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Vol. 1.

VICTORIA, B. C., TUESDAY, AUGUST 4, 1891.

No. 21.

FURNITURE.
WEILER BROS.,

SUCCESSORS TO
JOHN WEILER,
MANUFACTURERS
OF FURNITURE.

LARGEST IMPORTERS IN B. C.

—OF—

CARPETS, LINOLEUMS, CROCKERY,
GLASSWARE, WALL PAPER,
CUTLERY AND

HOUSE FURNISHING GOODS
OF EVERY DESCRIPTION.

Call: and: get: our: prices: and: see: our
Large Assortment.

51 TO 55 FORT STREET,
VICTORIA, - - B. C.

E. G. PRIOR & CO.,

Cor. Johnson and Government Sts.,

VICTORIA, B. C.

BRANCH AT KAMLOOPS.

IMPORTERS OF

IRON AND STEEL,

HARDWARE,

AGRICULTURAL IMPLEMENTS,

Wagons and Buggies,

LOGGERS AND CANNERIES SUPPLIED

The Leading House in B. C.

ENQUIRIES SOLICITED.

GOWAN & WILSON

WHOLESALE GROCERS

—AND—

IMPORTERS

—OF—

California - and - Tropical

FRUITS.

—)o(—

8 & 10 YATES STREET,
VICTORIA, - [- B. C.

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.

TURNER, BEETON & CO

Commission Merchants

—AND—

Importers

—

H. C. Beeton & Co., 33 Finsbury Circus,
London.

—

Indents executed for any description of
European or Canadian Goods.

—

AGENTS FOR

GUARDIAN ASSURANCE CO.,

**NORTH BRITISH AND MERCANTILE
INSURANCE CO., FOR MAINLAND.**

BELL-IRVING

& PATERSON

VANCOUVER]

SHIPPING AGENTS

Wholesale & Commission Merchants.

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AGENTS FOR THE

Anglo-British Columbia Packing
Company, Limited.

North China (Marine) Insurance
Company, Limited.

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BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

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

LONDON OFFICE:

67 LOMBARD STREET, E. C., LONDON.

Branches at

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

Agents and Correspondents:

IN CANADA—The Bank of Montreal and branches, Canadian Bank of Commerce, Imperial Bank of Canada, Molsons Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

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

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

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

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

THE BANK OF

BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital..... £1,000,000 Stg.
Reserve Fund..... £265,000 ..

LONDON OFFICE:

3 CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie,	E. A. Hoare,
John James Cater,	H. J. B. Kendall,
Gaspard Farrer,	J. J. Kingsford,
Henry H. Farrer,	Frederic Lubbock,
Richard H. Glyn,	George D. Whatman.

Secretary, A. G. Wallis.

HEAD OFFICE IN CANADA—St. James St., Montreal.

R. R. GRINDLEY, General Manager.
E. STANGHE, Inspector.

Branches and Agencies in Canada.

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

Agents in the United States.

NEW YORK—H. Stikeman and F. Brown-

field, Agents.

SAN FRANCISCO—W. Lawson and J. C.

Welsh, Agents.

Have facilities for collection and exchange in

all parts of the world.

BANK OF MONTREAL.

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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

HEAD OFFICE, MONTREAL.

Hon. Sir D. A. SMITH, K.C.M.G., President.

Hon. G. A. DRUMMOND, Vice-President.

E. S. CLOUSTON... General Manager.

BRANCHES AND AGENCIES IN CANADA.

Montreal..... H. V. Meredith, Manager.

West End Branch, St. Catherine St.

Almonte, O. Hamilton, O. Quebec, Q.

Belleville, O. Kingston, O. Regina, Assa

Brantford, O. Lindsay, O. Sarnia, O.

Brockville, O. London, O. Stratford, O.

Calgary, N.W.T. Moncton, N.B. St. John, N.B.

Chatham, N.B. New Westmin- St. Mary's, O

Chatham, O. ster, B.C. Toronto, O.

Cornwall, 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. Ash-

worth, Manager, London Committee—Robert

Gillespie, Esq., Peter Redpath, Esq.

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.

Buy and sell Sterling Exchange and Cable

Transfers, Grant Commercial and Travelling

Credits available in any part of the world.

Drafts issued. Collections made at all points,

GARESCHÉ, GREEN & CO.,

(ESTABLISHED 1873.)

BANKERS,

Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

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

COLLECTIONS made at every point.

GOLD DUST purchased at highest market rates.

AGENTS FOR

*Wells, Fargo & Company.***CASEMENT & 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: 608, CAMBIE & JORDOVA STS.,

VANCOUVER.

+ FOR +

Real Estate, Insurance,

Exchange, Mortgages,

Stocks and Shares,

—GO TO—

A. W. MORE & CO.,

TURNER BLOCK, DOUGLAS STREET

VICTORIA, 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.**Findlay, Durham & Brodie****COMMISSION MERCHANTS**

AGENTS FOR

The Northern Fire Assurance Company
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, }

—O—

London Office:

43 to 46 Threadneedle Street.

ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants and Importers,Represented in London by H. J. Gardiner & Co.,
Gresham Buildings, E. C.ROYAL SWEDISH AND NORWEGIAN
CONSULATE.Execute Indents for every description of
British and Foreign Merchandise,
Lumber, Timber, Spars,
Fish and other products
of British Columbia.**SHIPPING AND INSURANCE AGENTS.**

CHARTERS EFFECTED.

GENERAL AGENTS:

Royal Insurance Company,

London & Lancashire Fire Insurance Co.

Standard Life Assurance Co.

London and Provincial Marine Insurance Co. l'd.

Union Marine Insurance Co.

London Assurance Corporation.

SOLE AGENTS:

Curtis & Harvey's Sporting and Blasting Powder.

Joseph Kirkman & Son's Gold Medal, Inven-

tions 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:

Ewen & Co., "Lion"; Bon Accord Fishery Co.,

"Consuls"; A. J. McLellan's "Express."

NOTICE OF REMOVAL.**H. CARMICHAEL & CO.**

VICTORIA,

Financial and Real Estate**BROKERS,**

Have removed from 52 Government St.

—TO—

32 GOVERNMENT STREET

OFFICE OF THE

**BRITISH COLUMBIA
PAPER MANUFACTURING CO'Y.**

THOMAS EARLE,
IMPORTER
 —AND—
Wholesale Grocer.

AGENT FOR
 ALERT BAY CANNING CO.
 NIMPISH BRAND.

Pioneer Steam Coffee and
 Spice Mills.

WHARF ST., VICTORIA,

A. J. Langley. T. M. Henderson.
 J. N. Henderson.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

P. F. RICHARDSON,

SUCCESSOR TO

RICHARDSON & HEATHORN.

IMPORTER

—AND—

MANUFACTURERS'

AGENT.

P. O. BOX 107.

42 YATES ST., VICTORIA.

T. B. PEARSON & CO

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST., NEAR ORIENTAL HOTEL,

VICTORIA, - - B. C.

NICHOLLES & RENOUF

—DEALERS IN—

**HARDWARE, BAR IRON, FARM
 AND MILL MACHINERY
 MINING SUPPLIES.**

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82. P. O. BOX. 86.

VICTORIA. - B. C.

REPRESENTED BY
 Welch & Co., San Francisco.

AMES, HOLDEN & CO., MONTREAL.

THE

AMES, HOLDEN CO.
MANUFACTURERS

AND WHOLESALE DEALERS IN

BOOTS & SHOES
41 LANGLEY STREET,
VICTORIA.

A. C. FLUMMERFELT, Victoria.

JAMES REDMOND, Winnipeg.

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

R. P. RITHET & CO.,

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.
SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

- Queen (Fire) Insurance Company.
- Maritime (Marine) Insurance Company.
- Reliance (Marine) Insurance Company.
- New Zealand (Marine) Insurance Company.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
- Sea (Marine) Insurance Co.

Moodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

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

NORTHERN AND SKEENA RIVER:

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

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

Columbia Flouring Mill Co. of Enderby.

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

E. B. MARVIN & CO.,

Ship - Chandlers - and - Commission - Merchants

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

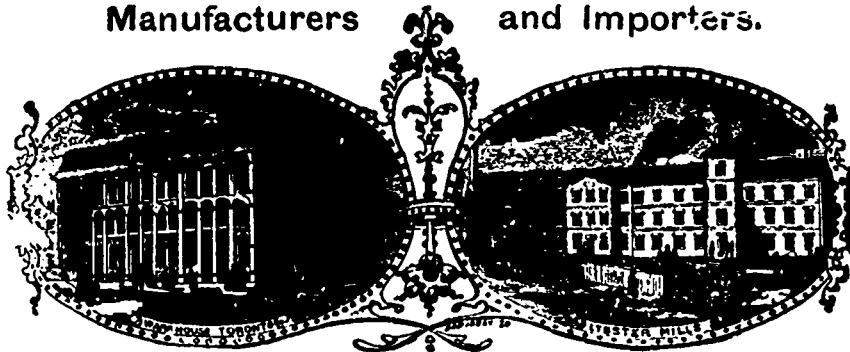
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 MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

VICTORIA STEAM BAKERY.

M. R. SMITH & CO.,

WHOLESALE AND RETAIL.

CRACKER BAKERS,

VICTORIA, B. C.

