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FURNITURE
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Incorporated By Royal Charter, 1862.

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Reserve Fund..... (£200,000) \$1,000,000

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Have facilities for collection and exchange in all parts of the world.

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Brockville, O London, O Stratford, O
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Chatham, O Ont. B.C. Toronto, O
Cornwall, O Ottawa, O Vancouver, BC
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Guelph, O Peterboro, O Wallaceburg, O
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The California (Marine) Insurance Co.

The Traveler's Life & Accident Insurance Co.

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

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Haas River Fishery,

Windsor Cannery, Skeena River,

Rivers Inlet Cannery,

Victoria Cannery,) Rivers Inlet.

Victoria Saw Mills,)

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ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & Importers,

Represented in London by H. J. Gardner & 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.

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London and Provincial Marine Insurance Co. Ltd.

Union Marine Insurance Co.

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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,

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Agents for the following brands of British Columbia Salmon:

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

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Have removed from 52 Government St.

—70—

32 GOVERNMENT STREET

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PAPER MANUFACTURING CO'Y.

THOMAS EARLE,

IMPORTER

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Wholesale Grocer.

AGENT FOR

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SOLE MANUFACTURERS OF

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Over 50,000 Radiators now in use.

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VICTORIA STEAM BAKERY.

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WHOLESALE AND RETAIL

CRACKER BAKERS,

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Office: 57 Fort St. Factory: 91 Niagara St.

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Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST., NEAR ORIENTAL HOTEL,

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HARDWARE, BAR IRON, FARM

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R. D. Welch & Co., Liverpool

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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 Endeby.

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

E. B. MARVIN & CO.,

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

Cable Address: MARVIN VICTORIA.

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T. M. Henderson.

J. N. Henderson.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

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HEISTERMAN & CO. ESTABLISHED 1864
 INSURANCE, FINANCIAL &
REAL ESTATE AGENTS,
VICTORIA, B. C.
 CITY PROPERTY, FARM LANDS ON V. I. & MAINLAND
 MONEY TO LOAN, CONVEYANCING & NOTARIES PUBLIC
GENERAL AGENTS, BRITISH COLUMBIA
MUTUAL LIFE INS COMPANY of N. Y.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
 Tuesday Morning, September 8.
 VICTORIA.

There has been no noticeable change in general conditions since last writing. Trade has continued fairly active for the season in mostly all lines of merchandising and there is full confidence in the development a few weeks hence of the usual activity of the opening of the fall season.

FLOUR AND FEED.

The price to be paid for wheat this season by the Columbia Milling Co., Enderby, says the Vernon News, will be: Spring wheat, \$25, fall wheat, \$21 per ton. This increased price can to a great extent be attributed to combination on the part of wheat growers. A far larger quantity of fall than of spring wheat is grown in this district, but the latter makes the best flour. Hitherto, the same price has been paid for both varieties.

Quotations are: Enderby flour, for carload lots, Premier, \$5.75; XXX., \$5.45; Strong Bakers or XX., \$5; Superfine, \$1.

Delta, Victoria mill	\$5 25 @ 0 00
Lion, " "	5 25 @ 0 00
Premier, Enderby mills	6 00 @ 0 00
XXX., " "	5 70 @ 0 00
XX., " "	5 25 @ 0 00
Superfine, " "	4 25 @ 0 00
Ogiltie's Hungarian	6 50 @ 0 00
Strong Bakers	6 25 @ 0 00
Snowflake	6 25 @ 0 00
Portland Roller	6 25 @ 0 00
Royal	6 00 @ 0 00
Oregon Superfine	4 50 @ 0 00
Wheat, per ton	\$10 00 @ 00 00
Oats	35 00 @ 00 00
Oil cake meal	35 00 @ 00 00
Chow feed	37 50 @ 00 00
S'co	28 00 @ 00 00
Bern	26 00 @ 28 00
California oatmeal	4 50 @ 0 00
Rolled oats	1 25 @ 0 00
California rolled oat	5 25 @ 0 00
Tacoma rolled oat	4 80 @ 0 00
Cornmeal	3 00 @ 0 00
Cracked corn	50 00 @ 55 00

FRUITS AND VEGETABLES.

The regular shipments of California fruits imported from San Francisco, are gradually dropping off. The season for California peaches is over but their place is filled by Oregon peaches which sell

at about the same figure as was obtained for the California article. Quotations are: Peaches, \$1.15; pears, (bartletts), \$1.75; plums, 90c; grapes, (white), \$1.65; grapes, (black), \$1.75; apples, (green), \$1.25; apples, (gravenstein), \$1.50; Riverside oranges, \$3.75; California Messina lemons, \$7.25 to \$7.50; bananas, \$3.25; cantilopes, \$1.50; nutmeg, melons, \$1.50; watermelons, \$5.50 a crate; nectarines, \$1.50; crab apples, \$1.25; silverskin onions, 1 1/2c. per lb.; native potatoes, 1c. per lb.; island apples, \$1.50 per box; tomatoes, \$1.00; cucumbers, \$1.00; sweet potatoes, 3/4c. per lb.; sweet corn, 30c. per doz.

GROCERIES AND PROVISIONS.

Butter is rapidly advancing in the eastern markets, and, although eastern creamery is still at 24c., it will probably command 27c. shortly. Eggs are quoted 18 to 20c. per doz., according to quality, and advancing. Canned vegetables are firm, and there is said to be no likelihood of any weakening in the market this season.

RICE.

The Victoria Rice Mills quote whole sale:

Japan rice, per ton	\$90 00
China rice	70 00
Rice flour	70 00
Chit rice	25 00
Rice Meal	17 50

HARDWARE.

On account of the recent combination of the leading lead pipe manufacturers in Canada, prices have gone up about 5 per cent. Terne plate has also increased in price, in sympathy with the late increase of the tariff.

SALMON.

The Commercial News says salmon remains dull at low figures, while receipts from Alaska are liberal, keeping well up with arrivals to date in previous seasons.

LUMBER.

Since last week there has been some activity shown in the foreign trade. The Saga has cleared from Vancouver, with a cargo from the Moodyville mills for Sydney. The Norwegian steamship H. W. Jarlsberg has arrived at the Moodyville mill and will load about 2,000,000 feet for Port Pirie, on account of W. H. Dodd, of Melbourne. The Chilean ship Emma Louise is due at Moodyville from Port Townsend to load a cargo for Valparaiso. The Chilean ship

BOECKH'S
 STANDARD
BRUSHES & BROOMS

ARE HANDLED

By a leading Hardware, Paint and Oil and Grocery Trade.

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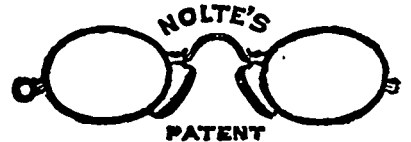
CHAS. BOECKH & SONS,
 TORONTO.

Illustrated Catalogue and Price List mailed on application.

THOMAS HOOPER
 ARCHITECT,

Over Spencer's Arcade
 GOVERNMENT STREET, VICTORIA.
 Room 10, TURNER BLOCK,
 VANCOUVER.

F. W. NOLTE & CO.



Practical and Manufacturing
OPTICIANS

Will open their new store on or about Sept 20th. with the finest and most complete stock of Spectacles and Eye-Glasses in British Columbia. Grinding of complicated lenses our specialty. All work pertaining to the business done by ourselves.

62 GOVERNMENT STREET.

Atacama is on the way from Valparaiso and will load a return cargo at the Moodyville mills, on owners' account. Reports from all quarters state that freights are extremely dull. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

The local trade is pretty well cut up, but the mills continue to do a very fair trade, in spite of recent cuts by outside mills. The Rock Bay Saw Mill quotes:

Rough lumber, per M	\$12 00
Best quality dressed lumber, per M	20 00
Second " "	17 50
Laths, per M	2 50
Shingles, " "	2 50

with a liberal discount for cash.

The lumber business is dull on Puget Sound, and most of the mills are closed or run on short time. Rough lumber has been retailing in Whatcom as low as \$6 and \$7 per thousand; first-class flooring, \$14 per thousand; best cedar shingles, \$1.00 per thousand delivered.

OGILVIE MILLING CO., WINNIPEG, MAN.

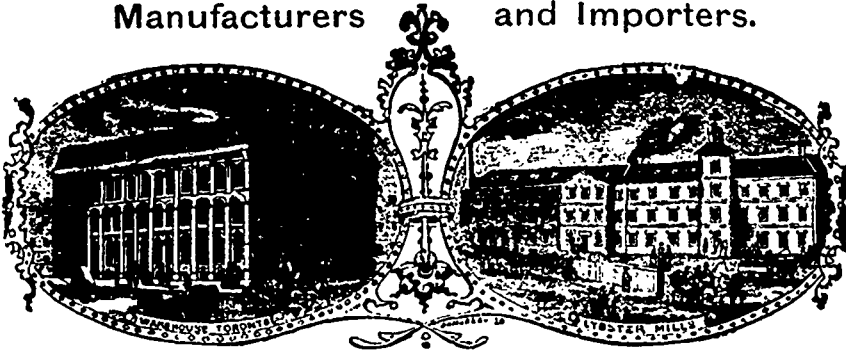
Daily Capacity.....	7,500	Barrels
" " WINNIPEG MILLS.....	1,500	"
" " ROYAL—Montreal.....	2,500	"
" " GLENORA.....	2,000	"
" " SEAFORTH—Seaforth, Ont.....	500	"
" " GODERICH—Goderich, Ont.....	1,000	"

STANDARD BRANDS:

OGILVIE'S HUNGARIAN. OGILVIE'S STRONG BAKERS. GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

BUSINESS CHANGES.

