year was much larger than that of any previous year. Washington produced 1,820,171,000 feet; Oregon, 829,283,000 feet; California, 864,916,000 feet; total output for the Pacific coast states, 3,522,370,000 feet. The cuts of the leading lumber counties of Washington for the year 1890 were as follows: King, 266,042,000; Jefferson, 229,000,000; Pierce, 168,000,000; Chehalis, 122,229,000; Kitsap, 117,518,000; Lewis, 116,500,000; Snohomish, 114,500,000; Spokane, 105,000,000.

VICTORIA TIMES: It is understood that Mr. Northcote, city assessor, has completed the assessment of the city inside of the old limits. It is expected that the total will be about \$18,000,000, say \$13,000,000 for land or real estate, according to the act, and \$5,000,000 for improvements. When the city assesses the newly acquired territory, which in acreage is more than the area of the land within the old limits, it will be found that the assessment roll for the city of Victoria will be about \$25,000,000; and this is a value placed upon estimates while no boom has visited this city.

THE owners of the large tugs on the Sound are forming a combination to put their gross earnings into a common fund, and at the end of each month divide it equally among the tug owners. Under this new order, when a tug takes a vessel to Nanaimo or any other port, it will allow them to lie there and wait for a return vessel, instead of burning coal on the way back without being paid for it. The idea is not to increase the price of towage, as 50 cents per ton for the round trip, the present rate, is considered fair by both tug owners and ship owners. The combination

will allow the tugs to work harmoniously together and will give a more efficient service to the ships, besides saving much expense to tug owners.

The Marine Department are giving proofs of their determination to render the coast of British Columbia more safe, and are having a number of buoys made at the Albion Iron Works, which it is proposed to place in position at an early date. Why, in this connection, it may be asked, should not all the work for the British Columbia service be done among ourselves? It can be done quite as well. Witness the magnificent job which was made of H. M. S. Amphion when she was thoroughly overhauled and repaired by home industry. Why, it may be repeated, was not the new Government steamship built here, instead of being put together on the Clyde? Is it because there is some superstition regarding the term "Clyde built?" or is it for the same reason, that, in the departments, whether of the Dominion or the Provinces, anyone from the "Old Country" has the preference over our own people for almost anything that is worth having?

A GOLD SYNDICATE.

Five enterprising merchants of Westminster have formed a company and sent into the interior a prospector to thoroughly examine for gold a certain district, specimens from which show indications of a highly favorable character. This prospector has already been in that part of the country, but lack of funds prevented him from thoroughly prospecting it. He is accompanied by one of the gentlemen interested. No elaborate particulars are given but there is every reason to believe that these gentlemen know just what they are about, as some of them are not novices in the mining business. The best way to impress the outside world with the importance of our mineral resources is for our own people to show, in a practical way, that they have every confidence in them. There is nothing that will help to draw capital here quicker than the fact of our own people taking hold of and seeking to develop the latent wealth that the Province most certainly possesses in the wonderful mineral deposits in our mining districts.—Columbian.

PROVINCIAL TRADE NOTES.

Three of the largest brickyards at Port Hancy have amalgamated.

Weller Bros. are arranging for the escapes of their factories and workshops.

The old Bank of B. C. building at Nanaimo has been leased by Mr. R. Hilbert, and will be fitted up for mercantile purposes.

The Canadian Pacific will erect a 30 room hotel at Robson, the Columbia river terminus of the Columbia & Kootenay railway.

The Great Northern people are now looking for a short line to Vancouver, and will probably choose the one by Port Moody, which is the most direct, their prospectors think.

The Brunette mills at Sapperton shipped a large quantity of lumber to the east recently. There is a growing demand for British Columbia timber in the eastern markets.

The Canada Lumberman, published at Toronto, each week contains an interesting trade letter from British Columbia. The Lumberman is one of the best trade papers published in Canada.

The Revelstoke Smelting Syndicate are prepared to purchase all ores of Trail Creek camp, and in fact all ores mined in the district, and Dr. Campbell and Mr. Boyle were at the mines last week to make arrangements with the mine owners for the output of their properties.—Star.

The Albion Iron Works are at work upon ten large buoys to the order of the Department of Marine, which are to be placed on the British Columbia coast. This is no doubt the first instalment of the answer to the applications of the B. C. Board of Trade and the members of Parliament for this Province.

Five new canneries are to be erected immediately on the Fraser, an addition to the seven now owned by the Anglo Canadian Packing Company. Four will be erected at the mouth of the river and the other near Wadhams' present cannery. The new canneries will have a capacity of 15,000 cases each.

The report of the directors of the Nanaimo Gas Company shows a good financial position, and recommends that a dividend of 7 per cent. on the capital stock be declared, also that the number of retorts be increased to 15, that a new and larger purifier, an exhaustor, boiler and engine be procured, which, with other additions, will more than double the present capacity of the works, and reduce materially the cost of the manufacture of gas.

