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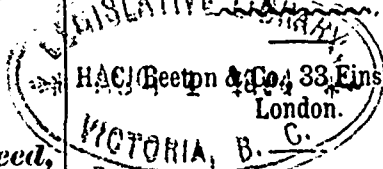
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PRICE LIST.

Granulated, in Bbbs. or 100-lb Bags.....	4½ per lb
Yellow, according to quality.....	3¾ to 4¼ "
Paris Lumps in Bbbs. or 100-lb. Bags.....	5½ "
Powdered, Iceing and Bar, in Bbbs.....	6 "

(Applicable to lots of 5 barrels or equal.)

Payment by spot cash. All prices subject to change without notice.

The Company guarantee their Sugars to be absolutely pure.
Their Sugars are superior to any other in the market. Every dealer in Victoria knows this.
Consumers do not obtain more weight of inferior sugar for the dollar than they do of the
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Wannuck Packing Co., Rivers Inlet, Clipper Brand.
Standard Packing Co., Skeena River, Neptune Brand.
Skeena Packing Co., Skeena River, "Diamond C" Brand.
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Tin Plates, Portland Cement, Etc.
British Columbia Salmon:—Ewen & Co., "Lion."
"Bonnie Dundee"; Bon Accord Fishery Co's
Consuls; Canadian Pacific Packing Co.
"Flagship" brand.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, July 31.

VICTORIA.

Business continues quiet in nearly all lines. The wholesale houses are occupied with the usual orders from the retail trade, of which the volume at this season of the year is comparatively light.

Shipping people and importers are looking for the British ship *Lismore*, now out 136 days from London for this port, with general cargo consigned to Turner, Beeton & Co.

The salmon run is usually one of the interesting features at this time of the year, but this season the fish are very late, which fact causes considerable comment.

Locally, collections are slow, but some of the wholesale trade affirm that remittances from the country are more satisfactory.

The Vancouver *News-Advertiser* says: "There is very little to note again this week. Trade continues steady in most lines, though there is not much activity in local industries at present. Collections continue fairly good. The greatest activity is shown in shipping circles. Three new lumber charters are reported, while three more vessels have been chartered for salmon, and another is on the berth at Liverpool loading general cargo. The salmon run on the Fraser is very late this year, and the catch so far has been very small. The indications are, however, that there will be an improvement very shortly, and as an increase in the run is reported on the Columbia, it is thought that similar conditions will prevail here and that the pack will be a good one. In wholesale, the usual volume of business is being transacted, though with the exception of fruit dealers, there is no great activity in any line."

FLOUR AND FEED.

Beyond a few minor changes in the price list, the markets are practically unchanged since last week. Stocks of Snowflake flour are still reported low, but supplies are on order and daily expected to arrive. Private advices from the Spallumcheen district state that the growing crops have been much damaged by drought and a light harvest is feared.

The Portland *Commercial Review* says of flour: "There has been little or no appreciable change in the general situation, much the same feeling having prevailed as noted a week ago. It is true, possibly, that the market has not been so utterly dead as it was then, but nevertheless, trade is dull and sluggish; buyers moving in a slow and listless manner, taking as a rule, only such small

lots as absolutely needed to keep up the demand, and even then they entertain very low ideas as to values. Holders on the other hand have remained firm and in many instances have refused to make concessions because they anticipate light receipts in the near future. Millers do not seem willing to sell at current prices, which they claim are too low to enable them to grind at a profit. Most millers at small interior points will do little or nothing until the new crop begins to move. Quote standard brands \$2.65 per barrel, Eastern Oregon brands \$2.60 per barrel."