Mr. Jones has opened a grocery at Northfield.

A. V. Bossi, grocer, Victoria, has sold out to Wm. H. McDonald.

A. V. Rose, Dougall House, Vancouver, has closed out his business.

R. T. Mizoney, restaurant, Vancouver, has been closed out by the sheriff.

Meyer & Lessnar have leased the Central Hotel restaurant at Nanaimo.

Collier & Johnson are the successors to Chas. Lang, general dealer, Sapperton.

A. M. Tyson, gents' furnishings, Vancouver, was closed out by the sheriff last week.

J. D. Ross, tannery, Kamloops, is contemplating turning his business into a joint stock company.

Lockhart & Co., furniture, Victoria, advertise selling out. They will continue their undertaking business.

O. A. Gagnon, furniture dealer, Nanaimo, has been sold out under a chattel mortgage to F. W. Hart, of Vancouver.

The dry goods business of J. S. Stannard, Nanaimo, together with stock, good-will and fixtures, is offered for sale.

Samuel Reid has opened in ready-made clothing, hats, caps, gents' furnishings, etc., at 122 Government street.

A. W. Wright, Vancouver, has sold out his grocery business, known as the Cordova Street Market, to Charles Anderson.

Moose & Jackson have taken over the liquor business, in Victoria, of the firm of Wolfe & Moose, which was dissolved. Mr. Jackson comes from Spokane Falls.

The Nanaimo Realty and Investment Agency.

CHAS. DEMPSTER & CO

COMMERCIAL STREET, NANAIMO.
REPRESENTING

The Federal Life Assurance Co'y.
The Pacific Coast Fire Insurance Co'y.
The British America Fire Insurance Co'y.

Nanaimo Property—both city and suburban—a specialty.

OUTSIDE CORRESPONDENCE INVITED.

E. W. WHIFFIN & CO,
Auctioners, Commission, Real Estate and Insurance

:- AGENTS. :-

NANAIMO, B. C.

Morrow, Holland & Co.,
REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

INLAND REVENUE AND CUSTOMS.

(OFFICIAL REPORT.)

INLAND REVENUE RETURNS

For the month of August, 1891:
Victoria Division—Comprising all of Vancouver Island:

RECEIPTS FOR AUGUST.

Spirits.....	\$ 6,861 09
Malt.....	2,827 00
Tobacco.....	3,591 50
Cigars.....	1,091 10
Petroleum Inspection.....	53 60
Total.....	\$11,423 19

WAREHOUSED. EX-WAREHOUSED.

Spirits... 5,615.67 P. gals	4,576.08 P. gals
Tobacco.. 15,118 lbs	14,395 lbs
Malt..... 141,380 "	141,380 "
Cigars... 24,150 "	46,700 "
Balance remaining in warehouse August 31, 1891:	
Spirits.....	7,428.25 P. gals
Tobacco.....	4,112 lbs
Cigars.....	77,700 "
Malt from Toronto.....	72,000 lb-
Malt from San Francisco.....	69,380 "

INLAND REVENUE RETURNS

For the month of August, 1891:
Vancouver Division—Comprising the Mainland of B. C.:

Spirits in warehouse, Aug. 1st...	5,519.34 pf gals
Spirits w housed during month.....	1,743.99

Total	7,263.33 pf gals
Spirits ex-warehoused during month.....	2,317 45 "

Balance in warehouse.....	4,915 88 "
Tobacco w housed during month.....	8,348 lbs
Tobacco ex-warehoused during month.....	4,906 "

Balance in warehouse.....	3,442 "
Raw Leaf Tobacco warehoused and ex-warehoused.....	473 "
Malt imported and warehoused.....	77,765 "
Malt ex-warehoused.....	65,730 "
Balance in warehouse.....	12,035 "
Cigars manufactured.....	84,000
Cigars paid duty ex-factory.....	84,000
Petroleum inspected.....	80 bbls

RECEIPTS FOR AUGUST.

Spirits.....	\$ 3,521 11
Malt.....	1,314 60
Tobacco.....	1,226 50
Cigars.....	504 00
Petroleum inspection.....	24 00
Licenses.....	40 00
Other Receipts.....	1 00

Total..... \$ 6,631 21
* Bonded warehouse license granted to G. A. Bigelow & Co., Nelson, and Oppenheimer Bros., Vancouver.

Exports from Nanaimo for month of August, 1891:

	Value.
Produce of the mine—Coal, tons.....	\$2,342 \$311,412
Produce of the forest, lumber 1M ft 21	278
Animals and their produce, furs.....	100
Manufactures.....	68

Total exports.....	311,838
Value of Imports at port of Nanaimo for August, 1891:	
Value of free goods.....	\$ 3,170
Value of dutiable goods.....	33,911

Total.....	\$37,081
Collections at Nanaimo for July, 1891:	
Import duty.....	\$ 9,331 80
Sick mariners' dues.....	128 38
Miscellaneous.....	122 00
Total.....	\$9,482 18

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GRAIN REQUIREMENTS.

The following table has been compiled by the New York Sun to show the probable requirements of rye and wheat by the countries which constitute the food-supplying world:

Country	Wheat (bushels)	Rye (bushels)	Total (bushels)
France	1,800,000,000	17,000,000	1,817,000,000
Germany	1,200,000,000	28,000,000	1,228,000,000
Italy	1,100,000,000	30,000,000	1,130,000,000
Spain	1,000,000,000	30,000,000	1,030,000,000
United Kingdom	70,000,000	45,000,000	115,000,000
Belgium, Netherlands and Luxembourg	38,000,000	65,000,000	103,000,000
Sweden	18,000,000	36,000,000	54,000,000
Denmark	8,000,000	21,000,000	29,000,000
Portugal, Greece, Servia and Siam	75,000,000	195,000,000	270,000,000
North America	31,000,000	40,000,000	71,000,000
South America	35,000,000	32,000,000	67,000,000
West-Indies	25,000,000	25,000,000	50,000,000
India	150,000,000	130,000,000	280,000,000
Other countries	150,000,000	130,000,000	280,000,000
World totals	3,412,000,000	3,535,000,000	6,947,000,000

An apparent world deficit of 18 percent., or 620,000,000 bushels.

THE DRY GOODS TRADE

In speaking of the condition of the dry goods trade of Canada, which has been discussed in the past three issues, it should not be forgotten that much blame lies at the doors of the banks in this matter. Perhaps it would be more truthful to say that the blame lies at the door of the Government, which allows the banks to obtain a position of preference which is

not allowed to corporations in trade. Why should a bank, after speculating to a certain extent in the business of a firm be permitted to step in when a collapse comes, and literally rob the other creditors by taking book debts and other assets to the amount of eight or ten times their claim, in order that they may not lose a dollar. The case of an insolvent firm in Toronto, who made such a bargain with their banks, is fresh in the public mind, and it is a scandal to any government that permits to a bank preferences of this kind, which have been considered outrageous when given in the past to ordinary business firms. If the banks were put on the same footing exactly as an ordinary creditor, we would no doubt have far fewer failures to begin with, for there would be fewer inducements and opportunities to speculate in the money of banks. Why should the claim of a bank be held more sacred than that of any other creditor? If a bank chooses to run risks on the business of a firm in trade, let them take chances with every other creditor. — *Canadian Journal of Fabrics.*

THE COUNTRY MERCHANT.

As a matter of fact the task with which the average country storekeeper is confronted is quite as difficult as any which puzzles his city brother. At best his constituency is limited, and it is hard to increase it. Trade there is not naturally of a floating character. Everybody has a preference or an antipathy. Everybody being acquainted, thinks he must be given credit. It is hard to collect, hard to work off odds and ends, hard to satisfy the people who are all the time getting posted on city styles and bargain day prices. To please and stimulate one's customers, to get close enough to popular demand, yet to avoid accumulation of unsalables, to turn one's capital fast enough to make it earn a living profit these are some of the conundrums the successful solution of which mark the merchant and should enlist for him the admiring appreciation of the mercantile community everywhere.

A BRIDE'S FINE DELICACY.

In a certain city, not long ago, it chanced that a couple who did not move in the most exalted social circles and from whom the most refined sentiments might not have been expected were united in the holy bonds of matrimony upon the day which followed the funeral of the first wife of the groom.

The conventional sense of propriety in the neighborhood was shocked by this haste in furnishing forth the marriage tables with the funeral baked meats, and upon the night of the wedding a company of sons of Bellal gathered themselves together and went to serenade the bridal pair with horrid uproar of horns and pans and guns.

The chrivari was at its height, and all the region was aroused by the hideous noise, when the bride appeared darkly at the window above the riotous crowd, and with supreme feeling appealed to their delicacy.