A careful estimate of the men likely to be employed this year in the mines in the Toad Mountain district, says the Miner, places the number at 300. Within a month men will be steadily employed on the Silver King, Dandy, Iroquois, Grizzly Bear, Jim Crow, Poorman, Whitewater and Wild Cat, to say nothing of the men at work on the placers on Hall creek and on the gold prospects on the south side of the river and the copper and galena prospects on the north side. Last year the number so employed was less than 75.—Inland Sentinel.

The box accommodation of the Nanaimo post-office is likely to be increased.

The last C. P. B. excursion of the season to the Pacific coast left Toronto on May 15.

The British steamer Hope cleared from Whatecom last Wednesday for Victoria with 436,836 feet of saw logs in tow consigned to Victoria mills.

A conflict is threatened between the Austrian and Italian fishermen, working on the Fraser river. If they give too much trouble, their license will be cancelled.

The Canada Life Assurance Company has applied for legislation amending the company's acts in respect to the investment of funds, the holding of real estate, the holding of shares and voting thereon, and other matters relating to the business of the company. Trade Review.

Messrs. Hooper & Goddard are at work on the plans of a three story and basement brick block for Mr. Lewis Lewis, to be erected on the site of his present premises on Yates street. The building is to be 70 feet long by 30 feet wide, the lower floor being divided into two stores, the second floor into offices, while the upper story will be a large hall.

A letter from the Columbia to Ben Young, states that no salmon are now to be found in that river, and the fishermen are utterly disgusted, though the cannery offer them a \$1 a fish. The cannery are not much better off than the fishermen, and in the face of the slack market that has prevailed, the latter do not expect any rise. The Columbia River pack is now about 50,000 cases behind this time last year.

The business of Messrs. Cowan & Wilson, wholesale grocers and importers, has grown to such proportions that they have been compelled to enlarge their premises. This was done by building an additional wareroom, 10x80 feet. This gives a space of 100 square feet for storing goods, with no room to spare. The new addition, which is airy and cheerful, looking out on Yates street, will be used chiefly for heavier goods of a business which is rapidly extending.

It will not be very long before the British Columbia Board of Trade will meet in their new building. Mr. Robert Ward, the president of the Board, purchased the lot at the corner of Bastion square and the alley, in rear of Marvin & Tilton's warehouse, a few days ago, and it is intended to secure the lot adjoining, and upon these two to erect the projected Chamber of Commerce. The building thought of will be, without doubt, the handsomest commercial edifice in the city. It will occupy a suitable position on Bastion square, having a frontage of 12 feet by a depth of 106; brick, stone and iron will be used in its construction, and, if present ideas are carried out, nothing in the Dominion will surpass it in convenience of arrangement.

WANTED.

An active, reliable man, to represent our mill in British Columbia. Fine tweeds, pure homespuns, etc. Address, with references, stating commission expected.

YARMOUTH WOOLEN MILL CO.

Yarmouth, Nova Scotia,
April 20th, 1891. Canada.

BRITISH COLUMBIA'S MINES.

A New Westminster dispatch to the Post-Intelligencer says: A company of local capitalists has been formed, with a capital of \$10,000, to work immensely rich platinum and iridium mines on Tulameen river. The mines are situated on the Tulameen river, a tributary to the Similkameen, nine miles from Granite creek. They have a water front of five miles, and these are probably the richest platinum mines in the world, besides which the platinum carries 5 per cent. of iridium. The mines are also very rich in gold, having been worked, principally by Chinamen, for the past thirty years for that metal. Until five years ago the platinum deposits were not known, and a great quantity has been thrown away. During the last five years, however, the yield has been enormous, one miner alone handling thousands of ounces of that valuable metal. The value of the property would be hard to estimate. It has been thoroughly prospected and is known to be rich throughout. The owners intend working it on an extensive scale by the hydraulic system of mining. The supply of platinum in the Ural mountains, hitherto the largest source of supply, is giving out, and the owners claim that in these present mines they have the richest platinum deposits in the world. Platinum is worth \$20 per ounce, and iridium the enormous sum of \$1,400 per pound.

CONSUL EWING.

The Seattle Daily Telegraph expresses the strongest disapproval of Mr. Jay Ewing in the following language: "It's an old saying, but a mighty true one, that if a man has any of the fool in him it will come out when he is put in a consular position. We have a certain Jay Ewing, United States consul at Vancouver, who will serve to point this moral, if he can't serve for much else." After reciting the incident in substance, the Telegraph concludes: "This seems like a tough story to choke down, but it comes well authenticated, and the consular service is so plentifully stocked with smart bores that this particular Jay is not an impossible guy by any means. As a rule, our foreign representatives have contracted the flunkey disease in such an acute form that they can't get up early enough in the morning, or stay up late enough at night, to burn incense under the royal nostrils to which they are accredited. We are kept in perpetual disgrace between the flunkies, who don't know where royalty ends, and the rude gentry who don't know where democratic dignity begins.

Everybody has heard of the well known Forth bridge of England, which it is claimed has more steel in it than any bridge that is or ever was. Canada is a "wooden country," and can claim the greatest wooden bridge extant. We refer to the Canadian Pacific Railway Company's new bridge at Milford, Manitoba. It is 3,300 feet long and 75 feet high. There were used in the work 1,300,000 board measure, 1,500 piles for supporting the trestle and 150 piles for the abutments of the Howe truss of the great span. And it was all completed in five weeks.