Office: 37 Fort St. Factory: 91 Niagara St.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

men have been fishing well down toward the bar, but no lives have been lost in this vicinity, and but four fatal accidents have occurred this season. The traps and seines have done well this season, a few of the trapmen clearing nearly \$10,000 apiece, and one seining outfit over \$15,000."

BUSINESS CHANGES.

Miss Izer will open a fruit and candy store at Nanaimo.

A. J. Bell, harness maker, has opened a shop at Chilliwack.

Alex. McCutcheon has opened a new grocery store on Comox road.

McMullen, formerly of Winnipeg, has opened a grocery store in Victoria.

Galbraith & Sons will open a sash and door factory at New Westminster shortly.

C. H. Bowes & Co. have opened a drug store near the corner of Store and Johnson streets.

Sullivan & McRae, blacksmiths, have purchased the stock and trade of Jas. McDonald, Chilliwack.

P. Murphy and M. C. Brown, Adelphia saloon, Victoria, have dissolved. M. C. Brown continues.

Simpkins & Simpson, merchant tailors, Victoria, have dissolved. The business will be continued by J. H. Simpson.

J. J. Blake & Co., barristers, of Vancouver, have opened a branch office in Nanaimo, with Mr. H. A. Simpson in charge.

It is reported that the Wellington store, with the goodwill and fixtures, have been sold to Mr. Simon Leiser, of Victoria, by Dunsmuir & Sons.

Brown & Thompson, flour, feed and general produce dealers, Vancouver, have dissolved. A. W. E. Thompson will continue the business.

Dalby, Ballentyne & Claxton, insurance and real estate agents, Victoria, have dissolved partnership. The business will be continued by Dalby & Claxton.

W. J. McPnerson will start a wholesale and retail boot and shoe store at 523 Cordova street, Vancouver. He will make specialties in ladies' and gentlemen's fine shoes, and will also make loggers' and miners' boots a leading feature.

Wm. McGirr & Son, hotelkeepers, Vancouver, have sold out to S. Thompson.

J. T. Galbraith, Japanese goods, Vancouver, advertises his business for sale.

Horrochs & Co., druggists, Vancouver, are offering to dispose of their business.

Frank Campbell, tobacconist, Victoria, has opened a wholesale and jobbing business.

Mrs. A. Tretheway, general store, Matsqui, has admitted Mr. Ogle, her brother, as partner.

J. E. McKilligan has opened as financial, commission and insurance agent, at 20 Trounce Avenue.

The firm of Field & Dempster, real estate agents, Nanaimo, has dissolved partnership, and the business will, in future, be carried on by Mr. W. H. Field.

Mr. Morris J. Bissell, the enterprising and courteous representative of the U. P. Railway overland route, will shortly leave for Walla Walla, having been promoted to the agency of the company in that city. Mr. C. G. Rawlings, formerly city ticket and freight agent for the company at Albany, Oregon, takes Mr. Bissell's place.

James A. Skinner & Co., wholesale crockery, glassware and lamp goods, Hamilton, Ont., will open a branch at Vancouver. It is stated that the firm has found it necessary to do this, because of the increased requirements of their British Columbia trade. The Vancouver branch will be in charge of Mr. Fred Buscombe, a partner, who, as traveller for the firm for several years, has become well-known to the British Columbia trade. The firm will also do a local retail trade for Vancouver only. This is the pioneer wholesale house of this kind in British Columbia.

The Brunette Saw Mills are now loading four cars of assorted lumber for the new Confederation Life Association building in Toronto.

The C. P. R. has placed a freight engine and caboose with full crew on the section to run between New Westminster, Vancouver and Huntingdon.

The semi-annual general meeting of the Victoria Building Society will be held Friday evening, 7th August, to receive the secretary's half-yearly report.

PROVINCIAL TRADE NOTES.

The British ship *Serica*, 913 tons, Capt. Smith, from Cardiff Feb. 8th, with a cargo of coal for the naval store keeper, arrived at Esquimalt on Aug. 3rd, 178 days out. She is chartered to load salmon.

G. A. Keefer, of the firm of Keefer & Smith, Victoria, has left for Siberia in the interest of a syndicate concerned in the construction of the railroad the Russian government will build across Siberia, starting from Vladivostock on the Pacific coast. Mr. Keefer will sail from Yokohama for Vladivostock and go inland several hundred miles to inspect the route and determine its feasibility.

Mr. J. M. Kellie, M. P. P., who has been in Illicellewaet a week or so on public and private business, came to town on Wednesday and went down the river on Thursday morning. He says McRae and Woolsey's new strike at Fish Creek is the best looking prospect he has seen in the country outside of the Silver King. The ledge has been traced for miles and the croppings assay from \$75 to over \$100 in silver to the ton. Five or six claims have been staked off on the ledge.—*Kootenay Star*.

Mr. Okell, representing a large English syndicate, who intend going into fruit canning in this Province, arrived at Chilliwack last week. The *Progress*, of that place, says that Mr. Okell has visited nearly every section of this Province, with a view to securing the best location for their works, and he is very favorably impressed with Chilliwack, as a fruit growing community. The company intends preparing the fruit for the European markets under the new system, viz: putting it up in glass jars manufactured expressly for the purpose by themselves. They will locate their glass works as near as possible to the cannery. Several tons of fruit will be prepared in this way in Victoria this year as a sample of the firm's production, and in order to establish a market in England for B. C. fruit, this initial step will be taken which is bound to prove successful. Mr. Okell expects to return again shortly, and make further arrangements towards the locating of this important industry.

The Sehl-Hastie-Erskine Furniture Co.,

—IMMENSE STOCK OF—

Furniture, Carpets, Linoleums, Crockery,
Glassware and General

HOUSE FURNISHING GOODS.

WHOLESALE AND RETAIL. CORRESPONDENCE SOLICITED.

OFFICE AND SALESROOM:
66 to 68 Government Street.

FACTORY:
Laurel Point.

W. L. McCABE, TACOMA,
1st Vice-Pres.

CAPT. JAS. CARROLL,
Pres't.

J. P. BETTS, VANCOUVER, B. C.,
2nd Vice-Pres.

PUGET SOUND AND BRITISH COLUMBIA STEVEDORING COMPANY.

INCORPORATED.

Doing business at all Puget Sound and British Columbia Ports. The only concern with a complete stevedoring plant. Head office: Port Townsend, Washington.
Capt. John Barneson, Sec'y. Manager, Port Townsend. R. Chilcott, Manager Seattle and Port Blakely. F. M. Yorke, Manager Victoria, Chemalms and Cowichan, B. C.
All communications to be addressed to the Sec'y at the head office, Port Townsend, Wash.
Cable address: Barneson, Port Townsend.

Jackson & Mylius,

—DEALERS IN—

DIAMONDS, WATCHES AND JEWELLERY.

REPAIRING A SPECIALTY.

ALL WORK GUARANTEED.

76 GOVERNMENT STREET,

"COLONIST" BUILDING, VICTORIA, B. C.

COMMERCIAL SUMMARY.

Beef skirting makes a richer gravy than do the choicer cuts.

Spinach is one of the hardest of vegetables to cook properly.

Peen-To peaches, now quite common in our markets, are native to Japan, but cultivated in Florida.

The census of France shows a population of 38,095,130, being an increase of 208,584 over the previous decade.

As the results of a "combine," the Quebec city bakers have raised the price of bread from 18 to 20 cents.

Isaac Holden, the newly-elected member of parliament for Keighley, made the first lucifer match ever sold in England.

The Bahama sponge crop for 1890 was by far the largest and most valuable one shipped for years, reaching 915,000 pounds.

Real estate men of Winnipeg estimate the land transfers of last year at \$12,000,000 and the value of new buildings at nearly \$1,000,000.

Thos. Woodhouse, dry goods merchant, Toronto, is in difficulty, and has asked his creditors for an extension. He places his liabilities at \$69,000 and his assets at \$85,000.

To indicate his reputation as an expert woodcarver, a colored man in Hutchinson, Kan., recently in fifteen hours carved a chain nearly six feet long out of a solid piece of wood.

The Columbia Oil Co., dealers in cotton and cotton seed oil, with offices in Chicago, London, Memphis, and Owatonna, have been placed in the hands of a receiver. The company capitalized for \$1,000,000, and the liabilities are in the neighborhood of \$400,000.

"Cornering" a staple, such as grain or meat, is against the law in Russia, but, in the face of the famine there at present, some speculators have succeeded in cornering rye and putting it up to an immense price. They accomplished this by bribing government officials. In Russia, anybody can do anything by simply paying a high enough price to public officers for the privilege.

The Russia Government is buying enormous quantities of grain.

The most valuable truffles are jet black, not by art but by nature.

It is semi-officially announced that the general elections in Great Britain will take place in 1892.

The Shah of Persia has sent a dozen of his nobles to study the various branches of the German Government.

In the towns and cities of Chili, all the shopping of any consequence is done in the evening. In Santiago, the stores are open till midnight, and during the hot afternoons, when everybody is taking a siesta, they are locked up.

Carefully prepared statistics of the sugar industry of Cuba for the last ten years show an average general production and export of about 650,000 tons, about 92 per cent. of which goes to the United States, and the balance in very small proportions to England, France and other European countries.

Japan's emperor has decreed that every man who provokes a duel or accepts a challenge shall pay a heavy fine and serve from six months to two years in the galleys. The taunting of a man for his refusal to fight when challenged will be regarded as slander and will be so treated by the courts.