"Ain't you ashamed," she cried in hot indignation, "to come here making a disturbance like this when we had a funeral only yesterday?"

Mrs. Mary Lowell, of New York, a practical electrician, has invented a contrivance by which she is enabled to light her kitchen fire from her bedroom.

If the statements of the London electrical engineers are correct, the New Australian telephone, known as the Collier Audible Telephone, marks a distinct step in advance in the science of telephony. It is the invention of Rev. Arthur T. Collier, a Congregational minister of Australia, who became greatly interested in electrical and mechanical work. The claim made for this telephone is that the sensitiveness of the receiver is increased to such an extent that the sound from it during an ordinary conversation is almost sufficient to fill a small room. Indeed, it is asserted that, compared with the efficiency of an ordinary Bell receiver, the sound from the Collier is as a person shouting to a whisper.

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COMMERCIAL SUMMARY.

The Prince of Wales is said to be taking great interest in the distressed Jews of Russia.

The recent storms which swept over the British Isles half ruined the crops throughout Scotland, and the harvest is at a complete standstill.

The Barcelona Chamber of Commerce has resolved to send a formal protest to the Government against the treaty with the United States in regard to Cuba and Porto Rico.

The river Barrow, in Waterford, Ire., is overflowed. Thousands of acres of land are flooded, crops are destroyed, and houses, barns and other buildings have been swept away.

The main reason why grocers have sharper competition than other dealers is that hundreds of men take to the business on account of their imaginary familiarity with all goods handled in that line, and think it an easy method of making a living. Though hundreds have failed, there are thousands of others ready to take their places in the struggle for success and wealth.

The Japan Gazette says: "The emigration scheme, originated by Mr. Hoshi Turn and other well known Japanese, for the formation of Japanese colonies abroad, promises success, a large number of supporters having been obtained for the association formed under the title of the Kaigi Tju Doshi Kwai. Preliminary arrangements have been made for carrying on the work of the association, and representatives are to be sent to British Columbia, Washington and Oregon, to select sites, see to the erection of houses, and make other preparations for the work of colonization."

Exported grains from Russia, other than wheat, are not allowed to contain more than 3 per cent. of rye or 1 per cent. of brans. Reports from Odessa say there is talk there of a prohibition of the exportation of maize.

The Interior Department at Washington has ordered a permanent government post to be established on the Rainy river near Fort Frances, 150 miles north-west of Duluth, for the purpose of watching timber stealers from Canada.

An application has been made to the Canadian Pacific Railway Company for several thousand copies of their new pamphlet, entitled "The New Highway to the Orient," for use in the public schools of Great Britain and Ireland.

A Melbourne dispatch says. The Victorian legislature has passed a federation bill, at the same time adopting an amendment excluding New Zealand from the federation. The New South Wales legislature has rejected the motion to favor protective duties.

In 1884, there were 3 electric railways in operation, with 13 cars; in 1886, 5 with 30 cars; 1887, 7 with 81 cars; in 1888, 32 with 265 cars; in 1889, 101 with 965 cars; in 1890 126 with over 2,000 cars, and there are now in operation and under contract in this country, England, Germany, Italy, Australia and Japan, not less than 325 roads, requiring over 4,000 cars, and 7,000 motors, with 2,000 miles of track, making a daily mileage of not less than 400,000 miles, and carrying three-quarters of a billion of passengers. One-fourth of the street railways in the United States are being operated wholly or in part by electricity; two-thirds by horses; a sixteenth by dummy engine, and a twentieth by cable.

The steamship Franklin has been wrecked on St. Andrew's island off the coast of Nicaragua, in the Caribbean sea, while en route to New Orleans with a cargo of fruit.

When six years ago there wasn't an electric launch on the Thames, sixteen were counted at the Henley regatta this year, and there are nine stations between Kingston and Oxford at which the storage batteries can be replenished.

The tremendous crop promised in the Northwest has created some apprehension that facilities for storing and handling so much grain are inadequate, but it is groundless. The C. P. R. are preparing themselves for the emergency.

A bulletin issued by the census department at Washington gives the assessed value of all property in the United States as \$24,240,589,804 in 1890, an increase since 1880 of \$7,346,596,261. The absolute wealth of the United State is computed to be \$92,010,000,000, or \$1,000 per capita.

The New York Sun has revised its former estimates of European food requirements for the coming year and arrives at the conclusion that the whole world takes 3,000,000,000 bushels of rye and wheat, augmenting by population additions at the rate of 40,000,000 bushels a year. During the five years ending in 1890, the world's wheat crops averaged 2,140,000,000 bushels, and the rye crops averaged 1,300,000,000 bushels, according to the Sun, and the excessive annual demand of bread eaters has been met by drawing on old reserves. At present, the world's deficit in rye and wheat is 620,000,000 bushels. Europe's population takes 47 per cent. of its bread in rye, so that the rye question is a very important one.

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VICTORIA, TUESDAY, SEPT. 8, 1891.

THE HARVEST.

According to the closest calculations which it has so far been possible to make the world's wheat supply is about 30,000,000 bushels short. However, though the demand will call loudly upon the supply, there is no prospect of a deficiency in wheat that cannot be made up for by economy and the substitution of other kinds of food. The *Monetary Times* remarks that "it will probably be a tempting year for Chicago speculators to try what they can do by getting up corners in wheat; it is not likely that the disastrous collapse of previous corners will deter them from trying what can be done. But it is not probable that enough wheat could be held back permanently to affect the world's price to any considerable extent. Should prices rise considerably above the level of those which have prevailed for the last few years, a greater breadth of wheat will be sown, and in this way a reaction towards lower prices next year be produced." Meantime Canada, having a good crop, will benefit by the existing state of things of which almost all classes will reap the advantage.

COMPENSATION FOR SEALERS.

In connection with the claims made by British Columbia sealers for compensation for being deprived of the right of hunting in Behring's Sea, this season, the *subjoined* questions have been raised as likely to arise "Can vessels which never set out on the voyage fairly claim compensation, and if so, to what extent? Were any of them engaged part of the season in other employments?"

In answer to the first of these, it may be said, that the sealers had all been fitted, provisioned and manned for their season's work, for the restraint imposed upon them in which they are in all fairness and justice entitled to compensation, the point of whether or not they were engaged between seasons being, in our opinion, beside the question. A certain portion of their time was laid out for the special purpose of sealing, they had made every preparation, and without due previous notification were warned out of the waters at the cannon's mouth. The fact of some of the schooners having returned with large takes without having in any way been notified shows a laxness on the part of those charged with the duty of notifying them, which proves that even they were insuffi-

ciently notified of what it was incumbent on them to do.

The large takes that have been made prove, moreover, that there are abundance of seal, a fact which materially adds to the force and the extent of the claim that has to be enforced on the part of our fleet, which, indeed, everything considered, is entitled to have the artificial prices ruling this season taken into account, since by official neglect and incapacity the few vessels have been enabled to do even better than usual.

THE B. C. LOAN.

According to the *Canadian Gazette* (of London), the Bank of British Columbia is instructed by the Government of British Columbia to receive subscriptions for £200,000 3 per cent. inscribed stock at \$6. The stock is to be paid off at par on July 1st, 1911, and, including this advantage, the yield to the investor, at the above price, is $\frac{3}{4}$ per cent. per annum. The prospectus gives all the main grounds for confidence, as well as several other particulars appertaining to the issue, among them the following: The issue is part of £700,000 authorized, of which £250,000 is to be applied to public purposes, and the balance to replace the existing debt as it matures. It is intended to, in future, apply the sinking funds to the purchase of the present issue. The Province, at present, receive a subsidy of £10,000 a year from the Dominion Government, as its share of the Customs revenue, etc., with the prospect of an increase to £50,000 on the decennial revision on the basis of population. The current revenue exceeds the ordinary expenditure. The Crown lands belonging to the Province amount to about 200,000,000 acres.

A QUESTION OF JURISDICTION.

The *Monetary Times* briefly refers to the fact that the case of the *W. P. Sayward* will come up at the October term of the United States Court. It observes that in the case there are two jurisdictions in question—the jurisdiction of the U. S. Government over the waters of Behring's Sea, and the jurisdiction of the Supreme Court in the case. However, it is pointed out that though the decision of the Court would bind the United States Government it could not, if adverse, take away the rights of third parties. The extent of the jurisdiction in Behring Sea is the point to be decided, the claim of the United States is not that it is a closed sea.

The exception to the jurisdiction of the court is not likely to succeed, and a decision on the merits can scarcely affirm the principle of an unusual maritime jurisdiction. If, as predicted, the Solicitor-General should argue that the court has no jurisdiction because the Government has assumed to construe the treaty with Russia, it will remain for him to show that the Government has the right to do so to the exclusion of the court. To do a thing and to have the right to do it are not the same, and if the Government had the right assumed, would the exercise of it necessarily debar the court from entertaining the enquiry?

CIRCULATING COUNTERFEITS.