NEWFOUNDLAND.

Newfoundland has been a crooked stick in British politics for nearly 200 years. A treaty which anybody who could see an inch beyond his nose would expect to make trouble is the cause of the present difficulty. At the peace of Utrecht, in 1713, Newfoundland was finally ceded to Great Britain, with the condition that the French should have the privilege of catching and drying fish on the coast. The shore on which they were allowed this right was defined in 1783 to be the coast from Cape Bonavista northward around the island as far as Point Riche.

The people of Newfoundland as time went on, became more and more irritated that citizens of a foreign power should land on their shore and catch and carry away their lobsters under their very eyes. Those lobsters and those fish, they declared, belonged to them, and no French should have them. The French, on the other hand, insisted on their rights. There has been constant friction. At length the Newfoundland people claim that the French are infringing on their rights, and they demand that the status shall be changed.

The Salsbury government has undertaken to drive the Newfoundland of the present into observing the treaty made between France and the mother country 178 years ago. The means adopted so far is the so called Newfoundland coercion bill in parliament, whose consideration has caused such bitter and rebellious feeling in the island. The British government hopes officially that France may be induced to arbitrate the fisheries question and that thus some amicable understanding, or even modification of the treaty may be reached. But these things take time, and Newfoundland is in a steadily increasing state of irritation. The snub she received from the home government last winter in the attempt to arrange reciprocal trade and commerce between the island and the United States is not yet forgotten, and an act of parliament to force her into allowing the French fishermen on her shores will not tend to soothe her feelings.

BIG TREES OF BRITISH COLUMBIA.

It may well be imagined that it is no boy's play to cut down a tree from five to ten feet in diameter. The axemen work in pairs, and after selecting the place where they desire the tree to fall, they begin operations. Trees generally have a swell at the base that is crossed grained and gnarled, hard to cut, and not good timber, and as it is not desirable to have this in the log it becomes necessary to cut the tree above this defect. Some trees, especially the fir, have a great deal of pitch at the base, and this, also, renders it desirable to begin cutting some distance from the ground. Another advantage of getting above the ground is being out of the way of brush and fallen timber.

In order to do this, the axeman chops a notch in the tree nearly as high as his head, the notch being about six inches deep and about the same in length, and inserts in it the end of a board, upon which he stands to wield his axe. The board is a piece of oak or fir from four to six feet long and about ten inches wide, the inserting end being narrower and bound with

steel, upon which is a calk like that on a horse shoe, which holds the board firmly when the man's weight is on it. If the first notch is not high enough, he cuts another higher up, and still another, if necessary, using the boards as steps, until he is often ten or twelve feet above the ground before he finds a suitable place for chopping. The two axemen, having thus gained a position on opposite sides of the tree, begin the work of chopping with their double-bladed axes, working carefully so as to direct the fall of the tree in the line selected. Of late years the improved style of two-hand saws has been made to do the chief work. After cutting with the axe a deep line in the tree on the side to which it is to be made to fall, the men begin sawing on the opposite side, wedging the cut made by the saw as they progress, thus keeping the saw clear and gradually inclining the tree in the right direction. In this way a tree may be made to fall in the direction exactly opposite its natural inclination. When the tree shows symptoms of falling, the men give a few well directed strokes with the axe to guide it in its course, and then spring lightly to the ground, standing near the base of the tree, which experience has proved to be the safest position. Gradually the forest giant bows its head, its fibres cracking like pistol shots, until, at a last, it comes down with a rush, its limbs dragging down others with it, and the under ones being splintered into pieces.

THE CANNING INDUSTRY.

There are now 19 fish canning factories getting ready for the July run of salmon on the Fraser River. The majority of these are operated by the newly formed fish canning syndicate. But some of the most important of the establishments are under the direct ownership and control of the capitalists who declined to coalesce in the in the new deal. Messrs. Alex. Ewen and D. J. Munn, and also Mr. James Laidlaw, of Westminster, and Mr. C. S. Windsor, of Vancouver, are the men who have decided to row their own fish boats. Most of the canneries will commence the manufacture of cans about the 15th of May, and they anticipate a big run. Mr. Ewen has recently finished building a large new factory alongside his old one, on Lion Island. The 19 Fraser River fish preserving factories are practically controlled now by six distinct and separate companies or firms, and competition in salmon will probably be as keen as ever.

A large consignment of water pipes is on the way to Nanaimo per steamship Empress of Japan.

The Maritime Register of April 29th says: "The ship Leading Wind, which was on fire at Auckland, N. Z., and scuttled in the harbor, was sold by auction in behalf of the underwriters on March 18th to a local ship owner for £2,150. Her new owner is now repairing her and will, it is stated, afterwards place her in the Australian and Puget Sound trade." The Leading Wind, Capt. Hackley, changed from the American to the British flag on re-classing. She was chartered on April 18th by R. P. Rithet & Co. to load lumber at Moodyville for Melbourne, and is now on the way to Moodyville.

THE C. P. R. ANNUAL MEETING.