Col. Howard Vincent delivered an able address at the city hall, Ottawa, Wednesday evening, on the subject of trade relations between Canada and the Mother Country. The chairman called upon Premier Robson, of British Columbia, who made a short but telling speech. He said he felt a deep interest in this subject, and had done so for years. Therefore, he was doubly pleased to hear Col. Vincent's exposition of his views, which he considered clear, forcible and carrying conviction with it. Hitherto Canada's relation with the Mother Country had only been one of sentiment; loyalty to the British crown had already carried Canada through many tight places, but now the time had come when the relationship should be of a more profitable and practical character. Col. Vincent will shortly visit British Columbia.

The United States navy has one paper boat.

Russian Muscovy duck are imported to England in large numbers.

The wool clip in Australia this year is the largest in the history of the colonies, and is worth \$100,000,000.

New York telephone and telegraph companies pay a yearly rental of \$13,000 for the privilege of having their cables lie on hard iron stringers on Brooklyn bridge.

The Japanese language is said to contain 60,000 words, every one of which requires a different symbol. It is quite impossible for one man to learn the entire language and a well educated Japanese is familiar with only about 10,000 words.

The German government have established a consulate in Victoria, and has appointed Mr. C. Loewenberg, of J. A. T. Caton & Co., No. 17 Yates street, to the office of consul. Germany has had no consul in Victoria during the last ten or twelve years. German citizens will be able to register at the consulate and thus retain their citizenship, which is forfeited after an absence of ten years.

Capt. Saunders of the new American whaleback steamer Charles Wetmore died suddenly at Liverpool Wednesday morning. He was found dead in his berth when the officers of the steamer entered the stateroom at an early hour. The Charles Wetmore was to have sailed for New York with a cargo of machinery that day but her departure now will be postponed until a new captain is appointed. During her stay in Liverpool, the vessel was visited by many experts in the art of naval construction and by thousands of curious spectators. She was specially designed to carry large cargoes of freight through the great lakes and across the Atlantic, thus doing away with the necessity for breaking bulk between Liverpool and the western cities situated on the inland seas of America. Her voyage from Duluth to Liverpool with a consignment of 65,000 bushels of grain was successful. One officer declared, in heavy seas, the steamer was much superior to ordinary freight boats.

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

LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Super-
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Mixed Pickles, Jams, Jellies
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—PREPARED BY—

Michel Lefebvre & Co MONTREAL.

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Prizes.*



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Rough and Dressed Lumber,
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Room 10, TURNER BLOCK,
VANCOUVER.

COMMERCIAL SUMMARY.

A substitute for gutta percha has been found in the sap of the karite or butter tree of Africa.

A harness that looks luminous in the dark has been invented. It is intended to prevent collisions at night.

It now appears that india rubber not only may be kept emulsified by a borax solution, but actually may be dissolved in the same from the raw, solid gum.

Experts studying leprosy in Simla have found the bacillus. They succeeded in giving a rabbit leprosy, the first time the disease has been known outside of the human body.

New York, according to the best judges, now has a Hebrew population of 225,000 to 250,000 souls. It is the center of Judaism in the world. It contains more of the Israelites than all of Palestine.

The Italian minister of marine has ordered eight 80-ton guns from Messrs. Armstrong's for the ironclad *Sardenga* and other warships, and fifty cannon of lesser calibre, and a number of machine guns for the new men of war.

Under existing laws governing the United States navy, an officer is compulsory retired at the age of sixty-two. Any officer who has served continuously for forty years may retire on his own application. Officers found physically unfit for service are retired at any time.

The 52-ton new steel breech loading gun, the largest ever made in the United States, was landed at Sandy Hook. It was cast at the Watervliet arsenal, West Troy, is 92 feet long, bore 34 feet, and will stand a charge of 440 pounds of powder. It is said that the gun will throw a ball a distance of fifteen miles.

The London and Paris telephone is now open for public use. At the London office the speaking cabinet is on the ground floor, and is just large enough to contain the speaker, who sits in front of the instrument. The walls are padded so as to be sound proof. A conversation costs eight shillings for three minutes.

Claudio Vicuna has been elected President of Chill in Balmaceda's place and takes office on September 18th.

It is understood that the Brooklyn Bridge company contemplates the construction of a number of new cars.

Sir William Whitway, Premier of Newfoundland, who has been in England on the fisheries question, has left for home.

A new drill book will be issued for the United States army, in which a change in the tactics will be made, based on the introduction of the magazine rifle.

A "pneumatic bridge" has lately been designed for comparing the resistances of various orifices, as electric resistances are compared by the "Wheatstone bridge."

A company to be known as the Lewis, Augusta and Camden Railroad company, was organized at Augusta, Me. The capital stock of the concern is \$500,000.

Wholesale smuggling has been discovered in Austria, and several high officials are implicated. One of the directors of the Customs' bureau has committed suicide.

The Pennsylvania company has issued an order to the effect that trainmen must not hereafter carry letters, packages, butter, buckets, egg baskets, etc., either out of kindness for some friend or for pay.

The application of the New York and Long Island Railroad company for a franchise to construct a tunnel three miles long under the streets of Long Island City was refused by the common council of that city.

There are ten main lines of railway centering in London; on these 2,210 suburban trains run in and out daily, while the main line trains are only about 410. In 1889 the ten lines carried 400,000,000 suburban passengers.

The *Railroad Gazette* has a table of new railroads built in the United States in the first half of 1891. The total miles of main line track is 1,639. For the same period in 1890 it was 2,035; in 1889, 1,481, and in 1888, 2,090. If the average for the first half of 1891 is maintained the total will be a little less than 5,000 miles.

TRADE RETURNS.

The statement of exports and imports of the Dominion for the month of June show a gratifying state of trade for that period; the exports being over half a million dollars in excess of those in the month of June last year. The satisfactory condition of the country's business affairs is also borne out in so far as it may be taken as an indication of prosperity by the fact that the balance of trade for the month is in the Dominion's favor by \$1,707,280, the exports amounting to \$10,093,074. The imports for the month amounted to \$916,332 and duty to \$1,633,714, a decrease of \$70,057 in duty, and an increase of \$827,019 in imports, compared with the figures for June of last year. The exports of the fiscal year, ended June 30th show an increase of over a million and a quarter dollars, compared with those of the previous fiscal year, the figures being as follows:—Exports for 1890-91, \$95,506,504; exports for 1889-90, \$94,389,045, an increase of \$1,185,659. There was a decrease in the imports and duty collected for the year, as will be seen by the following comparative statement for 1889 and 1890:—Imports, \$107,969,470; duty, \$22,815,703; 1890 and 1891:—Imports, \$107,553,760; duty, \$22,013,085; showing a decrease in the imports of \$415,704, and a decrease in duty of \$701,018.

J. J. McTobbin has been appointed sheriff of Portage la Prairie, to succeed McLean, deceased.

Ecrasite, a new explosive, is the invention of two Austrian engineers, named Siersch and Kubin. Its power is stated to be in relation to dynamite as 100 to 70, and the new explosive is said to be capable of being carried from place to place with perfect safety.

Cloth can be made out of wood. This is now done by boiling strips of fine grained timber, crushing them between rolls, carding the filaments and parallel lines, as with ordinary textile material, and spinning them into threads, from which the cloth can be woven in the usual way.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY EDITOR.
L. G. HENDERSON - - BUSINESS MANAGER.

Office No. 77 Johnston Street.

VICTORIA, TUESDAY, AUGUST 4, 1881.

THE CENSUS.

With the results of the census, so far as they have been announced in a semi-official sort of a way, the people of Victoria and Vancouver are much dissatisfied, the announced figures being less than they have for long been building upon. The people of the Terminal City, if the newspapers accurately gauge the general opinion, are indignant at the idea that it is possible to suppose for a moment that they have made such little progress with all their natural advantages and the facilities that have been at their disposal. It occurs to us that 16,800 of a population for Victoria, and 11,800 for Vancouver are altogether behind the mark, and, therefore, the proposal to have independent municipal censuses taken is but a reasonable one. No doubt the census commissioners are gentlemen of the utmost reliability; but it can readily be supposed how difficult it has been for them to secure competent men to act as enumerators. As far as we can hear, there are many instances in which there has been utter neglect to take the lists properly, and that the work should be correctly done is of the highest importance. It may, therefore, be supposed that the Corporation will take the necessary action in order to have the work done over again.

FIRE PROTECTION.

Victoria has every reason to congratulate herself on a variety of matters. Among these is a comparative immunity from fire, and, in addition, the cheap manner in which her fire department is conducted. The fire department of this city costs the citizens only about \$12,000, besides \$8,000 contributed by the insurance companies, or \$20,000 in all, as against \$20,000 for Tacoma, and \$25,000 in Seattle. For the seven months ending July, the fire loss of Victoria was only \$3,500, while the annual loss in the cities named is not less than \$100,000 per annum. A condition of affairs like this has a tendency to make people conclude that the fire department is ample for all requirements. So it has been, but there are contingencies to be provided against. Are we prepared to meet them as they arise? No doubt the fire fighting force of Victoria is equal to a great deal more than has ever been demanded from it, but supposing a really big

fire should break out, where would we be? The volunteer and paid force, at its utmost, is but a handful of men, whose appliances are but few and small.