Hardware, the representative journal in Toronto and Eastern Canada of the trade whose name it bears, contains an article on the subject of those who are known as the "green goods" men, and the methods pursued by them in carrying on their illicit business. These gentry set out with the idea, in the first place, that not only has every man his price, but, if not highwaymen or common thieves, a considerable portion of the community are venal, and sordid enough to rob the Government and their fellowmen by becoming the medium of circulating counterfeit money. How they select the men with whom they correspond it is difficult to conceive, except they have the assistance of the local directories and journals, for they frequently hit upon men who are recognized as being of the highest integrity and position rather than those who are supposed not to be overburdened in that way. The letters written by these sharpers, who reside on the other side the lines, are addressed in terms of familiarity, flattery, and affected regard, while the way in which they hold out the inducements is so alluring that it is scarcely to be wondered at that they should find their ready instruments.

To publish the addresses of the scoundrels who trade upon the cupidity of their fellowmen would be to advertise them, and, therefore, it is sufficient to make the general reference with the advice to the persons who are thus honored to forward the addresses and the correspondence to the American authorities, for it is the spurious presentment of their money that it is sought to circulate. Within the last few weeks several people of no mean standing in this province have been solicited to do business in this way, and, in consequence, it is quite in order to make reference to the subject.

THE CENSUS.

There are not a few, in almost all parts of the Dominion, who have no doubt about declaring that the census of Canada recently taken was a fizzle and a failure, and the municipal authorities of the city of Victoria are not the only ones who seriously contemplate undertaking an independent enumeration. Since the official announcement of the figures, not a few people, whose words are entitled to some weight, have no hesitation in saying that they and their households were not properly taken, if, indeed, the census takers ever called upon them. However that may be, the results are most disappointing and by no means as assuring of the national progress as we had been accustomed to flatter ourselves was the case. Within ten years the entire Confederation, which was supposed to have been getting ahead by leaps and bounds, has only augmented the number of its inhabitants by 498,534, or at the rate of 1.05 per cent. per annum, the ordinary natural increase being not less than two per cent. This shows a great loss somewhere. It is in the Maritime Provinces where the least advance has occurred. New Brunswick during the ten years only added .61 per cent to its population, or at the rate of .02 per

IMPORTS AND EXPORTS.

thousand; Prince Edward Island 107, or at the rate of 1.80, and Nova Scotia 9,950, or about 22. Quebec and Ontario have increased 0.65 per cent. In the decade, there being only a slight fraction of difference in their relative proportions.

In the more sparse populations of the Western Provinces there is a better showing, the ten years percentage being 102.19, British Columbia standing at 87.56. The official figures show that the entire population of Canada is only 4,823,344, towards which the Province of British Columbia contributed 92,767. It is worthy of note that more than half the increase in Ontario is found in the city of Toronto, a circumstance which emphasizes to a degree the regrettable fact of the tendency of population to centre in the cities. Particularly in a new country like Canada, it is advisable to open and build up the country districts; which not only supply the towns with their markets, but furnish them with the natural products that are in so great demand for daily consumption.

We have already established, on a good basis, many branches of manufacture which we might describe as artificial in industries, and are seeking to find foreign markets for their products. It would now appear as if our own interests, at any rate for the time being, lay in the direction of building up our agriculture and developing our mineral resources, for both of which there are sufficient remunerative markets, both at home and abroad. The results of the census will, no doubt, for some time to come, form a fruitful subject for the cogitations and calculations of the economist, while for the ordinary thinker they are pregnant with meaning, irrespective of the political features of their presentment.

EDITORIAL NOTES.

The Philadelphia *Fruit World* urges the need of such interstate and international legislation as would make it an actionable offence to brand fruit anything else than what it is, and suggests that packers, canners and shippers be held responsible for the brand they put upon their fruit made ready for shipment. The subject of brands—especially of fish—has also been up in England and resolutions have been passed strongly condemnatory of the practice of re-branding that obtains; inferior packs being frequently put up in attractive forms as to make them represent what they really are not, to the detriment of the Canadian and American packer, whose reputation has been made upon the quality of the article which he produces. This suggestion of the Philadelphia paper might very well be carried out with respect to fish.

CANADIAN cotton mills have been rewarded by a variety of prizes for the good display they made at Jamaica. The Montreal Cotton Company received a gold medal and diploma for superior quality and make of silerias, denims, Canton flannels, Turkey red cottons, Versailles cloths, pocketings and fine dyed linings for ladies' use. The Stormont Cotton Manufacturing Co. also received a gold medal and diploma, having shown cottonades, shirtings, Madras suitings and other goods. The On-

IMPORTS.
The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of August, 1891:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids		\$ 50	\$ 10 57
Agricultural imple- ments		5,516	221 45
Ale, beer & port'w'gls Animals		6,516	2,378 61
Books, pamph's, etc. Brass & manuf's of..		12,594	3,485 70
Breadstuffs, etc, viz Grain, of all kinds bush		1,036	188 81
Flour, bris.		769	225 10
Meal, "		656	67 49
Rice and all other breadstuffs		3,345	567 48
Candles, lbs.		3,025	518 60
Chicory, lbs.		5,885	2,794 74
Coal and coke, tons Coffee, from U.S. lbs. Copper and m's of..		376	98 50
Cordage all kinds... Cotton, manuf's of Drugs & medicines..		188	10 25
Earthen, stone and Chir' ware		899	93 26
Fancy goods		102	31 10
Fish		610	133 50
Fruit, dried		4,878	1,466 63
Green		31,251	12,032 18
Furs		1,010	316 80
Glass, glassware		1,375	434 00
Gum'd r & exp-sub's Hats, caps & bonnets Hops, lbs.		1,872	431 31
Iron and steel m's of Jewelry & watches and m's of gold and silver		622	154 77
Lead and manuf's of Leather and m's of..		12,971	2,852 11
Marble and stone and manuf's of... Malt, bush		152	38 00
Metals, composition and m's of		1,657	515 40
Musical instruments Oils, coal and kero- sene, gals.		851	239 95
All other, gals. Paints and colors, Paper and m's of... Perfumery		1,156	346 80
Provisions		103	22 32
Bacon & hams, etc Salt, not from Great Britain or British possessions, or for fisheries, lbs.		7,125	1,818 32
Seeds		116,212	4,847 84
Silk, manuf's of... Soap of all kinds... Spices of all kinds..		526	132 95
		233	59 14
		2,223	539 91
		359	122 05
		532	81 75
		503	123 96
		2,526	717 50
		999	321 60
		2,511	615 13
		632	179 05
		1,436	520 31
		249	74 70
		13,381	3,617 74
		170	12 15
		186	20 10
		2,668	799 80
		26	11 06
		93	24 15

tario Cotton Manufacturing Co., and St. Croix Cotton Mills received silver medals and diplomas for the same class of goods.

It is difficult to foresee when the present session of the Dominion Parliament is likely to come to an end. There appears to be still a great deal of scandal to ventilate and get at the bottom of as well as much public business to attend to.

DON OVIDE FRECHETTE, Chilean representative in Canada, has recommended that Captain H. A. Mellon be appointed Chilean Consul at Vancouver. The Captain is already acting in that capacity, pending the arrival of his papers which are in course of preparation.

THE official bank statement for July has recently come to hand. It is in a somewhat different form from preceding ones, the Banking Act of last session having provided for a number of important modifications, which render it rather difficult to make comparisons of some of the details. During the month, deposits have increased

ARTICLES.	QUAN.	VALUE.	DUTY.
Starch, lbs.		67	32 12
Spirits			
Of all kinds, gals..		6,087	9,171 87
Wine, other than Sparkling, gals... Wine sparkling doz		2,716	2,009 61
Sugar above No 11 lbs Notab'vo No 11 lbs		1,465	815 70
Sugar, glucose and syrups lbs.		168	36 42
Molasses		624	31 20
Tea, from U.S. lbs..		230	47 29
Tobacco and cigars..		17	85 00
Wood and m'n's of..		346	31 60
Woolen m'n's		1,734	1,873 45
All other dutiable articles		2,783	752 05
		1,118	1,327 47
Total dutiable goods		40,616	11,291 83
Free goods, all other		\$28,229	\$72,055 66
		41,359	
Grand total		\$219,598	\$72,055 66

EXPORTS

From the port of Victoria, for the month of August, 1891—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Gold bearing quartz, etc.		36,548
THE FISHERIES.		
Fish of all descriptions		246
Furs or skins of creatures living in the water		7,900
ANIMALS AND THEIR PRODUCE.		
Other articles		27,239
AGRICULTURAL PRODUCTS.		
Fruits—green		1
MANUFACTURES.		
Cottons, woollens, etc.		5
Iron—Pig and scrap cast- ings, hardware, etc.		10
Liquors, Spirituous and Malt, of all kinds, gals ...	424	1,390
Other articles		964
Miscellaneous Articles		800
Grand total		\$75,103
Goods, not the product of Canada, for the month of August, 1891:		
QUANTITY.	VALUE.	
Agricultural products		10
Cottons, woollens, etc.		15
Iron—Pig and scrap, cast- ings, hardware, etc.		260
Manufactures of leather		20
Sewing machines	3	80
Wood, m's all kinds		1,731
Other manufactures		2,153
Miscellaneous articles		883
Grand total		\$ 5,152
Total exports of all kinds		\$ 80,255

\$2,600,000, while circulation, as is not infrequently the case at this time of the year, manifests a falling off of \$800,000.