The annual meeting of the C. P. R. was held at Montreal on May 13, 344,000 shares being represented. The old Board was unanimously re-elected. A balance sheet of the affairs of the company at 31st December last, together with the usual statements relating to the business of the past year were submitted.

Gross earnings for the year.....	\$16,552,528 98
Working expenses.....	10,252,828 47
Net earnings.....	6,299,700 51
Deducting fixed charges for the year.....	4,246,618 00
The Surplus was.....	2,053,082 51
From this two supplementary dividends of one per cent. were paid August 17th, 1890, and February 17th, 1891, amounting to.....	1,800,000 00
Surplus carried forward.....	753,082 51
Surplus of previous year.....	1,203,350 22

Total surplus carried forward.....\$ 2,656,432 83
The working expenses for the year amounted to 61.94 per cent. of the gross earnings, and the net earnings to 38.06 per cent., as compared with 60.40 and 39.60 per cent. respectively, in 1889. The earnings and working expenses for the New Brunswick R. R. are included from September 1. The earnings and working expenses of the Southeastern railway, which is worked by the company for account of the trustees, are not included. The earnings per passenger per mile are 1.74 cents, and per ton of freight per mile 0.81 cents, as against 1.78 and 0.91, respectively, in 1889.

Referring to the freight earnings, the report says: "During the greater part of the year, as was the case in the last half of 1889, freights of a leaner description than are usually sought had to be taken in order to keep up the earnings, and this unfavorably affected the ratio of working expenses to profits. The large amount of money realized by the farmers in the Northwest from their crops, and the considerable amount of grain, yet in their hands and in store along the line, promise a good traffic until another crop is harvested, and only an average crop is required to ensure handsome results for the present year, which has opened most auspiciously, the earnings of the first four months having increased \$1,278,830, and the profit for the same time (estimating April) having increased about \$550,000, over the corresponding four months of the year covered by this report."

The report continues: "There are already large settlements in the Prince Albert, Edmonton and McLeod districts, and the branch lines reaching them will at once develop a considerable traffic, and make immediately available for settlement extensive areas of your land. The Columbia and Kootenay railway (leased to your Company) in perpetuity connecting the navigable waters of the Columbia and Kootenay Mining District, is now practically completed, but an important traffic waits its opening. The work on the Mission branch was not pushed forward until late in the past year because of the delay in the completion of the American lines, approaching from the South, with which it was intended to connect. The connection has now been made, and continuous railway communication is established between British Columbia and the Gulf of California, by which all the important cities of the Pacific Coast have been connected."

TRADE AND COMMERCE.

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

Business cannot be said to be rushing in all lines in Victoria this week. The dry goods people report an average trade while the grocers say that business is unusually good. The few warm days had an enlivening influence on the volume of trade.

FINANCIAL.

The action of the Bank of England last week, increasing the rate to 5 per cent. to all comers, and threatening to charge 5½, should the pressure continue, to check the export of gold, must have a slight hardening tendency on the money market here. It is expected that at the weekly meeting of the Bank of England directors on Thursday, the rate of interest will be raised to 5½ per cent.

DRY GOODS.

Beyond a steady trade, very little can be said concerning the dry goods business this week. Summer goods were in considerable demand, and a good season's trade is anticipated. Collections are fair, but could be much better both from city and country dealers. The West Coast Indian trade begins early in June, and merchants are looking forward to the trade generally received from this source.

FLOUR AND FEED.

Leading dealers say that nearly all the wheat in Oregon is in the millers' hands, consequently values are firmly maintained, raw material being still scarce and high. A rise is spoken of in Oregon grades. The Enderby brands, which were recently placed on the market, are meeting with a ready sale. Delta brand, Victoria Mills, is maintaining its popularity, and is being sold at a very reasonable price. Oats continue firm. Quotations are: Hungarian, \$6.85@7; Snowflake and Portland Roller, \$6.25@6.50; Superfine, \$1.50; C. & Co., \$5.50; Delta, \$5.25; Enderby brands—Premier \$6.50, XXX \$6.25, XX \$6. Wheat, \$40 per ton. Oats, \$12.50@15. Bran, \$25@28. Shorts, \$28@30. Chop Feed, \$35@40. Oil Cake Meal, \$10. Corn Meal, \$3 per sack. Sannich Oatmeal, \$1.50; California Oatmeal, \$1.65. California Rolled Oats, \$5.50; Tacoma Rolled Oats, \$1.75@5.00.

FRUITS AND VEGETABLES.

The demand for both fruits and vegetables continues to increase. Oranges—Los Angeles, \$2.75@3.00 per case; Riverside, \$3.50@3.75; Navels, \$5.50@6.50. Cherries, \$1.50@2; Bananas, \$1. In vegetables, green peas are quoted 5c. per lb.; asparagus, \$2.25@2.50 per box; cucumbers, \$1 per dozen; onions, 2½c. per lb.; cabbage, 2c. new potatoes, 2c., and old potatoes \$20 ton.

VANCOUVER.