Then, as to its water supply, the city cannot be said to be other than very badly off. Suppose, for instance, a conflagration should break out on the upper levels, the pressure of water obtainable would, comparatively speaking, be little stronger than that which the school boy is accustomed to obtain from his toy squirt. Moreover, the present water commissioner has tendered his resignation on account, it is understood, of friction and misunderstanding between himself and the leading official of the fire department. It should be made impossible that there should be any trouble in this way. The salvation of Victoria, Vancouver and most of the cities—indeed of all of them—depends upon the possibility of promptly dealing with fires and extinguishing them in the most expeditious manner. The buildings here are of the most inflammable material, and once let a fire get a good hold and its sweep would be tremendous. Every one should be careful how he deals with anything that is in any way liable to produce fire, every one should insure his belongings, and every one should encourage the authorities to make their fire protective system the best that it is possible to have.

WHAT IS NEEDED.

In several recent articles the Vancouver *News-Advertiser* has been attempting to show that the progress of that city is due but in a small degree to the Canadian Pacific Railway. It admits that Vancouver sprang up as the result of the arrangement between the Railway Company and the Provincial Government to continue the railway to Coal Harbor and English Bay. It, however, strenuously denies that Vancouver has been "spoon-fed" by the railway, the benefit obtained having been "only in name or reputation, and not in anything more tangible." Opinions differ very widely upon this point, which there is no need of discussing on this occasion. Our contemporary deprecates the bonusing of any other railway to be brought into the Terminal City, urging that "if there is a reasonable prospect of traffic, railway companies will build lines to secure it, without being paid to do so." But the fact is that if it had not been for the immense amount of bonus and other considerations accorded by the Dominion Government there never would have been any Canadian transcontinental line, nor would there have been any Vancouver, at any rate within the present century.

It can be well imagined why the *News-Advertiser* does not desire to have any rival railway brought into competition with the C. P. R. It, however, makes one remark which is peculiarly applicable to Victoria. That is "given connection by railway and by water, and the factors necessary to make a city wealthy, populous and prosperous are manufactures and commerce." As concerns Victoria, she wants a railway; she requires better facilities for communication with the outside world, both by railway and by steamboat, and she must and she will have them. If the Canadian Pacific Railway

does not show us more consideration we must look outside, and we must give other inducements than the mere prospect of trade, and the sooner we set about doing something the better. But if Vancouver wants manufactures and commerce Victoria requires them also; for she has only just begun to establish them. Still, as was pointed out in a recent issue, the preliminary essentials to this is a greater development of the country round about us, and it must be by a healthy process of settlement by an eligible class of people. It is satisfactory, as has been previously stated, to know that the Government is vigorously endeavoring to satisfy itself as to the class of land which there is to offer to colonists, and judging from the amount of exploration that is being accomplished, settlement is ere long likely to have a boom otherwise than by the advent of the Scottish Crofters, who seem likely to have their steps directed to this island.

THE SALMON OUTLOOK.

Advices from the Fraser River, of the most reliable description, are by no means of a favorable character. It appears to be beyond all question that the salmon pack will be small, and that the results will be a source of disappointment and loss to all concerned. This loss will not only be entailed by the comparative idleness of the plant with which the canneries are supplied, but considerable quantities of cans, cases and other material already prepared will be required to be held over. The canner will undoubtedly be a sufferer, inasmuch, as a rule, he is not accustomed to carry over stocks of fish, and cannot benefit by the advance; but the middleman and the dealer will hardly fail to be advantaged, as the value of their stocks must be materially enhanced. They have been mostly laid in at a comparatively low figure, and must go up, the difference enuring to the holder, who is likely to make a good thing out of it. There is one mistake to be guarded against, and that is that should there be a late run—of which there appears to be some probability—the cannery, with a view to utilizing their material and employing their hands, may use every endeavor to make up for lost time, and catch and pack all the fish that is possible for them to do. This would hardly be good policy, as it would tend to keep the market in a demoralized state, and to continue the existing unsatisfactory condition of the trade, which a little waiting would in all probability be the means of resuscitating. There are many packers who feel gloomy and look gloomy, too. Let them look ahead and make up their minds to build upon the future.

MUNICIPAL ASSESSMENTS.

There has been considerable objection taken in the city of Victoria to the fact of the municipal assessor having, in preparing his valuation lists, placed the property of the citizens at its actual value, instead of at a figure much below what it would really bring. It is not a necessary consequence of this that the property will be more heavily taxed than now, for the rate of taxation has to be fixed hereafter by the

Board of Revisors, who will merely make their levy so as to secure the amounts that the public service actually requires. Our people have all along been boasting of the advances that have taken place in the value of real estate. Why should there be any lying under this head in the official returns? Better have the property entered at its true worth, which is a guarantee that its owners as well as the general public properly appreciate it. How many people, it may be inquired, would have sold their properties at the late valuation, and how many of them are there not who, with the confidence they have in Victoria's future, would prefer to hold on to rather than dispose of their holdings? As far as can be learned the present valuation more nearly approaches correctness than any one that has preceded it.

IMPRISONMENT FOR DEBT.

The act abolishing imprisonment for debt in Nova Scotia came into force on the first of May last. Still a very stringent provision is made to meet cases where persons who really are in a position to pay will not pay. Under the new law, when a judgment has been obtained against a person, the creditor has to secure an order from a commissioner, judge, magistrate or justice of the peace to have the debtor arraigned. The order is served on the debtor to appear on a certain day. The facts of the judgment are then ascertained, and the financial condition of the debtor is enquired into. The debtor is then ordered to pay the debt in a lump sum or by instalments, according to circumstances. Should the debtor ignore the order to pay, a subsequent order for his arrest is issued, and he is placed in jail until the further order of the court, or until he decides to pay the money. Should the creditor, however, leave the debtor in jail for a period of ten days without seeking to have the matter settled in accordance with the act, the debtor is discharged from custody, and the latter can hold the creditor liable for the amount of money paid for his maintenance in jail.

EDITORIAL NOTES.

THE Toronto *Globe's* Ottawa correspondent says: it will be proved, when the inquiry before the committee on privileges and elections is completed, that at least \$1,000,000 has been stolen from the people in connection with the harbor works at Levis and Quebec and Esquimaux graving dock.

HARVESTING in Ontario, particularly in the western parts of the Province, is well under way, and threshing has revealed the fact that the yield will be even larger than was anticipated a few weeks ago. Fall wheat promises to yield ten to fifteen bushels per acre more than last year. Peas, barley, oats, and in fact all cereals promise a magnificent return. So far spring wheat promises well. In the eastern part of the province rains have been somewhat excessive, and it is feared barley may be damaged in color. In the west no such complaints are heard, the color being excellent.

INLAND REVENUE AND CUSTOMS.

INLAND REVENUE RETURNS.

For the month of July, 1891:

Victoria Division—Comprising all of Vancouver Island:

Spirits.....	\$ 7,647 17
Malt.....	2,534 50
Tobacco (slug).....	4,078 75
Cigars.....	555 00
Inspection petroleum.....	202 70
Licenses (Brewers, Malsters and Cigar Manufacturers).....	1,375 00
Total.....	\$16,333 12

CUSTOMS' RECEIPTS.

The returns for the month at the Victoria custom house are as follows:

Duties.....	\$ 72,023 74
Other Revenues.....	7,121 81
Total.....	79,145 50
July, 1890.....	67,207 72

Increase.....	\$ 11,937 83
Imports—	
Dutiable.....	\$201,073 00
Free.....	39,046 00
Total.....	\$240,119 00

Exports—	
Produce of Canada.....	\$157,252 00
Not produce of Canada.....	6,914 00
Total.....	\$164,166 00

Vancouver Division—Comprising the Mainland of V. C.:

For the month of July, 1891:

Spirits.....	\$ 3,768 56
Malt.....	888 28
Tobacco.....	1,204 00
Cigars.....	540 30
Licenses.....	900 00
Other Receipts.....	1 00
Total.....	\$ 8,102 24

CUSTOMS RECEIPTS.

The following are the customs returns for the port of Vancouver for the month ending July 31st, 1891, and also for the corresponding month in 1890:

	1890.	1891	Increase.
Duties.....	\$17,679 07	\$21,821 06	\$ 4,141 99
Other revenues.....	\$ 3,124 36	\$11,505 02	\$ 8,380 66
Total.....	\$20,803 43	\$33,326 08	\$12,522 65

The exports for the month amounted to \$33,547.

Collections at the port of Nanaimo for the month of July, 1891:

Import duty.....	\$ 5,706 70
Sick mariners' dues.....	347 22
Copyright.....	27 87
Miscellaneous.....	12 30
Total.....	\$6,184 09

The British Board of Trade returns for May show that during the month of May the exports from Great Britain of textile fabrics and yarns had decreased no less than £1,613,777 from a total of £9,344,807 in May of last year; the exports of metals and manufactures thereof, a decline of £23,657, and general manufactures of £48,133, the total falling off, during the month, of exports of British manufactures being £3,196,306, and of foreign and colonial re-exports, £1,029,584. In the imports there was an increase for the month of £1,036,663, as contrasted with these decreases of exports. In the first five months of 1891 the imports into the kingdom were £175,487,916, against £174,084,463 for the corresponding period of the previous year, while the exports were £122,801,311 for the same months in 1891, against £133,836,300 in 1890—a decrease of £4,034,553.

FOREIGN COAL SHIPMENTS.