MR. HENRIKER HEATON, M. P., writes as follows respecting the Imperial Penny Postage: "I am expecting every moment to hear of the institution of Ocean Penny Postage, in accordance with an intimation conveyed to me; but you know what delay occurs when the Treasury has to endorse any reform that may involve expenditure. I am leaving for Australia in full confidence that the important, the ir-resistible claim of Canada to the immediate establishment of the Penny rate from England and to England will be strenuously and unceasingly pressed."

MR. JOHN WHITE, ex-M.P., representing Toronto capital, has entered into an agreement with the Sydney Land and Improvement Company to erect a thoroughly modern saw-mill, with a capacity of 75,000 feet a day, at the new town in North Saanich. The contract specifies that the mill shall be in operation within one year

COMMERCIAL LAW.

SEAWORTHY.

This is a term applied to a ship, indicating that she is, in every respect, fit for her voyage. It is provided in all charter parties that the vessels chartered shall be tight, staunch and strong, well appurled, furnished with an adequate number of mariners, sufficient tackle, provisions, etc. If the ship be insufficient in any of these particulars, the owners, though ignorant of the circumstances, will be liable for whatever damage may in consequence be done to the goods of the merchant, and if any insurance have been effected upon her, it will be void. In a voyage policy, a warranty of seaworthiness is implied but not in a time policy.

SHIP'S HUSBAND.

This is a term applied to a peculiar agent appointed by the owner of the ship to look after the repairs, equipment, management and other concerns of the ship. His duties are: (1) To see to the proper outfit of the vessel in the repairs adequate to the voyage, and in the tackle and furniture necessary for a seaworthy ship. (2) To have a proper master, mate and crew for the ship, so that in this respect it shall be seaworthy. (3) To see to the due furnishing of provisions and stores, according to the necessities of the voyage. (4) To see to the regularity of clearance from the custom house of the registry. (5) To settle contracts and provide for payment of the furnishings requisite. (6) To enter into charter parties, or engage the vessel for general freight, under usual conditions; and to settle for freights and adjust averages with the merchant. (7) To preserve the proper certificates, survey and documents, in case of disputes with insurers or freighters, and to keep regular books of the ship.

SEAMEN.

Persons engaged in navigating ships, barges, etc., upon the high seas are called seamen, while those employed for this purpose upon rivers, lakes or canals, are denominated watermen. A British seaman must be a natural born subject, or be naturalized, or made a denizen, or have become a British subject by the conquest or cession of some newly acquired territory; or (being a foreigner) has served on board Her Majesty's ships of war, in time of war, for the space of three years. But the Queen may by proclamation, during war, declare that foreigners who have served two years in the royal navy, during such war, shall be deemed British seamen.

Regulations have been enacted with respect to seamen, which differ in different countries, but in all they have been intended to obviate disputes between master and seaman as to the terms of contract, to secure obedience to order and to interest the seamen in the voyage, by making their earnings depend on its termination. The statute law does not render a verbal agreement void, but imposes a penalty on the master if a written agreement be not made. When a written agreement is

made, it becomes the only evidence of the contract; and a seaman cannot recover anything agreed to be given, which is not specified in the articles. A seaman who is engaged to serve on board a ship, is bound to exert himself to the utmost in the service of the ship; and, therefore, a promise made by the master of a ship in distress to pay an extra sum to a seaman, as an inducement to extraordinary exertion on his part, is held to be void. Neglect of duty, disobedience of orders, habitual drunkenness or any cause which will justify the master in discharging a seaman, during a voyage, will also deprive the seaman of his wages.

THE BUSINESS OUTLOOK.

The outlook for the fall business is certainly much better than it has been for a number of years past at this season, owing to the assurance of good crops in all sections of the country. This will enable many debtors to liquidate arrears which would otherwise have been carried over to another season, and consequently our wholesale houses have solid grounds for anticipating good remittances and a healthy trade during the coming fall. The grain crop of Ontario is now generally conceded to be magnificent, that of wheat being the largest and finest known for a number of years past. A good quantity of new Upper Canada winter wheat has already been received in this city, most of which has graded No. 1, and is considered an unusual occurrence of late years. Despite the inevitable frost which is admitted to have taken place, the wheat crop of Manitoba, according to late despatches from that country, has not sustained serious damage, and high hopes are entertained of securing a large and fine crop of hard spring wheat. In this province, the crop prospects are equally cheering both as regards grain and roots of all kinds, all that is now required being favorable weather for harvesting them, and at time of writing, we appear to be in for a spell of fine settled weather. The province of Quebec has secured a good crop of hay in first class condition, and should an export demand set in, which some of our dealers anticipate between now and next spring, this leading product will prove a source of considerable revenue to farmers, and help many of them to pay off their old indebtedness to storekeepers. The encouraging outlook based on the crop boom is having a decidedly beneficial effect on business generally, as storekeepers throughout the country are sending in their orders more liberally, now that the wants of their customers can be more accurately gauged. It should not be lost sight of, however, that the present good crops are badly needed to offset the bad effects by the poor harvests of the past three years. A conservative trade policy is therefore as essential as ever on the part of both bankers and traders.—*Montreal Trade Bulletin*.

The Governor of Martinique has issued an appeal for aid.

Heavy damage has been done by floods to crops and bridges along the Oronce river in Georgia.

FOREIGN COAL SHIPMENTS.

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

NEW VANCOUVER COAL CO.		
Date.	Vessel and Destination.	Tons.
1-	Sea King, bk, Wilmington Cal.	2,381
3-	Sea Lion, ss., Port Townsend...	32
4-	Jeremiah Thompson, shp, San Francisco.....	2,301
5-	Tacoma, ss., Port Townsend...	58
8-	J. C. Brittain, ss, Whatcom.....	207
10-	Walla Walla, ss., San Francisco	1,373
12-	John A. Briggs, shp, San Fr'sco	3,530
12-	Lakme, ss., San Francisco.....	922
12-	Robert S. Besnard, bk, San Francisco.....	1,591
13-	Ericsson, shp, Ounalaska.....	2,098
14-	Tacoma, ss., Port Townsend...	63
15-	Gen. Fairchild, bk, San Fr'sco...	2,458
15-	Oregon, bk, Wilmington, Cal	2,300
17-	Sea Lion, ss., Port Townsend...	35
19-	Commodore, sp., Wilmington, Cal.....	3,057
19-	J. C. Brittain, ss., Whatcom....	200
21-	Jeanie, ss., Alaska.....	761
22	Wilna, bk, San Francisco.....	2,424
22	Queen, ss., San Francisco.....	1,225
22	Wanderer, ss, Port Townsend...	31
25-	J. C. Brittain, ss., Whatcom...	208
26-	Louis Walsh, shp, Wilmington, California.....	3,227
27-	Gov. Ames, schr., San Francisco	2,800
28-	Occident, ss., Blaine, Wash....	28
28-	J. B. Brown, shp, Wilmington, California.....	2,519
29-	Umatilla, ss., San Francisco....	822
Total.....		35,924

WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
3-	City of Topeka, ss., Sitka.....	300
3-	Wellington, ss., San Diego.....	2,550
4-	Taichow, ss., Portland.....	800
5-	Pioneer, ss., Port Townsend...	18
6-	Holyoke, ss., Port Angeles.....	60
7-	San Pedro, ss., San Francisco...	4,000
8-	Rapid Transit, ss., Whatcom....	250
11-	Thermopylae, shp, China.....	1,200
12-	Montserrat, ss., San Francisco	1,550
13-	R. Holyoke, ss., Port Angeles..	30
13-	Pioneer, ss., Vancouver.....	40
14-	Sussex, ss., Japan.....	1,215
18-	Mexico, ss., Sitka.....	450
18-	Discovery, ss., Port Angeles...	12
20-	Wellington, ss., San Francisco..	2,550
25-	San Pedro, ss., San Francisco...	4,000
26-	Pioneer, ss., Port Angeles.....	15
27-	Grandholm, ss., Portland.....	865
27-	Discovery, ss., Port Townsend.	30
28-	J. C. Brittain, ss., P't Townsend	200
31-	Taichow, ss, San Francisco....	1,700
Total.....		21,901

EAST WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
7-	Empire, ss., San Francisco.....	926
13	Aureola, bk, San Francisco.....	1,200
24-	Empire, ss., San Francisco.....	940
Total.....		3,062

UNION SHIPPING.

Date.	Vessel and Destination.	Tons.
8-	San Mateo, San Francisco.....	4,300
12-	San Benito, ss., San Francisco..	5,000
31	San Benito, ss., San Francisco	5,000
Total.....		14,300

It is said there are at least 60 American poachers in Behring Sea.

The anthracite coal agents in New York have decided not to make any change in the present rates.

Peaches are being fed to pigs in Delaware County. About 3,000,000 baskets have been carried to market, and 1,000,000 are still to come.

AMERICAN vs. ENGLISH MACHINERY

The competition between English and American textile machinery is carried on very keenly in the United States, where large quantities of English machinery, especially in the cotton and worsted branches, are sold, and where leading English machine builders have regularly established agencies.

The same rivalry exists in this country, but not to so great an extent.