The News-Advertiser reports business during the last week fairly brisk in all lines. Prices for the most part remain firm, and there is very little change to note. California butter still remains about the same, from 26@28c being the usual price asked. Cheese is still firm at 13 and 13½c per pound. Case eggs are worth from

18@20c per dozen. The present quotations for flour are as follows: Manitoba Patents, \$7; Manitoba Bakers, \$6.50; Oregon flour, \$6.25@6.50. The Lake of the Woods Milling Co. have sent in a car of flour here during the week, and there is a probability that a flour war between this company and Ogilvie's will now be commenced, as until the present date, the latter company have controlled the Vancouver market. Oatmeal still keeps firm. Rolled oats are quoted at \$1.25. The present prices of feed are as follows: Shorts, \$27 per ton; bran, \$25; wheat, \$36@40; oats, \$10@15. The prices of meats still remain the same, the quotations being as follows: Dry salt, 11½ cents; roll bacon, 11½ cents; breakfast bacon, 13½ cents; back, 13 cents; hams, 11½ cents; pickled pork bellies, 11½ cents; mess pork, 22½ cents. Lard is still held at the same prices: In tubs, 12 cents; in pails, 12½ cents; in tins, 13cents; lard compound, 12 cents. The prices of sugar quoted by the B. C. Sugar Refinery have dropped a little; 7½ cents per pound is now the quotation for granulated and 6½ cents for yellow, while cube sugar is quoted at 8 cents. Maple syrup is held at \$1.25 per tin. Potatoes still remain about the same, \$23 per ton being the usual price paid. California cabbage is quoted at 2½ cents per pound.

NEW WESTMINSTER.

The recent favorable change of weather has caused a very material improvement in trade throughout the city and district. Builders, particularly, have been benefitted by the change, and it is noted by the Ledger, that the demand for hardware and rough and dressed lumber is therefore brisk. Large quantities of stone have been received from Bowen Island. Brick is coming in freely from Port Haney and Port Kells, but the stock in dealers' hands is very small. Lime and cement are still scarce, and the prices show a tendency to advance. Paints and oils are very steady, whitelead being quoted at \$9.00 per 100 lbs., and turpentine and linseed oil at the same prices at last week. Fish is scarce, and for this season of the year, prices are exceedingly high. The poor salmon run is the cause of it. A small quantity of sturgeon has been caught. During the week, large consignments of salt water fish have been received from Vancouver, and have sold readily. Flour is still plentiful, and the price is steady at \$6.50@6.75 per sack. The demand is steady and growing. Business is improving in eggs and dairy produce. There is a plentiful supply of fresh eggs at 30 cents per dozen. Eastern eggs are seldom called for, and are selling at 20 cents per dozen. Cheese rules steady with a brisk demand, from 13 to 15 cents per lb. Fine English and imported cheeses are scarce and prices are heavy. Butter is fairly plentiful and the up river product has fairly ousted the imported article. Butchers' meat is much the same as last week, with a good demand. Cattle are being received every day, thus ensuring a good supply. Potatoes are scarce at \$19.00 per ton, but the supply will be much better in a few weeks. Hay is plentiful at \$12@15 per ton, with a steady demand. Large shipments are expected shortly. The ensuing week will see a great improvement in all lines of trade.

THE SEALING INDUSTRY.

Collector Milne has forwarded to Ottawa the following particulars of this year's sealing fleet. The list includes all Victoria schooners which have so far sailed for Behring's Sea:

CANADIAN SEALING VESSELS CLEARED FROM VICTORIA, B. C., 1891.

Name.	Value, with outfit.	Tons Reg.	Indian Crew.	White Crew.
Sch. Venture..	\$ 5,000	48	18	4
" Mascot..	6,000	40	18	5
" Mag. Mc..	10,000	70	..	23
" Lily....	8,500	67	20	5
" Triumph..	11,000	98	..	23
" Sea Lion..	7,000	50	..	19
" Beatrice..	7,000	66	20	5
" Aurora....	8,000	41	20	4
" Peuceloo..	10,000	70	..	20
" Carmolito.	13,000	90	..	33
" Ocean Belle	10,000	83	..	23
" Katherine.	5,500	82	20	5
" Annie C.				
" Moore....	15,000	113	..	23
" M. Chief..	1,000	23	12	2
" W. P. Say-ward....	8,000	60	22	5
" Sapphire..	14,000	124	28	6
" Minnie....	8,000	46	20	5
" E. B. Marvin	12,000	117	..	24
" Teresa....	10,000	63	..	25
" Martha....	1,000	12	..	5
" Ariel....	9,000	90	21	8
" Pioneer....	10,000	63	..	23
" M. Ellen..	7,250	64	24	8
" M. Taylor.	8,000	43	..	18
" Viva....	12,000	92	..	23
" Rosie Ol-son....	7,500	39	20	6
" Wandercr.	5,000	25	12	4
" Kate....	4,000	53	24	5
Str. Thistle..	22,000	117	..	27
Sch. Favorite..	8,000	80	24	6
Walter L. Rich....	7,000	76	..	22
" C. H. Tup- per....	13,000	99	..	24
" Oscar and Hattie..	12,000	81	26	6
" Carlotta C. Cox....	13,000	76	..	20
" Geneva....	13,000	92	..	23
" Lotia....	1,000	28	11	..
" Umbriana..	14,000	78	..	23
" Sierra....	1,200	25	12	2
" May Belle.	10,000	78	..	21
" Winifred..	1,200	13	..	8
" S. Handy..	10,000	68	..	22
" Labrador..	7,000	25	..	10
" City of San Diego...	7,500	46	..	17
" Maud S....	12,000	97	..	24
" Laura....	5,500	19	12	4
" Henrietta.	5,000	31	12	4
" Borealis..	8,000	37	18	5
" Ainoko....	8,000	77	22	6
" Annie E. Paint....	11,000	82	..	20
	\$424,150	3,203	439	613