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

NEW VANCOUVER COAL CO.		
Date.	Vessel and Destination.	Tons.
1—	Mogul, ss., Port Townsend.....	39
2—	Queen, ss., Port Townsend.....	453
3—	Gov. Ames, schr., San Francisco.....	2,800
3—	Lucy Lowe, ss., Whatcom.....	150
3—	Tacoma, ss., Port Townsend.....	69
4—	Williamette, ss., San Francisco.....	2,505
4—	Mogul, ss., Port Townsend.....	27
7—	West Indian, ss., San Francisco.....	1,680
10—	Danube, ss., Behring Sea.....	601
10—	Lakme, ss., Ounalaska.....	549
11—	San Benito, ss., San Francisco.....	4,805
11—	Tacoma, ss., Port Townsend.....	57
13—	Mogul, ss., Port Townsend.....	15
14—	J. C. Brittain, ss., Whatcom.....	207
14—	Seminole, bk., San Francisco.....	2,337
14—	Discovery, ss., Port Townsend.....	32
15—	Wanderer, ss., Port Townsend.....	70
17—	J. C. Brittain, ss., Whatcom.....	208
17—	Rufus B. Wood, bk., San Fran'co.....	2,330
18—	Queen, ss., Port Townsend.....	477
20—	Memnon, bk., Honolulu, H.I.....	1,300
20—	Wanderer, ss., Port Townsend.....	28
20—	Santa Cruz, ss., San Fran'co.....	22
21—	Ivy, shp., San Francisco.....	1,927
23—	Haytian Republic, ss., San Fran.....	1,203
23—	Bundaleer, bk., San Francisco.....	1,487
23—	Mogul, ss., Port Townsend.....	57
23—	J. C. Brittain, ss., Whatcom.....	213
23—	Glory of the Seas, shp., Wilmington, Cal.....	3,519
25—	Tacoma, ss., Port Townsend.....	67
25—	Wanderer, ss., Port Townsend.....	64
29—	Kennebec, shp., San Francisco.....	3,505
30—	Valley Forge, bk., San Diego.....	1,970
31—	Sea Lion, ss., Port Townsend.....	50
31—	Queen, ss., Port Townsend.....	477
31—	Empire, ss., San Francisco.....	1,022
Total.....		37,112

WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
2—	Zambesi, ss., Victoria.....	500
3—	Mexico, ss., Victoria.....	120
4—	City of Topeka, ss., Sitka.....	250
5—	Discovery, ss., Port Townsend.....	36
5—	City of Puebla ss., Seattle.....	500
6—	Taichow, ss., San Francisco.....	1,650
6—	Santa Cruz, ss., Juneau.....	200
6—	Collis, ss., Port Townsend.....	50
9—	Pioneer, ss., Port Townsend.....	20
9—	Saranac, bk., San Francisco.....	1,700
13—	Batavia, ss., Victoria.....	57
14—	Pioneer, ss., Port Townsend.....	25
15—	Collis, ss., Whatcom.....	44
16—	Wellington, ss., San Diego.....	2,000
18—	R. Transit, ss., Whatcom.....	215
18—	Pioneer, ss., Port Townsend.....	30
19—	Mexico, ss., Sitka.....	400
22—	San Pedro, ss., San Francisco.....	4,000
24—	Discovery, ss., Vancouver.....	21
27—	R. Holyoke, ss., Port Angeles.....	30
27—	Richard III., bk., San Francisco.....	1,700
29—	Leri O'Burgess, sh., Port Town.....	2,450
30—	Pioneer, ss., Port Townsend.....	37
Total.....		16,635

UNION SHIPPING.

Date.	Vessel and Destination.	Tons.
2—	San Mateo, San Francisco.....	4,400
19—	San Mateo, ss., San Francisco.....	4,500
24—	San Benito, ss., San Francisco.....	5,000
Total.....		13,900

EAST WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
2—	Signal, ss., San Francisco.....	644
18—	Empire, ss., San Francisco.....	940
Total.....		1,584

What is said to be the largest shipment of tea ever made from Japan was brought in by the Upton line steamer *Sussex*, which arrived at Victoria last week. She had 24,000 chests, besides other freight and a large number of passengers.

MERCANTILE LAW.

FINAL PORT AND FINAL SAILING.

In a marine policy the term, until the ship arrives "at her final port," covers her only until she arrives at her port of discharge; and does not protect her while she is a seeking vessel from island to island.

"Final sailing" in a charter-party means the final departure of the vessel from the port named, with her papers on board, and everything complete for the purpose, and with the view of proceeding on her voyage without intending to come back; even though, without clearing the fiscal limits of the port, she may have been driven back to it by stress of weather.

ACCIDENT.

An effect is said to be accidental when the act by which it is caused is not done with the intention of causing it, and when its occurrence as a consequence of such act is not so probably that a person of ordinary prudence ought, under the circumstances in which it is done, to take reasonable precautions against it.

An exception in a Charter-Party against "riots, strikes or any other accident," does not include a snow storm. An accident is not an ordinary occurrence, but something which happens out of the ordinary course of things. A snow storm, however, is one of the ordinary operations of nature, and may be described rather as an incident than an accident. Death by drowning, even if the insured were drowned in shallow water whilst in a state of insensibility is an "accident" within a policy against accidents, but sun-stroke is not.

COST FREIGHT AND INSURANCE.

The terms at a price "to cover Cost Freight and Insurance" on receiving shipping documents are very usual, and are perfectly well understood in practice. The invoice is made out debiting the consignee with the agreed price (or the actual cost and commission, with the premiums of insurance and the freight, as the case may be) and giving him credit for the amount of the freight which he will have to pay to the ship owner on actual delivery, and for the balance a draft is drawn on the consignee, which he is bound to accept (if the shipment be in conformity with his contract) on having handed to him the charter-party, bill of lading and policy of insurance. Should the ship arrive with the goods on board he will have to pay the freight, which will make up the amount he has engaged to pay. Should the goods not be delivered in consequence of a peril of the sea, he is not called on to pay the freight and he will recover the amount of his interest in the goods under the policy. If the non-delivery is, in consequence of some misconduct on the part of the master or mariners, not covered by the policy, he will recover it from the shipowner. In substance, therefore, the consignee pays, though in a different manner, the same price as if the goods had been brought and shipped to him in the ordinary way.

A price C. F. I. does not necessarily in-

clude everything up to delivery; and if the contract stipulates that the goods are "to be shipped," those are important words to show that the goods are at the buyer's risk as soon as placed on board, even though the price be quoted C. F. I.

AN OBJECT LESSON.

A man went into a crowded store to buy some stockings for his wife. "I want striped ones," he said to the clerk. "We have very few stripes, sir," the clerk replied. "They are not so much worn now." "Are you sure?" "Oh yes! quite sure. I will demonstrate the fact to you."

Then he leaned over the counter and shouted "Rats!" "See!" he added.

"Yes," said the customer, "give me plain colors."

A CONVIVIAL CROWD.

Two young men who move in the very best of society, went on a spree not long since. After they were pretty well under way, one of them said, in an inebriated tone of voice:

"Let's bid each other good night, Bill."

"Why, you ain't going home already. It's right in the shank of the evening."

"Of course, I'm not going home now, but after a while, we won't know each other from a shide of sole leather, sho let's shay 'good night' right now before itsh too late."

LACE IN THE TIME OF LOUIS XIV.

To what extent lace was used may be guessed from the statement that France, in time of Louis XIV. sent yearly to Italy almost as much money for it as would have maintained her army. No wonder the king and Colbert passed laws against the foreign fabric smuggled in by Italian lace makers, and by help of subsidies set up the manufacture in a dozen French provinces, where a poor sort was already made.

When "point de France," as the home product was called, came to court, the king was so pleased with it that no courtier dared approach him without triple ruffles of it at wrist, knee and throat.

The construction of a new British cruiser, to be called the *Flora*, will be commenced shortly at Pembroke.

John D. Rockefeller's wealth is estimated at \$129,000,000, of which \$68,000,000 is Standard Oil stock. His real estate is worth \$10,000,000.

A. J. Drexel heads the list of Philadelphia rich men with \$25,000,000. The city has 160 millionaires, whose total holdings foot up over \$400,000,000.

A new electric lamp globe is made of eight pieces of plate glass bolted to a brass collar, the advantages claimed being that it is easily cleaned and trimmed, while in case of accident to it a single plate is less expensive to replace than a whole globe.

An electrical exhibition on the same lines as the one which proved such a great success in 1891 will be opened at the Crystal Palace, London, in November, and be continued for several months. Applications for space must be made not later than Sept. 5.

THE CANNERIES.

A peculiar combination of circumstances has given the San Francisco canneries a great deal of prominence of an undesirable character through the state. When the combination of cannery interests was effected, it was announced to be the intention of the combination to have nothing to do with existing general situations outside of the canning industry. Its purpose was to reform and regulate cannery affairs, correct methods in trading and take general supervision of the industry. It was declared to be furthest from its intentions to make any advantage of its united interests in the purchase of fruits for the canneries. On the contrary, it was asserted that, under new conditions, the canners would be in position to pay better prices than ever before. At the time of organization, many fruit growers seemed to take very kindly to the combine and thought they could see a possibility of future benefits in the organization. Now, they seem to have wholly changed their ideas of the combination, and, in some parts of the state, regard it as one of the greatest evils they ever had to contend against.