The *Boston Journal of Commerce*, in the course of what seems a fair and unbiased article, says, there is no necessity of comparing American with English machinery for no better purpose than decrying the merits of one in order to show off to advantage the merits of the other. Every machine, wherever made, should stand on its own merits, even in its advocacy by the party making it, as it surely does or will in time in the estimation of the person using it. It is a libel on the intelligence of American manufacturers to assert that they do not know what they are about when they purchase foreign machinery in preference to that made in this country. The libel might be extended to machine builders themselves, when they feel enforced by the necessities of the demand to follow English patterns with great preciseness in the production of some special piece of mechanism. Foreign textile machinery is coming to this country in considerable quantity, because it supplies a want that cannot be satisfied here, notwithstanding the heavy import duties it is obliged to bear. Two recently formed corporations, familiarly called combines, embracing a number of plants at distant points, depend largely for their success upon their control in this country of two English patents. For some purposes, English machinery is superior to the American, and it is absurd to deny it for no better reason than in the estimation of some it is unpatriotic.

Honorable rivalry between machine builders, foreign or domestic, is the very best incentive that can be devised to bring any mechanism to a high state of efficiency.

Our contemporary goes on to say: "While we have profited by the competition with English machinery, and though the latter has encroached in some respects on our domains because of its superiority, our foreign competitors have received some of their best ideas from American inventions, and freely adopted them with excellent results. Though it be not blazoned to the world, it is none the less true that there is a comprehensive reciprocity of ideas between the machine builders of England and America, in which there is a mutual profit; and it would be no easy task to determine which country is the greater gainer.

If American textile machinery cannot be made here and exported, it can be and is, in some instances, made in England and on the continent. The best looms for fancy cassimeres and worsteds for men's wear are made abroad after American pattern. A recently invented American cotton-waste cleaning machine is being manufactured to some extent in foreign shops. The Wellman self-stripping cotton card is widely employed in Europe as well as in the United States; and this system

of raising flats automatically was, at one time, extensively used in Great Britain for fine counts, till replaced by the revolving-flat card. The ring frame, as is well known, is a product of American ingenuity, but its manufacture and use in England is a prominent feature in the textile industry of that country. But the English ring frame would be of little account if it did not adopt the Sawyer, Rabbeth or Whittin gravity spindle, all American inventions. On the other hand, we are indebted to English ingenuity and mechanical skill for some of the best machines used in our factories. The revolving-flat cotton card is of special prominence, though now made to a conspicuous extent in this country. All of the combing machinery, for cotton or wool, in our mills, is obtained from abroad, and represents foreign ideas. Exceptions may be made as to cards and wool combs. The garnetting machines and the cotton slasher are the results of English thought. Instances could be multiplied, to show that the textile industries of the United States and Great Britain could not exist purely on the inventions and machinery of one country to the exclusion of the other."

DANGEROUS FREIGHT.

The recent discussion as to whether ocean liners should carry cotton as well as passengers, at the same time has brought out another fact. It is, says the *New York Recorder*, that they carry other kinds of freight that makes the danger of fire just as great as from cotton. A person who knows something of such matters, states that just at present there are being made large importations of French silk that are especially dangerous as a freight.

"At present, importers here," the gentleman said, "are receiving large consignments of a heavy-dyed silk known as French twist. The French manufacturers do not spare the dye of these goods, for it adds to their weight. In this dye, chemicals of a peculiar kind are used, and it is this fact that makes this silk dangerous freight.

There is always fear of spontaneous combustion, unless the greatest care is taken in packing the goods. These come in bales of various sizes, but generally averaging about five hundred pounds. They are wrapped in cotton bagging with underlying layers of straw and brown paper, and are made compact by hydraulic pressure. There is constant danger of fire originating from them, and they must be watched with care while in transit. There have been cases where bales have been destroyed from the causes mentioned, and not many years ago a serious fire was caused on a French steamer by these same goods."

Steamship men generally say that they are aware of the danger of carrying these silks, and that the greatest care is taken whenever they are carried as freight. One or two lines indeed, discriminate against this freight and will not carry it.

It is announced that the British admiralty has resolved to give \$20,000 to Admiral Colomb for his invention for flashing night signals.

EGGS.

We have good reasons to believe that the egg trade of a great many retail grocers in the city is about on a par with their sugar department, so far as profit is concerned, the small margin between the trouble and selling price barely paying for the cost of handling the staple. There is decidedly something "rotten in Denmark" when retail profits on an article or series of articles have sunk so low that their sale is unremunerative and persisted in only because it is a convenience to customers, and in this case we believe the usual explanation will hold good, i. e., that quality has been sacrificed for some reason, probably in an effort to catch trade by holding out low prices as an inducement. We think this is a serious mistake with any food product like eggs, and butter which, if not good, must be actually worthless. There are many descriptions of groceries, which in point of quality, cover a wide range, yet the most inferior grades possess their merits and a positive intrinsic value. It is different with eggs. A stale egg is an abomination, and there is but little leeway between the finest fresh-laid and the grade below which no prudent, experienced retailer cares to pass in selecting eggs. We believe it will pay grocers to give especial attention to the quality of the eggs which they handle, and to take pains to secure a grade that will invariably give satisfaction even though the price has to be marked up correspondingly. In other words, we believe that fine eggs at a good profit will sell more freely than poor or irregular stock at just about cost.

The neglect of retail grocers to "caudle" eggs often leads to a loss of custom. A bad one will be found occasionally in packages of really good stock, and if left with the rest may disgust a good customer and provoke her to the point of transferring her trade to another store. "Caudling" takes time and is perhaps unnecessary when absolutely fresh eggs are procured from a quarter beyond suspicion, but when the quality of an invoice is in the least degree doubtful, it should be rigorously practiced and the stale eggs removed.—*Merchants' Review*

ONE WAY OF PUTTING IT.

The wayward young man, broken in health, had gone to the far south-west to recuperate. He was in jail at Tombstone, Ariz., for stealing a hindquarter of beef. In the loneliness of his cell, he sat down and wrote as follows:

"Dear Father,—I have picked up some flesh since I came out here, but I am still confined to my room. Please send me \$100," etc., etc.—*Chicago Tribune*.

The annual report of the Chicago, Milwaukee and St. Paul railroad, for the fiscal year ending June 30, is issued. It shows gross earnings, \$27,594,224, an increase of \$1,083,516; operating expenses, \$18,336,500, an increase of \$1,193,402; net earnings, \$9,137,724, a decrease of \$94,886; income from other sources amounted to \$334,207, making a total income of \$9,471,931; fixed charges were \$7,237,251, leaving a balance of \$2,234,680, after paying 7 per cent. dividends; on the preferred stock there is a surplus of \$909,168.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Wanlock	745	Cooper	Sept 17	Victoria	London	11,000		Feb 27
Br ship	Titanula	879	Norinan	Nov 19	A Westminister	London	34,617		May 24
Br bark	Mentock	787	Robertson	Dec 18	Victoria	Liverpool	30,892		May 17
Br bark	Brodick Bay	753	Wakeman	Dec 22	Victoria	London	32,000		May 7
Br ship	Melville Island	1129	Ritchie	Jan 19	B Tacoma	London	42,138		June 17
Am ship	Henry Villard	1553	Perkins	Feb 3	Victoria	London	65,318		June 17
Br bark	Irvine	635	Jones	April 20	Victoria	Liverpool	28,311		Aug 3
Br ship	Serica	913	Smythe		Victoria	London			
Br bark	Callao	958	James		Victoria	Liverpool			

A—Sailed from Victoria Nov. 21. B—Sailed from Port Townsend Jan. 19.