Last year, says the Colonist, 29 Canadian schooners cleared from Victoria for Behring's Sea, representing a valuation of \$248,250, and a registered tonnage of 2,042; this year, 49 vessels, owned and fitted out in Victoria, have sailed North, their tonnage aggregating 3,203, and their value being \$425,150.

Capt. Ribber of the bark *Julie* reports having spoken the bark H. B. Cann, Capt Foote, lumber laden from Port Discovery to Callao, in 53 S. lat., 92 W. long., 53 days out.

American schooner *Sailor Boy*, 316 tons Capt. Jones, sailed from Caleta Buena about April 10th for Nanaimo, and will be due June 10th to 15th. Her cargo consists of 1,500 tons of nitrate for the Hamilton Powder Co.

Messrs. Dobson & Taylor, representing the Taylor Mill Company, formally took possession of the Queen City Planing Mills Monday, Messrs. Johnson, Walker & Flett retiring. The new owners will commence work to-day, it being their intention to rest the premises, add a saw-mill with a capacity of 25,000 feet per diem as well as enlarge the mill in other respects

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark Wanlock.....	745.	Cooper.....	Victoria.....	Sept 17.....	London.....	11,000	.....	Feb 27.....
Br ship Titania.....	879.	Norman.....	Westminster	Nov 19a.....	London.....	31,617	.....	Mar. 25.....
Br bark Mennoek.....	787.	Robertson.....	Victoria.....	Dec 18.....	Liverpool.....	30,882	.....	.....
Br bark Brodick Bay.....	753.	Wakcham.....	Victoria.....	Dec 22.....	London.....	32,000	.....	May 7.....
Br ship Melville Island.....	1423.	Ritchie.....	Tacoma.....	Jan 19b.....	London.....	42,138	.....	.....
Am ship Henry Villard.....	1553.	Perkins.....	Victoria.....	Feb 3.....	London.....	65,318	.....	.....
Br bark Irvine.....	655.	Jones.....	Victoria.....	April 20.....	Liverpool.....	28,311	.....	.....