The canners are given credit for too much cunning, in our opinion. They have all combined many times before, but they never have held together through one entire season, and, in our opinion, if the combination was formed to make a buyers market for fruits for cannery purposes, it will fail of its purpose before the end of the season. The canners never have adhered to many of the mutual understandings they have entered into and they never will. Even now it is found that the same grades of goods are sold at varying prices, by members of the combination, and the inference is that there must be varying prices paid for the canning stock. The fruit growers are in no great danger from a combined attack of cannery interests. The canners are a jealous, suspicious class, and one or another of them will find a self-satisfying reason to break any compact they may enter into.

As individuals, the representatives of our canning industry are all right, but as soon as a question of cannery comes up, they are all alert and watchful, jealous and determined that one shall have no advantage over another in the canned goods market. There is one very good reason after all why the fruit growers have been offered such low prices this season. There is a large crop of fruit east. The peach crop on the great peninsula will be larger than ever before. There will be tons of fruit, green, dried and canned in excess of the production of last year in an aggregate of the production of the country. With this prospect, the demand for futures is light. Trade, in the goods already packed, is of small volume, and the prospect is for light business for some time ahead. Under these circumstances, the canner is justified in getting his fruit as low as possible, for under the most favorable considerations he may come out a loser on the season. There is no assured profit in fruit cannery operations this year.—*Herald of Trade*.

The farming prospects in India have greatly improved.

CLIMATE AND SCENERY OF VICTORIA.

It has been said that the climate of Victoria may be summarized by a dry, warm summer, a bright and beautiful autumn, a wet, open winter and spring; although the occasional severe winters dispel all faith in uniformity. Victoria, the capital of British Columbia, is situated at the south-east of Vancouver Island, where there is a sheet of water like the mouth of a river, winding picturesquely for about half a mile, when it opens and forms the harbor. The city covers a large extent of undulating ground, gradually sloping toward the harbor. To the south, between the city and the sea is Beacon Hill, which is set apart for a public park; it is covered with pine and oak trees, reminding the English immigrant of some privileged spot in his far-away home. On emerging from beneath their shade, the stranger is amazed at the beauty of the scene; the foreground is a fine, open space, with a mound some hundred feet high in the centre, round which is a carriage drive a mile in length. The eye rests but for a moment on the foreground, notwithstanding its attractive undulating beauties, for the range of the Olympia Mountain skyward breasts the horizon, some forty miles across the Fuca Straits. These huge mountains raise their snow-capped heads high into the clear blue sky, while their base is lost in dark and deep ravines, casting their shadows on the water, and thus apparently lessening the distance across the straits. The continuation of the harbor extends some miles above the city, winding in graceful turns to a gorge over which is a bridge. This continuation or reach, being sheltered from the winds, its clear and placid waters reflect the hues of the verdant banks; and as the boats of pleasure seekers or picnic parties smoothly glide upon its polished surface, the occupants dreamily contemplate the spiritual reflections of the leafy shore. The memory of a few hours spent in this lovely spot leaves an impression upon the mind which lasts forever. It shines out amidst the gloomy haze of hardships and rough trials of life in a colony, and makes the heart grateful to the God of nature for these touches of light and purity in the picture of life.

THE KOOTENAY SMELTER.

The Kootenay, B. C., Smelting and Trading Syndicate smelter here was the scene of considerable stir this week. On Monday, fires were started in the furnace, and for two days following the firing continued. Then the furnace was closed below, it being heated, and tons of bar lead thrown into it, and, soon after the ore, charcoal, lime, limestone, sand etc., were shovelled into the cauldron of fire. Since that time, this shovelling process has been continued day and night. The air from the bellows helped the fierce fire, and, on Thursday, the first bullion was drawn from the big crucible. The "slag" also flowed freely, and Dr. Campbell was covered with smiles, sweat and perspiration, when he told a *Star* representative, with evident satisfaction, that there was the first slag drawn from a

smelter in British Columbia, an evidence that all was going well.

As was stated in the *Star* last week, the ore being treated carries a high percentage of zinc, 15 per cent., more than can be safely counted on to run. Friday was looked upon as the critical time, when, if the ores were not going to run freely, they would "freeze" and the fires would be blown out. The ore continued to run, however, and, at the time of writing, smoke ascended from the smelter stack and nearly a dozen men were kept busy feeding and attending to the furnace.

The smelter was thronged with visitors, and numerous pieces of bullion and slag were taken away as souvenirs of the first output of the Kootenay smelter.—*Star*, July 25.

THE BEST WAY TO VENTILATE.

Eight persons out of ten will endeavor to rid a room of its noxious gases by making an outlet for the air near the top of the enclosed space. The result is that the room is cooled, but the impurities remain practically where they were. The reason is this: As the air of a room is heated, it rises, but the impure gases, being generally heavier than the ordinary air, settle to the bottom of the room. A great amount of harm has been done, in schoolrooms particularly, by lowering the upper sashes in windows, thus causing cold drafts upon the overheated heads of the pupils. A room is best ventilated when the heavy and impure air is drawn gradually away from the lower part of the room through an opening into a chimney, the heated walls of which cause an upward current. An open fireplace is thus one of the best ventilators known. When this is not convenient, an opening covered by a grate should be made in the chimney near the floor. Low rooms frequently become so overheated as to require an outlet near the top, but this should be used simply to cool the room, not to ventilate it. In close buildings occupied by animals, ventilation can be secured by a close shaft six or more inches square, according to the size of the room, extending from within about twelve inches of the floor up through the roof of the building. The wind blowing across the top of this will cause an upward current, which will draw off the impure air.

Interesting experiments can be made by testing the effectiveness of various kinds of ventilation. Let the doors of a room be closed to keep out drafts; then with delicate tissue paper cut in long strips and held by one end, or with a lighted candle, note the outward current of air through an opening near the floor into a heated chimney, or from the room into an open fire. Note also the outward current of the upper air when a window is lowered, and at the same time the downward rush of cold air to the floor near the window. If a sleeping room has been closed all night, as too many sleeping rooms are, go out into the pure air for fifteen minutes; then go back into the closed room and note the unpleasant change. The first seeds of disease are too often sown in unventilated bedrooms.

There are five prosperous colonies of Mormons in Mexico.

PRACTICAL SUGGESTIONS FOR THE BUSINESS MAN.

It is a good plan for every business man to use printed stationery in carrying on his correspondence, no matter how large or how small may be his trade. Most merchants do this, but now and then a letter is received having nothing but the chirography of the writer to indicate his name and place of business. When name and address are written plainly, which is done in the great majority of cases, they can of course be readily deciphered without the supplementary work of the printer, but the fact will not be disputed that the writing of many persons cannot always be read easily by those unfamiliar with it. When words in the body of a letter are ambiguous, they can usually be deciphered without great difficulty by examining them in relation to the context, but such a key is not obtainable in an attempt to read the name. A printed note head makes the name plain, looks business-like and the cost is insignificant in proportion to the benefit derived. This is a cheap mode of advertising that dealers should not neglect to improve.

Enterprising business houses make it a point to preserve all correspondence. Letters written are copied in books provided for that purpose, while communications received are filed systematically for future reference, in case they should be wanted. The wisdom and necessity of this policy are exemplified every day. The memory of a correspondent is at fault. He feels sure that the terms of a contract have not been complied with, that he ordered something different to what he received. A reference to his letters corrects the defect in his memory and convinces him of his error. If the letter has been destroyed it may be impossible to make a patron believe that he is mistaken, and the careless business man may be compelled to choose between the unpleasant alternative of losing the trade of a good customer or yielding to an unjust demand. Few letters may ever be required for perusal after they have been answered, but when a man does want an old letter, he wants it. So it pays to give close and exact attention to the preserving and filing correspondence.—*Ex.*

The United States have 1,000,000 miles of telegraph wires.

The implement dealers of Manitoba are anticipating an immense business this season. If the hopes of the farmers, based on present prospects, are realized, the dealers will scarcely have enough stock on hand to supply the demand for binders and twine. One dealer said, recently: "The farmers are extremely hopeful this year, and we will not have to push trade to clear out our stock. All the implement firms in the city have as many machines spoken for as they can supply, and it is the same with the provincial agencies. With regard to binding twine, we have both the Canadian and American factories to draw from now, and there is not likely to be a serious shortage, as the firms who handle that article will be prepared to meet the demand in view of the large harvest promised, though an unusually large amount of twine will be required if the crops mature successfully."