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	960,300 \$	9,600	50s	April 2
Chil bark	India	453	Funk	Feb 1	Moodyville	Valparaiso	751,396	8,348	65s	April 20
Br bark	Ninevah	1174	Broadfoot	Feb 28	Vancouver	Sydney	855,352	9,355	owners ac	April 21
Br bark	Formosa	915	Kahn	Mar 21	Vancouver	Africa	744,000	6,000	55s	July 5
Am bkt	Catherine Sudden	368	Thompson	Mar 31	Moodyville	Hientsin	427,539	5,177	77s	6d June 19
Am ship	Geo F Manson	1333	Crack	May 14	Moodyville	Sydney	868,154	9,752	55s	Aug 3
Br ss	Eton	1746	Newcomb	May 15	Moodyville	Newcastle	1,765,714	15,891	Private	June 17
Am sch	Olea	478	Atwood	May 22	Moodyville	Shanghai	594,133	5,990	65s	
Am ship	Golden Shore	464	Henderson	June 3	Moodyville	Sydney	739,653	8,063	55s	Aug 4
Br ship	Forest King	1602	Morris	June 3	Vancouver	Callao	1,224,846	14,224	47s	6d
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	899,132	8,802	65s	
Am bark	Spartan	749	Anderson	June 14	Vancouver	Melbourne	502,000	5,276	60s	
Am bark	Hesper	661	Sodergren	July 4	Moodyville	Shanghai	688,514	8,365	62s	6d
Swed bark	Great	603	Afzelius	July 5	Vancouver	Callao	438,913	4,709	47s	6d
Am ship	Great Admiral	1497	Howell	July 18	Vancouver	Melbourne	919,580	8,716	63s	9d
Chil bark	Luisa Maria	715	Meyer	July 19	Westminster	Sydney	554,780		52s	6d
Nor bark	Leonor	801	Harken	July 22	Westminister	Melbourne	628,000		60s	
Nor bark	Borghild	557	Haugeland	July 25	Vancouver	Melbourne	564,556	6,000	65s	
Br ship	Duke of Abercorn	1026	McDougall	July 29	Vancouver	Adelaide	688,393	8,213	62s	6d
Ger bark	Cassandra	738	Stehr	July 31	Vancouver	Iquiqui	545,619	6,917	47s	6d
Br ship	Leandra W	1280	S Savory	Aug 6	Moodyville	Melbourne	763,443	8,430	60s	
Chil bark	Arctic	460	Stuck	Aug 8	Moodyville	Valparaiso	643,244	9,681	owners ac	
Br bark	Ontic	823	Arstin	Aug 9	Vancouver	Callao	613,300	6,546	50s	
Chil ship	Hindostan	1513	Welsh	Aug 14	Moodyville	Valparaiso	1,200,419	11,869	owners ac	
Br bark	H B Cann	1249	Footo	Aug 21	Moodyville	Sydney	1,041,172	12,214	50s	
Nor ship	Saga	1413	Oftedahl	Aug 21	Moodyville	Sydney			owners ac	
Nor bark	Lotos	718	Salvesen		Vancouver	Melbourne			65s	
Per bark	Neusagin	639	Hendenito		Moodyville	Psagua			owners ac	
Am bark	Newsboy	539	Johnson		Westminster	Sydney			52s	6d
Nor ss	H. W. Jarsberg	1933	Hague		Moodyville	Port Pirie			Private	
Chil ship	Emma Louise	1480	Henseoc		Moodyville	Valparaiso				

A—Also 360,900 laths. B—Composed of 45,000 feet telegraph poles, 410,000 feet rough lumber, 151,000 feet flooring, and 103,000 feet ties. C—Composed of 387,871 feet rough lumber, 39,658 feet dressed lumber, and 587 bundles laths. D—Composed of 23,355 feet dressed and 844,799 feet rough. Also 29,916 feet pickets and 241,210 feet laths. E—Also 2,573 bundles laths. F—Composed of 1,144,286 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, 15,000 boxes. G—Also 1,078 bundles pickets, 1,446 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring. J—47,039 feet in deck. K—Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,634 bundles laths. L—Also 3,116 bundles laths. M—Also 1,033 bundles laths and 463 bundles pickets. N—Also 90,411 feet dressed, 2,488 bundles pickets and 1,134 bundles laths. O—Ct aprising 182,585 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 70,879 feet. Q—Also 139,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,942 feet. R—Composed of 484,966 feet rough and 128,304 feet flooring; deck load 33,729 feet rough. S—Also 2,001 bundles laths, deck load 106,197 feet. T—Also 2,138 bundles staves and 1,131 bundles laths. U—Also 22,461 feet t. and g. flooring, 2,277 bundles staves and 1,414 bundles laths.

SHIPPING INTELLIGENCE.

The steamship Parthia arrived at Yokohama Sept. 3.

The Chilean ship Atacama, 1,235 tons, is on the way from Valparaiso to Moodyville to load a return cargo of lumber on owner's account.

The Chilean ship Emma Louise, 1,480 tons, Capt. Beascoe, has been chartered to load a cargo of lumber at Moodyville for Valparaiso.

The steamship Zambesi, of the Upton Line, will sail Sept. 9 for Yokohama and Hong Kong, with a general cargo of merchandise and passengers.

The Norwegian steamship Herman Wedal Jarlsberg, 1,658 tons, Capt. Hague, arrived at Moodyville Sept. 4 from San Francisco to load a cargo of lumber for Port Pirie. The terms are private.

The C. P. R. steamship Empress of China sailed from Hong Kong Sept. 1st for Yokohama and Vancouver.

The steamship Empress of Japan will sail, this week, for Yokohama and Hong Kong, with a fair passenger list and a general cargo of merchandise composed principally of cotton for China and a large consignment of flour from Portland and San Francisco.

The Norwegian ship Saga, 1,413 tons, Capt. Oftedahl, cleared from Vancouver Sept. 3rd, with a cargo of lumber from the Moodyville Saw Mill for Sydney, N.S.W., consisting of 960,254 feet rough lumber, 22,461 feet t & g flooring, 2,277 bundles of staves and 1,414 bundles of laths. She is now lying in the Royal Roads, on account of Capt. Oftedahl being sick.

The Nauaimo hotel restaurant has changed hands.

FREIGHTS.

Lumber freights are weak, and in the absence of recent transactions, quotations are merely nominal. From Burrard Inlet or Puget Sound to Sydney, 45s to 47s 6d; Melbourne, Adelaide or Port Pirie, 55s to 57s 6d. Owners are not falling in with these rates, and have been able to find other business for their vessels at more remunerative figures. Grain freights are firm, with a strong upward tendency. From San Francisco, 50s for iron vessels and 45 for wooden for orders for United Kingdom, Havre or Antwerp, is quoted. A number of vessels due at coast ports within the next two months, which were considered available for lumber, have been fixed for wheat. This is a result of the recent activity in the grain market. Coal freights: Nanaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	Lebu	726	Worrall	April 20	A. London	Victoria	R. P. Rithet & Co. (Limited)	141
Br bark	Wanlock	745	Cooper	May 12	B. London	Victoria	Turner, Beeton & Co	119
Br bark	City of Carlisle	823	Kendall	June 13	C. Liverpool	Victoria	R. P. Rithet & Co. (Limited)	87
Br ship	Tiania	879	T W Selby	July 16	D. London	B. C. Ports	H. B. Co. and Bell-Irving & Paterson	54
Br bark	Glenbervie	800	Groundwater	August 19	E. London	Victoria	R. P. Rithet & Co. (Limited)	20
Br ss	Empress of China	3003	A Tillett	July 15	F. Liverpool	Vancouver	Canadian Pacific Railway Company	55
Br bark	Lizzie Bell	1036	Adam		G. Liverpool	Victoria	R. P. Rithet & Co. (Limited)	
Br ship	Rothsay Bay	750	Partridge	April 30	H. Glasgow	Westminster		131
Br bark	Noddloburn	1053	Hall	May 18	I. Glasgow	Westminster	D. McGillivray	106
Br bark	Argyleshire	1208	LePago		J. Glasgow	Victoria		
Br bark	Hawthornbank	1288	Porter	August 3	K. Java	Vancouver	British Columbia Sugar Refinery	36
Br ss	India	953	Funk		L. Valparaiso	Moodyville	Moodyville Sawmill Company	
Chd bark	Katinka	816	Kohler	May 13	M. Rio Janeiro	Moodyville	Moodyville Sawmill Company	
Ger bark	Flora	768	Anderson		N. San Pedro	Vancouver	Hastings Sawmill	118
Nor bark	Eliso	1318	Howell		O. Sydney	Vancouver	Hastings Sawmill	
Ger ship	Colorado	1036	Gibson	July 25	P. New York	Chemafus	Victoria Lumber and Manufacturing Co	46
Am bark	Hounslow	1799	Norman		Q. Iquique	Nanaimo		
Am ship	Benjamin Sewell	1361	Sewell	August 15	R. Yokohama	Vancouver	Canadian Pacific Railway Company	24
Am ship	Hecla	1475	Cotton		S. Kobe	Vancouver	Canadian Pacific Railway Company	
Br ss	Batavia	1628	Hill	August 20	T. Hong Kong	Victoria	F. C. Davidge & Co.	19
Port bark	Quiteria	355	Leite	July 5	U. Rio Janeiro	Victoria		65
Chd ship	Atacama	1235	Bolt		V. Valparaiso	Moodyville	Moodyville Sawmill Company	
Br ss	Sussex	1620	Marshall		W. Hong Kong	Victoria	F. C. Davidge & Co	
Br ss	Empress of India	3003	Marshall		X. Hong Kong	Vancouver	Canadian Pacific Railway Company	

A-Chartered to load salmon for U. K. by R. P. Rithet & Co. (Ltd). B-Passed Dover May 13, passed Portland May 15, spoken May 17, lat. 47 N., long 7 W., June 9 N. lat., long 27 W.; will be loaded at Victoria by Turner, Beeton & Co., for U. K. C-Spoken July 15 lat. 11 N., long. 25 W.
 D-Chartered by Bell-Irving & Paterson to load salmon at Fraser River July 20, passed Torquay. E-Arrived Hong Kong August 22.
 F-August loading. G-Chartered for salmon to U. K., direct port, 43s Gd. H-Supplies for Westminster water works; spoken May 23, lat 49 N. 10 W.; May 29, lat. 33 N., long. 15 W. I-On berth. J-Cargo of sugar. L-To load a return cargo to Valparaiso on owners' account.
 M-Chartered for Melbourne, A. or P. P., rate 62s Gd., option Sydney 32s Gd. N-To load for Melbourne, A. or P. P., rate 62s Gd. O-To load lumber for Melbourne, A. or P. P. P-Cargo of blacksmiths' coal for San Francisco, thence to load lumber. Q-To load a return cargo on owners' account.

THE COAL FLEET.