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

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br ship Duke of Argyle.....	960.	McDonald.....	London.....	Jan 1.....	Westminster	Bell-Irving & Paterson.....
Br bark Lanarkshire.....	794.	Melville.....	Newport Eng	Feb 3.....	Vancouver..	N. W. Van. Tramway Co.....
Br ship Serica.....	913.	Smith.....	Cardiff.....	Feb 8a.....	Esquimalt..	Naval Storekeeper.....
Br bark Ordovic.....	825.	Austin.....	Manila.....	March 2c.....	Vancouver..	B. C. Sugar Refinery.....
Br ship Thermopylae.....	948.	Wilson.....	Saigon.....	Apr 16g.....	Victoria.....	Victoria Rico Mills.....
Br bark Wanlock.....	745.	Cooper.....	London.....	h.....	Victoria.....	Turner, Beeton & Co.....
Br bark Robert S Besnard.....	1200.	Andrews.....	Manila.....	April 7i.....	Vancouver..	B. C. Sugar Refinery.....
Br ss. Grandholm.....	1361.	Masson.....	Liverpool.....	May 16.....	B C Ports..	Union SS. Co.....
Br bark Lebu.....	726.	Worrall.....	Liverpool.....	Apr 20j.....	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 ship Morayshire.....	1128.	Swinton.....	Greenock.....	Mar 8 o.....	Westminster	.....
Br bark Duke of Abercorn.....	1059.	McDougall.....	Acapulco.....	Mar 29 l.....	Vancouver..	Hastings Saw Mill.....
Br ship Blair Athole.....	1697.	Taylor.....	Cardiff.....	March 13.....	Esquimalt..	Naval Storekeeper.....
Br ship Queen Victoria.....	1605.	Holmes.....	Bristol.....	Apr 18e.....	Esquimalt..	Naval Storekeeper.....
Nor bark Borgbild.....	757.	Haugeland.....	Honolulu.....	Mar 10p.....	Vancouver..	Hastings Saw Mill.....
Ger bark Cassandra.....	733.	Stehr.....	Acapulco.....	q.....	Vancouver..	Hastings Saw Mill.....
Ger ship Elise.....	1348.	Rowehl.....	Sydney.....	s.....	Vancouver..	Hastings Saw Mill.....
Br bark Noddleburn.....	1053.	Hall.....	Glasgow.....	.....	Westminster	D. McGillivray.....
Br ship Rotheray Bay.....	775.	L. Veysey.....	Glasgow.....	April 30.....	Westminster	.....
Br ship Titania.....	879.	Norman.....	London.....	June f.....	B. C. Ports..	H. B. Co and Bell-Irving & Paterson.....
Br ss Empress of Japan.....	3003.	Caton.....	Liverpool.....	April 10.....	Vancouver..	Canadian Pacific Railway Co.....
Am ship Great Admiral.....	1497.	Rowell.....	Hong Kong.....	v.....	Vancouver..	Hastings Saw Mill.....
Br bark Callao.....	978.	James.....	Liverpool.....	Feb 13w.....	Victoria.....	R. P. Rithet & Co.....
Am schr Sailor Boy.....	310.	Jones.....	Caleta Buena	Apr 26x.....	Nanaimo.....	J. W. Grace & Co.....
Br ship Leading Wind.....	1159.	Hinckley.....	Auckland.....	d.....	Moodyville..	Moodyville Sawmill Co.....
Swed bark Svea.....	663.	Anderson.....	Newcastle.....	.....	Vancouver..	Hastings Saw Mill.....
Br bark Venezuela.....	954.	Halley.....	Amoy.....	April 3.....	Victoria.....	.....
Br ss Empress of China.....	3003.	A. Tillet.....	Liverpool.....	.....	Vancouver..	Cadadian Pacific Railway Co.....
Br bark H. B. Cann.....	1299.	Foote.....	Callao.....	.....	Moodyville..	Moodyville Sawmill Co.....
Nor bark Lotos.....	1300.	Christensen.....	Callao.....	.....	Moodyville..	Moodyville Sawmill Co.....
Ger bark Kathinka.....	1200.	Kohler.....	Rio Janeiro.....	.....	Moodyville..	Moodyville Sawmill Co.....
Nor bark Saga.....	1431.	Fris.....	BuenosAyres	.....	Moodyville..	Moodyville Sawmill Co.....
Chil ship Antonietta.....	1011.	McLean.....	Valparaiso.....	.....	Moodyville..	Moodyville Sawmill Co.....
Am sh Belle of Bath.....	1347.	Curtis.....	Valparaiso.....	.....	Victoria.....	.....
Nor bark Flora.....	743.	Anderson.....	Adelaide.....	.....	Vancouver..	Hastings Saw Mill.....
Am bark Hesper.....	661.	Emmerson.....	Honolulu.....	Apr 19b.....	Moodyville..	Moodyville Sawmill Co.....

a—Spoken March 11, lat. 9 N, lon. 27 W; chartered for salmon. c—cargo 1,300 tons rawsugar. g—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. j—Chartered to load salmon for U. K. k—Chartered to load in April and May. b—Via San Francisco, chartered to load for Shanghai. o—Sailed Falmouth March 23 with water works supplies; spoken April 8, lat. 27 N., lon. 20 W. p—In ballast to load lumber for Melbourne. q—In ballast to load lumber for Iquique. s—On the way to San Diego, thence in ballast to load lumber for Melbourne. l—Arrived Acapulco April 8, thence in ballast to load for Adelaide. t—Supplies for Westminster water works. x—cargo 1,500 tons nitrate for Hamilton Powder Co. v—in ballast, chartered for lumber for Melbourne. w—via Honolulu, to arrive in September, chartered for salmon. d—to load for Melbourne. c—Spoken April 21st, lat. 47 N., lon. 14 W., spoken April 25th, lat. 38 N., lon. 12 W. i—Cargo 1,800 tons raw sugar. f—Chartered by Bell-Irving & Paterson to load salmon at Fraser River.

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED
Br ship Stamboul.....	1248.	Weston.....	Vancouver..	Jan 3.....	Callao.....	960,300	\$ 9,600	50s	.....
Chil Bark India.....	953.	Funke.....	Moodyville..	Feb 1.....	Valparaiso..	751,300	8,348	65s	.....
Br bark Ninevah.....	1174.	Broadfoot.....	Vancouver..	Feb 23.....	Sydney.....	855,352a	9,335	OWN'rs ac	.....
Br bark Formosa.....	915.	Kain.....	Vancouver..	Mar 24.....	Arica.....	744,000b	.....	55s	.....
Am bkt Catherine Sudden.....	368.	Thompson.....	Moodyville..	Mar 31.....	Tientsin.....	427,530c	.....	77s 6d	.....
Br ship Forest King.....	1602.	Morris.....	Vancouver..	.....	Callao.....	1,200,000d	.....	.....	.....
Am ship Geo F Manson.....	1353.	Crack.....	Moodyville..	May 14.....	Sydney.....	863,154e	.....	.....	.....
Am ship Exporter.....	1312.	Rhodes.....	Vancouver..	.....	Melbourne..	.....	.....	.....	.....
Am sch Olga.....	417.	Rodin.....	Moodyville..	.....	Shanghai.....	.....	.....	.....	.....
Br ss Eton.....	1746.	Newcomb.....	Moodyville..	May 15.....	Port Pirie..	1,765,714	.....	.....	.....
Am bark Spartan.....	740.	Anderson.....	Vancouver..	.....	Adelaide.....	.....	.....	.....	.....
Am sch Golden Shore.....	904.	Henderson.....	Moodyville..	.....	Sydney.....	.....	.....	.....	.....

a—Also 300,000 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 337,371 ft. rough lumber, 39,663 ft. dressed lumber, and 587 bundles of laths. d—composed of 80,000 ft dressed lumber, 240,000 ft clear lumber and 880,000 ft rough lumber. e—Composed of 23,355 feet dressed and 845,799 feet rough, also 22,916 feet pickets and 231,210 feet laths.