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME	TONS	MASTER	FROM	SAILED	FOR	CASES	VALUE	ARRIVED
Br bark Wanlock	715	Cooper	Victoria	Sept 17	London	11,000		Feb 27
Br ship Titania	879	Norman	Westminster	Nov 19a	London	34,047		Mar. 24
Br bark Memnock	787	Robertson	Victoria	Dec 18	Liverpool	30,882		May 17
Br bark Brodick Bay	753	Wakeham	Victoria	Dec 22	London	32,000		May 7
Br ship Melville Island	1129	Ritchie	Tacoma	Jan 19b	London	42,138		June 17
Am ship Henry Villard	1553	Perkins	Victoria	Feb 3	London	65,318		June 17
Br bark Irvine	653	Jones	Victoria	April 20	Liverpool	28,311		

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

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME	TONS	MASTER	FROM	SAILED	FOR	CARGO FT	VALUE	RATE	ARRIVE
Br ship Stamboul	1248	Weston	Vancouver	Jan 3	Callao	900,300	\$ 9,600	50s	April 2....
Chil Bark India	453	Funke	Moodyville	Feb 1	Valparaiso	751,300	8,348	05s	
Br bark Ninevah	1174	Broadfoot	Vancouver	Feb 28	Sydney	855,352a	9,335	own'rs ac	April 24...
Br bark Formosa	915	Kain	Vancouver	Mar 24	Arica	744,000b	6,000	55s	
Am bkt Catherine Sudden	363	Thompson	Moodyville	Mar 31	Tientsin	427,530c	5,177	77s	6d June 19...
Br ship Forest King	1602	Morris	Vancouver	June 3	Callao	1,224,840d	14,224	47s	6d
Am ship Geo F Manson	1353	Crack	Moodyville	May 14	Sydney	808,154e	9,752	55s	
Am ship Exporter	1312	Kezer	Vancouver	June 7	Melbourne w	899,132g	8,802	05s	
Am sch Olga	478	Atwood	Moodyville	May 22	Shanghai	534,133	5,900	05s	
Br ss Eton	1746	Newcomb	Moodyville	May 15	Port Pirie j	1,705,714	15,891	Private	
Am bark Spartan	749	Anderson	Vancouver	June 14	Melbourne w	502,000h	5,270	00s	
Am sch Golden Shore	964	Henderson	Moodyville	June 3	Sydney	799,058f	8,063	55s	
Swed bark Svea	683	Afzelius	Vancouver	July 5	Callao	438,913 i	4,709	47s	6d
Am Ship Great Admiral	1497	Howell	Vancouver	July 18	Melbourne	910,580 k	8,710	03s	9d
Br bark Ordovic	825	Austin	Vancouver	Aug.	Callao	613,300 n	6,546	50s	
Br ship Duke of Abercorn	1090	McDougall	Vancouver	July 29	Adelaide	778,804	8,213	02s	6d
Chil bark Luisa Marta	715	Meyer	Westminster	July 19	Sydney	551,780 l		52s	6d
Am bark Hesper	664	Sodergren	Moodyville	July 4	Shanghai	688,544 m	8,365	02s	6d
Chil bark Leonor	801	Harken	Westminster	July 22	Melbourne	628,000		00s	
Nor bark Borghild	757	Haugeland	Vancouver	July 25	Melbourne	594,550 o	6,000	05s	
Ger bark Cassandra	733	Stehr	Vancouver	July 31	Iquiqui	545,619	6,917	47s	6d
Chil ship Hindostan	1543	Welsh	Moodyville		Valparaiso			own'rs ac	
Chil bark Antonietta	965	Stack	Moodyville		Valparaiso			own'rs ac	
Br ship Leading Wind	1280	S. B. Savory	Moodyville		Melbourne			00s	
Br bark H. B. Cann	1299	Foote	Moodyville		Sydney			50s	
Chilian bark India	953	Funke	Moodyville		Valparaiso				

a—Also 360,900 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 387,871 ft. rough lumber, 39,068 ft. dressed lumber, and 587 bundles of laths. d—composed of 1,144,286 feet rough, 90,500 feet T. & G. flooring, 21,000 ft box shooks (5,000 boxes). e—Composed of 23,355 feet dressed and 844,790 feet rough, also 22,916 feet pickets and 231,210 feet laths. f—Also 2,875 bds laths. g—Also 1,078 bds pickets and 1,466 bds laths. h—Also 1,715 bds laths. i—47,039 feet is on deck. j—arrived Newcastle June 17. k—of which 78,015 feet is on deck; also 11,925 ft pickets and 2,091 bundles laths. l—Also 3,116 bds laths. m—Also 68,000 feet T & G flooring. n—composed of 483,906 feet rough and 103,000 feet flooring; deck load 53,729 feet rough. o—Also 1,052 bds laths and 463 bds pickets; deck load 72,032 feet.

SHIPPING INTELLIGENCE.

The Duke of Argyle was towed to sea from Vancouver July 31.

During July 191 steam and sail craft entered at the port of Victoria, and 201 were cleared.

British ship Thermopylae, Capt. Winchester, sailed for Departure Bay, July 30, to load coal for Hong Kong. She will return with another cargo of rice.

The British SS. Grandholm, 871 tons, Capt. Masson, from Liverpool May 21 for Vancouver, is expected daily. She is consigned to the Union Steamship Co.

The British ship Leading Wind 1,280 tons, Capt. S. B. Savory, has completed her cargo of lumber at the Moodyville mills and will sail for Melbourne shortly.

The British ship Duke of Abercorn, 1,090 tons, Capt. McDougall, sailed from Burrard Inlet on July 29th for Callao, with cargo of lumber consisting of 778,804 feet valued at \$8,213, from the Hastings mill. Freight rate 02s. 6d.

The British ship Titania, from London to Victoria, passed Torquay July 20.

American ship J. B. Walker, Capt. Wallace, was towed from Vancouver to Tacoma, July 30, to load grain for Havre.

The German bark Cassandra, 733 tons, Capt. Stehr, sailed from Burrard Inlet July 31 for Iquiqui, with a cargo of 545,619 feet of lumber valued at \$6,917, from the Hastings mill. The freight rate was 47s. 6d.

The British bark Ordovic, 825 tons, Capt. Austin, has completed her cargo of lumber at the Hastings mill, consisting 613,300 feet, valued at \$6,546, for Callao, at rate of 50s. She is lying in the stream at Vancouver.

The British steamship Sussex, of the Upton line, arrived at Victoria July 29th, from Yokohama July 12th. Her cargo consisted of 1,000 tons, most of which is for shipment east via the U. P. Railway. She brought 400 tons for Victoria, and 600 tons for Sound ports. There were 21,000 chests of tea in her manifest.

The bark Lanarkshire will leave New Westminster this week for Tacoma to load a cargo of flour for the U. K.

The Norwegian bark Sago, 1,431 tons, Capt. Oftendahl, from Rio Janeiro, May 9th, has arrived at Port Townsend under charter to Welch & Co., San Francisco.

General Manager Jackson, of the Puget Sound and Alaska Steamship Company, says that company will probably have the steamer City of Tacoma built this winter, and put her on the Alaska tourist business next summer. It is estimated that the new boat will cost \$250,000. It will be a larger vessel than the City of Seattle.

The C. P. R. steamship Empress of India sailed from Vancouver on the 20th July for Yokohama and Hong Kong, with a good passenger and freight list; also 83 Chinese. The Empress also carries 33 mail packages, including three special packets. Of these, 25 mail sacks arrived on the day of sailing from Liverpool, having come across the Atlantic on the Etruria, leaving Liverpool on the 16th inst.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br ship Serica	913.	Smith	Cardiff	Feb 8a.	Esquimalt.	Naval Storekeeper
Br bark Wanlock	745.	Cooper	London	May 12h.	Victoria.	Turner, Beeton & Co.
Br ss. Grandholm	871.	Mason	Liverpool	May 21.	Vancouver.	Union Steamship Company
Br bark Lebu	726.	Worrall	London	Apr 20 j.	Victoria	R. P. Rithet & Co. (L'd)
Br bark City of Carlisle	823.	Kendall	London	June 13.	Victoria	R. P. Rithet & Co. (L'd)
Br ship, Morayshire	1428.	Swinton	Greenock	Mar 8 o.	Westminster	
Br ship Blair Athole	1037.	Taylor	Cardiff	Mar 13k.	Esquimalt.	Naval Storekeeper
Br ship Queen Victoria	1005.	Holmes	Bristol	Apr 18e.	Esquimalt.	Naval Storekeeper
Ger ship Elise	1318.	Howehl	Newcastle	April 29 s.	Vancouver.	Hastings Saw Mill
Br bark Noddleburn	1053.	Hall	Glasgow	May 18t.	Westminster	D. McGillivray
Br ship Rothersey Bay	750.	L. Veysey	Glasgow	April 30i.	Westminster	
Br ship Titania	879.	T. W. Selby	London	July 16 f.	B. C. Pcrts	H. B. Co and Bell-Irving & Paterson.
Br bark Callao	978.	James	Honolulu	July 13.	Victoria.	R. P. Rithet & Co.
Br ss Empress of China	3003.	A. Tillet	Liverpool	July 15.	Vancouver.	Canadian Pacific Railway Co.
Nor bark Lotos	718.	Christensen	Callao	n.	Moodyville	Moodyville Sawmill Co.
Ger bark Katinka	816.	Kohler	Rio Janeiro	n.	Moodyville	Moodyville Sawmill Co.
Nor bark Flora	766.	Anderson	Newcastle	May 13c.	Vancouver	Hastings Saw Mill
Br bark Lizzie Bell	936.	Edwards	Liverpool	July y	Victoria	R. P. Rithet & Co. (L'd)
British bark Glenbervie	800.	Groundwater	London	June 23	Victoria	R. P. Rithet & Co. (L'd)
Br bark Hawthornbank	309.		Java	July	Vancouver	British Columbia Sugar Refinery
Am bark Colorado	936.	Gibson	New York	July 24.	Chemainus	Victoria Lumber and Manufacturing Co.
Br bark Argyleshire	1708.	LePage	Glasgow		Victoria	
Peruvian bark Pisagua			Pisagua	April 1.	Moodyville	Moodyville Saw Mill Company
Nic bark Don Adolfo	653.	Collie	Callao	June 26	Royal Roads	
Br ss. Eton	1716.	Newcomb			Moodyville	Moodyville Sawmill Co.
Br ss. Parthia	2035.	Panton	Yokohama	July 29.	Vancouver.	Canadian Pacific Railway Co.