(Nanaimo, September 5th, 1891.)
 NEW V. C. CO'S SHIPPING.

Am. ship Wachusett, 1,519 tons, Capt. Arey, loading for San Pedro.
 Am. bark Seminole, 1,499 tons, Capt. Weeden, loading.

EAST WELLINGTON SHIPPING.

Am. bark Southern Chief, 1,219 tons, Capt. Svensen, is loading for San Francisco.

UNION SHIPPING.

San Benito, 2,464 tons, Capt. Colville, loading for San Francisco.

FOREIGN COAL SHIPMENTS.

The following are the shipmen's for the week ending September 5th:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
31	Mogul, ss., Port Townsend	45
1	Wanderer, ss., Port Townsend	61
2	Americ, ship, San Pedro	3,120
4	Tyce, Port Townsend	73
4	Holyoke, ss., Port Townsend	48
4	Bundaleer, bk., San Francisco	1,480
5	Lucy Lowe, Port Townsend	130
Total		4,966

During the three months ending June 30th, 1891, the duty collected at the port of Nanaimo amounted to \$22,573.58. The value of dutiable goods imported was \$88,110 and of free goods, \$30,904, making a total of \$128,014 imported. The value of exports for the same period was: The product of the mines, \$782,264; fisheries, \$237; forest, \$416; and of manufactures, \$6, making the total value of exports \$783,063.

PROVINCIAL TRADE NOTES.

Thos. Righton, brewer, Revelstoke is offering his business for sale.

R. C. Southby has been appointed manager of the Puget Sound and British Columbia Stevedoring Co. for Victoria, in the place of Frank Yorke, who takes the management at Vancouver.

Chas. Dempster & Co. have been appointed agents for Nanaimo and district for the British America Fire Insurance Co., the Federal Life Assurance Co. and the Pacific Coast Fire Insurance Co.

J. H. Woodworth & Co., wood and coal dealers, Vancouver, have dissolved partnership. W. A. Dempster retires and F. J. Upton has been admitted. The firm will continue the business under the old style.

Mr. Francis Bouchier has retired from the Vancouver Island Land and Investment Company. Other changes in the company have also been announced—J. B. McKilligan, secretary; Mr. Henry Croft is president.

J. H. McMillan & Co., general merchants, Northfield, are contemplating selling out to the French Syndicate, which is a co-operative institution of the Northfield miners. The transfer is to take effect October 1st.

John Buist, is going into the fishing business at Nanaimo. He intends to supply the local market and will also extract oil from dogfish. The oil works will be below the Newcastle townsite where a location has been secured.

McLennan & Co., commission merchants, New Westminster, have dissolved partnership. H. Youdall will continue the business.

Mr. W. Pellew Harvey has sent a collection of the ores of the Kootenay district to some of the leading mining houses in London.

W. J. Jeffree, clothing and gents' furnishings, has removed from 40 Yates St. to the New Jewel Block, corner of Yates and Douglas streets.

The old Hudson Bay Post at La Cloche has been closed. The post was established more than a hundred years ago. Scarcity of furs is the cause of closing.

A young man lately from Dublin, Ireland, desires a position as traveller for a grocery firm. Formerly with Patrick Kehoe, Dublin. Address P. M., COMMERCIAL JOURNAL Office.

It has been announced that the C. P. N. Co. intend withdrawing from the Puget Sound Association. The question will be discussed at a meeting to be held during the present month for that purpose. The cause for this action, it is learned from an official of the company, is that the C. P. N. people fail to see any benefit in running three or four boats on a route which furnishes good business for only one, and prefer to place the steamers of their fleet where they will do the most good to the owners and the public. There is a probability that the withdrawal of the Premier from the Whatcom route would follow the departure of the company from the association, a new service, possibly to the North, being filled by the steamer.



REGISTERED TRADE MARK.

The Largest Factory of its Kind
in the Dominion.

LION 'L' BRAND Pure Vinegars,

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

—PREPARED BY—

Michel Lefebvre & Co
MONTREAL.

Established 1849. Gold, Silver
and Bronze Medals. 20 1st
Prizes.

JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

ENGINES AND BOILERS

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

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

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

Estimates for Marine and Stationary Engines furnished on application.

P. O. Box 174. Telephone 368.

O. P. ST. JOHN, ²/₃ Manager.

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

OF PETERBOROUGH.

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

Mill Supplies always on hand.

BRANCH OFFICE : 408 CORDOVA STREET, VANCOUVER

McLEAN & STEWART,

General Outfitters

And Importers of

GENTLEMEN'S AND BOYS' CLOTHING
SCOTCH HOUSE.

1 FORT STREET, VICTORIA, B. C.

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.

THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Close to New Opera House. VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Propr.

A. E. PLANTA & CO

REAL ESTATE,

AND INSURANCE AGENTS,

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

—AGENTS FOR—

Commercial Union Assurance Co., of
London, England.Equitable Life Insurance Society of New
York.

Accident Insurance Co. of North America.

—NEW GOODS—

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

R. H. JAMESON.

33^d FORT STREET.

PAGE & MacGREGOR,

Real Estate, Financial and Life
Insurance Agents.

Commission - Brokers.

18 TROUNCE AV., VICTORIA, B. C.

—: CENTRAL :—

BOOK & STATIONERY CO'Y,

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

KERR. & BEGG.

W. G. CAMERON,

The Original and only One Price

CASH CLOTHIER,

55 Johnson Street.

C. B. LOCKHART & CO.

Importers and Dealers in all kinds of

Furniture, Upholstery, Carpets,

Linoleums, Etc.

60 GOVERNMENT STREET,

P. O. Box 534.

VICTORIA, B. C.

ANDREW & EARSMAN

Commission, Fire and Life

Insurance and General Agents.

NOTARIES PUBLIC.

REAL ESTATE BROKERS.

Town, Suburban Property and Farm Lands
for Sale.

P. O. Box 483.

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C. GARDINER JOHNSON

612 CORDOVA ST., VANCOUVER.

Forwarder and Commission Merchant,

Customs Broker for C. P. R. Co.

MARINE NOTARY

For Canadian Pacific Steamship Co.

CONVEYANCER, ETC.

AGENT FOR

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

Union Marine Insurance Co.

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

CORRESPONDENCE SOLICITED.

P. O. Box 415.

Telephone 357

NOTICE.

The Committee of Lloyd's beg to call the at-
tention 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 Under-
writers 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 Under-
writers, 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 certifi-
cates 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 Pacific Standard Time.

GOING SOUTH HEAD UP	STATIONS		GOING NORTH HEAD DOWN
	No. 1 Passenger DAILY	No. 3 Passenger Saturdays Mondays	
Ar 12.24	Ar 6.58	VICTORIA, V.C.W.	De 8.00
" " " "	" " " "	RUSSELL'S VIC. W.	" 8.04
" " " "	" " " "	ESQUIMALT	" 8.14
" " " "	" " " "	GOLDSTREAM	" 8.30
" " " "	" " " "	SLAVNICANLE	" 9.34
" " " "	" " " "	COBBLE HILL	" 9.44
" " " "	" " " "	MCPHERSON'S	" 9.57
" " " "	" " " "	KOKSILAH	" 10.07
" " " "	" " " "	DUNCAN'S	" 10.12
" " " "	" " " "	SOMENOS	" 10.22
" " " "	" " " "	CHEMAINUS	" 10.48
" " " "	" " " "	NANAIMO	Ar 11.50
" " " "	" " " "	WELLINGTON	De 11.50
" " " "	" " " "		Ar 12.14
" " " "	" " " "		Ar 7.20

On Saturdays and Sundays

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

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

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

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

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

Head Office and Wharf, Vancouver, B.C.

Vancouver and Nanaimo Daily.

SS. CATCH Leaves C. P. R. Wharf at 1:00 p. m., returning from Nanaimo at 7 a. m. Cargo received at Union 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.

27 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 Plummer 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 Plummer Pass Saturday at 7 o'clock. For Chilliwack and Wey 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 Uclulet, and Sound porte, 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,
G. A. CARLETON, Manager.
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 Towns'd " 12:00 p.m.
4:30 p.m. Ar Victoria " 8:30 p.m.

STEAMSHIP CITY OF SEATTLE.
Whatcom Route.

6:45 p.m. Lv Tacoma Ar 4:30 p.m.
9:00 p.m. " Seattle Lv 2:30 p.m.
12:15 a.m. " Pt Towns'd " 11:30 a.m.
2:45 a.m. " Anacortes " 9:00 a.m.
6:45 a.m. Ar Fairhaven " 7:30 a.m.
6:15 a.m. " Selhomo " 6:30 a.m.
1:30 a.m. " 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. " Muckelteo " 10:45 p.m.
12:00 p.m. " Marysville " 9:30 a.m.
2:00 p.m. " Lowell " 8:00 a.m.
3:00 p.m. Ar Snohomish " 7:00 a.m.

STEAMER EDITH.

Pt Townsend Mail Route.

11:00 p.m. Lv Seattle Ar 5:00 p.m.
..... Kingston Lv
12:30 a.m. Lv Pt Madison Lv 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.
Daily ex. Sunday. Daily ex. Saturday.

For further information apply to
C. 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.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.