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S. MAY GODDARD.

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ARCHITECTS.

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D. MORGAN,

QUEBEC.

Tailor to His Excellency the Governor-
General by Appointment.

PERFECT FIT GUARANTEED.

OFFICE: ROOM 2, MUSGRAVE BLOCK,

BROAD STREET, VICTORIA, B. C.

C. B. LOCKHART & CO.

Importers and Dealers in all kinds of

**Furniture, Upholstery, Carpets,
Linoleums, Etc.**

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GENERAL STEVEDORES.

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

**VANCOUVER, VICTORIA AND
NEW WESTMINSTER.**

Vancouver Office: Cable Address:
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—: PRINTER, :—

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Carpenters and Builders.

Office Fitting and General Jobbing.

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COR. VIEW STREET, VICTORIA, B. C.

H. A. LILLEY,

CITY : CANDY : FACTORY.

Manufacturer of all kinds of

PLAIN AND FANCY CANDIES,

Also Importer and Dealer in Foreign and Domestic
Fruit, Nuts, Cigars, &c.

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

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PHOTOS ON SILK OR COTTON.

(Quite a Novelty.)

All Kinds of Photographic Work.

LARGE WORK A SPECIALTY.

JONES & CO.,

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The Original and only One Price

CASH CLOTHIER,

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

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Fishing Tackle in great variety. Cricket,
Base Ball and Tennis Goods of
the Best Makers.

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Commission, Fire and Life

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Town, Suburban Property and Farm Lands
for Sale.

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GEO. A. COOPER,

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Opp. Telegraph Office.

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VICTORIA, B. C.

R. B. McMICKING,

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

Electrician and dealer in all
classes of Electrical Goods.

A. MAXWELL MUIR,

ARCHITECT,

Rooms 3 and 18, Turner Block,

DOUGLAS ST., VICTORIA, B. C.

B. WILLIAMS & CO.

: Clothiers and Hatters, :

97 JOHNSON STREET,

P. O. Box 413. . . . VICTORIA, B. C.

Esquimalt & Nanaimo R'y

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

STATIONS	GOING SOUTH READ UP		GOING NORTH READ DOWN	
	No 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	No. 2 Passenger Daily	No. 4 Passenger Saturdays Mondays
VICTORIA	Ar 12.24	Ar 6.58	De 8.00 a.m.	De 3.30 p.m.
RUSSELLS VIC. W.	" 12.26	" 6.54	" 8.11	" 3.34
ESQUIMALT	" 12.10 P.M.	" 6.44	" 8.31	" 3.44
GOLDSTREAM	" 11.45	" 6.19	" 8.34	" 4.09
SHAWNIGAN L.E.	" 11.50	" 5.24	" 9.44	" 5.01
COBBLE HILL	" 10.40	" 5.14	" 9.57	" 5.14
MCPHERSON'S	" 10.27	" 4.50	" 10.07	" 5.29
KOKSILAH	" 10.17	" 4.39	" 10.15	" 5.39
DUNCANS	" 10.12	" 4.44	" 10.22	" 5.51
SOMENOS	" 10.02	" 4.31	" 10.48	" 6.16
CHEMAINUS	" 9.36	" 4.12	Ar 11.50	" 7.14
NANAIMO	De 8.24	" 3.14	Ar 12.14 p.m.	Ar 7.29
WELLINGTON	De 8.10 a.m.	De 2.50 p.m.		

On Saturdays, Sundays and Mondays

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

Return Tickets for one and a half 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. Cutch, S. S. Sonator,
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 Freight 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 Morceby 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 ports when sufficient inducements offer.

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

The Company reserves the right of changing this Time Table at any time without notification. Steamers leave on Standard Time.
JOHN IRVING, Manager.
G. A. CARLETON, General Agent.

Victoria Rice Mills,

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

Rock Bay Saw Mill,

(ESTABLISHED 1858.)
32 Constance St., Victoria, B. C.

WM. P. SAYWARD,

Manufacturer and Dealer in
ISLAND LUMBER AND SPARS.
Importer and Dealer in
Doors, Windows and all kinds of
Dressed Lumber, Etc.

CONSTANTLY ON HAND A GOOD SUPPLY
OF BUILDING LUMBER.
Prepared to Cut Lumber to Order at
Short Notice.

x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x

VICTORIA
Lumber & Manufacturing
Company.

PROPRIETORS OF THE
CHEMAINUS
SAW MILL.
E. J. PALMER, Manager.
x + x + x + x + x + x + x + x + x

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

THE BRITISH COLUMBIA

SUGAR REFINING CO.

LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.