a-Spoken March 1, lat. 9 N lon. 27 W, March 20, lat. 17 S, lon 31 W; chartered for salmon. h-passed Dover May 13 passed Portland May 15; spoken May 17, lat. 47 N., long. 7 W., June 9, no lat. long 27W.: will be loaded at Victoria by Turner, Beeton & Co. for U. K. j-Chartered to load salmon for U. K. k-Spoken April 9 lat. 2 N, long 24 W. b-Spoken May 23, lat. 49 N, long 10 W. o-Sailed Falmouth March 23 with water works supplies; spoken April 8, lat. 27 N., lon. 20 W., April 25, lat. 8 S., lon. 31 W. s-On the way to San Diego, thencein ballast to load lumber for Melbourne. t-Supplies for Westminster water works, spoken May 23, lat. 49 N., lon. 10 W. spoken May 29, lat. 33 N., long. 15 W. w-to arrive in September, chartered for salmon. e-Spoken April 21st, lat. 47 N., lon. 14 W., spoken April 25th, lat. 38 N., lon. 12 W. May 13th, lat. 41 N., long. 27 W. f-Chartered by Bell-Irving & Paterson to load salmon at Fraser River. n-Chartered to load for Melbourne. c-Via Santa Barbara to load for Melbourne, A or P P rate 62s 6d, May 18th put into Sydney leaving, sailed May 24 y-August loading. l-to load a return cargo on owner's account. i-Chartered for salmon to U. K., direct port, 43s 6d.

FREIGHTS.

The nominal rates for lumber charters are quoted as follows: From Burrard Inlet or Puget Sound to Sydney, 50s; Melbourne, Adelaide or Port Pirie, 00s to 62s 6d; Shanghai, 62s 6d; West Coast of South America, 50s. to 55s. For coal freights, present quotations are: Nantaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75. Grain freights are quoted from Puget Sound to U. K., 42s. 6d, to 45s; from Portland, 50s., and from San Francisco 40s. to 42s. 6d.

FOREIGN COAL SHIPMENTS.

The following are the shipmen's for the week ending August 1st:

NEW VANCOUVER COAL CO. SHIPPING.	Tons.
Kennebec, shp, San Francisco	3,505
Sea Lion, ss., Port Townsend	50
Valley Forge, bk, San Diego	1,970
Mogul, ss., Port Townsend	49
Queen, ss., Port Townsend	477
Empire, shp, San Francisco	1,622
Sea King, bk, Wilmington Cal.	2,400
Total	10,073

THE COAL FLEET.

NEW V. C. CO'S SHIPPING.

Am. bark Gen. Fairchild, 1,426 tons, Capt. Bond, loading Northfield coal.
 Am. ship Jeremiah Thompson, 1,831 tons, Capt. Jamieson, loading.
 Am. ship Empire, 1,075 tons, Capt. Snorne, waiting to load Northfield coal.
 Am. ship John A. Briggs, 2,033 tons, Capt. Balch, waiting to load.
 Am. ship Ericsson, 1,568 tons, Capt. Reed, waiting to load.
 Br. bark Robert S. Bernard, 1,200 tons, Capt. Andrews, waiting to load.
 Am. bark Oregon, 1,364 tons, Capt. Boyd, waiting to load.

WELLINGTON SHIPPING.

SS. Wellington, Capt. Salmond, loading.

Br. ship Thermopylae, waiting to load.

EAST WELLINGTON SHIPPING.

Bark Aureola, 785 tons, Capt. Sawyer.

A contract was entered into last week for the erection of a saw mill at Mission City. The capacity will be 50,000 feet per day.

Messrs. Page & MacGregor, real estate, financial and insurance agents, report for the month ending 31st July sales aggregating \$8,270. All transactions have been in residential properties situate in different parts of the city, but noticeably in the Oak Bay and Cloverdale districts, and in this latter district no less than 12 lots were sold during the last three days of July.

The Canadian Manufacturer observes that "last year the total emigration from Britain amounted to 315,930, and the immigration to 155,910, being a net excess of emigrants of 160,070; but this net excess in 1890 was not so large as the net excess of emigration of previous years, which in 1888 was 195,248, and in 1888 no less than 300,015. Unfortunately for Britain, her native emigrants are of a very different class to the foreign immigrants who are flooding her shores. Circumstances are tending to drive away from Britain her best men, and to receive the worst that can be mustered on the European continent. Her emigrants are skilled workmen; her immigrants are the worst set of huns and paupers to be found on the face of the earth. Britain is being depleted of Britons and is being populated with paupers."

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18 TROUNCE AV., VICTORIA, B. C.

—: CENTRAL :—

BOOK & STATIONERY CO'Y,

45, Government St., Victoria, B. C.

KERR. & BEGG.

B. LAURANCE

CELEBRATED

Spectacles : and : Eye : Glasses.

No Fancy Prices.

J. TEAGUE, JR., DRUGGIST,

57 YATES ST., VICTORIA.

C. B. LOCKHART & CO.

Importers and Dealers in all kinds of

Furniture, Upholstery, Carpets,

Linoleums, Etc.

60 GOVERNMENT STREET,

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VICTORIA, B. C.

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Rooms 3 and 18, Turner Block,

DOUGLAS ST., VICTORIA, B. C.

C. GARDINER JOHNSON

612 CORDOVA ST., VANCOUVER.

Forwarder and Commission Merchant,

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MARINE NOTARY

For Canadian Pacific Steamship Co.

CONVEYANCER, ETC.

AGENT FOR

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

Union Marine Insurance Co.

W. H. Dodd, Shipping Agent, Melbourne,
Australia.

CORRESPONDENCE SOLICITED.

P. O. Box 415.

Telephone 357

NOTICE.

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

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

LLOYD'S, London, February, 1891.

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.

GOING SOUTH READ UP		STATIONS		GOING NORTH READ DOWN	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	VICTORIA	RUSSELL'S VIC. W.	No. 2 Passenger Daily	No. 4 Passenger Saturdays Mondays
Ar 12.24	Ar 0.58	1	1	De 8.00 A.M.	De 3.30 P.M.
" 12.20	" 0.54	4	4	" 8.14	" 3.44
" 11.45 P.M.	" 6.44	11	11	" 8.30	" 4.00
" 10.50	" 6.19	18	18	" 9.34	" 5.04
" 10.40	" 5.24	31	31	" 9.44	" 5.14
" 10.40	" 5.14	35	35	" 9.57	" 5.27
" 10.17	" 4.50	38	38	" 10.07	" 5.30
" 10.12	" 4.49	40	40	" 10.12	" 5.44
" 10.02	" 4.31	43	43	" 10.22	" 5.54
" 9.30	" 4.12	52	52	" 10.48	" 6.10
De 8.54	" 3.14	73	73	Ar 11.50	" 7.14
Ar 8.25	" 2.50 P.M.	78	78	De 11.50	" 7.20
De 8.10 A.M.				Ar 12.14 P.M.	

On Saturdays and Sundays

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

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

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

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

Union Steamship Co., B. C., (L'td.)

Head Office and Wharf, Vancouver, B. C.

Vancouver and Nanaimo Daily.

SS. CATCH Leaves C. P. R. Wharf at 1.30 p.m., returning from Nanaimo at 7 a.m. Cargo received at Union S.S. Co's wharf, Vancouver, until noon.

TOURISTS' TICKETS

Are issued for round trip from Vancouver and return via Nanaimo, Esquimalt & Nanaimo Railway to Victoria, and return by E. & N. Ry or by C. P. N. Co's steamers from Victoria to Vancouver. Fare, Round Trip, \$6.00.

VANCOUVER AND PORTLAND, ORE.

Carrying Freight and Passenger.

SS TAICHIOW (1300 tons). This steamer makes fortnightly trips between Vancouver and Portland, via Victoria, Sound ports and Astoria.

Small steamers and scows always available for excursion, towing and freighting business. Ample storage accommodation on Co's wharf. Contracts taken. All particulars on application to office.

Union S.S. Co., B. C., Vancouver.

William Webster, Manager.

TELEPHONE 94. - P. O. Box 217.

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. 14.

Taking effect June 23, 1891.

Fraser River Route.

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

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

Burrard Inlet Route.

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

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

Northern Route.

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

Barclay Sound Route.

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

Bute Inlet Route.

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

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

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.

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VICTORIA

Lumber & Manufacturing
Company.

PROPRIETORS OF THE

CHEMAINUS
SAW MILL.

E. J. PALMER, Manager.

x + x + x + x + x + x + x + x + x + x

Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON.
Victoria Route.

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

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

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

Snohomish River Route.

7:00 a.m. Lv Seattle Ar. 2:00 p.m.
8:45 a.m. " Edmonds Lv. 12:30 p.m.
10:30 a.m. " Muckeltee " 10:45 p.m.
12:00 m. " Marysville " 9:20 a.m.
2:00 p.m. " Lowell " 8:00 a.m.
3:00 p.m. Ar Snohomish " 7:00 a.m.

STEAMER EDITH.

Pt Townsend Mail Route.

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

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

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

THE BRITISH COLUMBIA SUGAR REFINING CO. LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

REF. MANUFACTURED FROM PURE CANE SUGAR. REF.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.