The Ogilvie Milling Co., quote their celebrated brands of Manitoba flours in car lots, on wharf in Victoria as follows:

Ogilvie's Hungarian.....\$1 00
" Strong Bakers..... 3 80

The Columbia Flouring Mills quote Enderby flour in carload lots on wharf in Victoria:

Premier.....\$0 00
XXX..... 0 00
Strong Bakers or XX..... 0 00
Superfine..... 0 00

The Victoria Roller Mills quote Victoria flour in 10-bbl. lots at the mills as follows:

Delta.....\$3 75
Victoria XXX..... 3 75

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 1 00 @ 0 00
Lion.....	3 75 @ 0 00
Premier, Enderby mills.....	0 00 @ 0 00
XXX.....	4 10 @ 0 00
XX.....	0 00 @ 0 00
Superfine.....	0 00 @ 0 00
Ogilvie's Hungarian.....	4 10 @ 0 00
" Strong Bakers.....	4 25 @ 0 00
H. B. C. Fort Garry Hungarian.....	4 10 @ 0 00
" Strong Bakers.....	4 25 @ 0 00
Oak Lake Patent Hungarian.....	4 10 @ 0 00
" Strong Bakers.....	4 25 @ 0 00
Regina Hungarian.....	4 10 @ 0 00
" Strong Bakers.....	4 25 @ 0 00
Benton County, Oregon.....	3 75 @ 0 00
Portland Roller.....	3 85 @ 0 00
Vashon.....	3 90 @ 0 00
Snowflake.....	3 75 @ 0 00
Wheat, per ton.....	27 50 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	35 00 @ 50 00
Chop feed—California.....	30 00 @ 00 00
Shorts.....	25 00 @ 30 00
Bran.....	23 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats (90 lbs).....	3 50 @ 0 00
" " " 10 7½ baled.....	3 00 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 75 @ 0 00
" " Chop feed.....	25 00 @ 27 00
California oatmeal.....	3 85 @ 0 00
California rolled oats.....	4 15 @ 0 00
Corn, whole..... per ton	37 50 @ 40 00
Peas, field..... per ton	09 00 @ 00 00
Cornmeal.....	2 50 @ 3 00
Cornmeal-feed..... per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	15 00 @ 18 00
Straw, per bale.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$ 75 00 @ 80 00
Best China rice.....	80 00 @ 100 00
Chinarice No. 1..... (mats)	65 00 @ 00 00
" " " (sacks)	63 00 @ 00 00
Rice flour.....	70 00
Broken rice.....	30 00
Rice Meal.....	17 50

GROCERIES AND PROVISIONS.

A carload of Canadian cheese was received on Monday for distribution among the wholesale trade, who are quoting prices at about 1c per lb. lower. Manitoba dairy butter is also reported 1c lower; eastern creamery butter is slightly easier. Hams are firmer, and 15c per lb. is quoted as the lowest figure at present. Sugar is reported steady at previous quotations.

The British Columbia Sugar Refinery quote prices as follows, applicable to lots of 5 barrels or equal:

Granulated, in bbls. or 100-lb bags.....	4½
Yellow, according to quality.....	3½ to 4½
Paris lumps, in bbls. or 100-lb bags.....	5½
Powdered, icing and bars, in bbls.....	6

Jobbers quote:

Valencia raisins..... per lb	\$ 7 @ \$ 0
Malaga raisins..... per box	3 00 @ 3 25
Currents (barrels)..... per lb	5 @ 5½
" half bbls..... per lb	5 @ 6
" (cases)..... per 'b	5½ @ 7½
Sultana raisins..... per lb	8 @ 10
Taragon almonds..... per lb	14 @ 18
Grenoble walnuts..... per lb	14 @ 18
Filberts..... per lb	11½ @ 11

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	24 @ 25
Manitoba dairy.....	18 @ 19
California creamery, squares.....	25 @ 00
California rolls.....	@ 25
Cheese—Canadian, lb.....	13 @ 14
California.....	14 @ 1½
Eggs—Canadian..... per doz	18 @ 00

Smoked meats and lard are quoted:

Hams.....	15 @ 16½
Breakfast bacon.....	14½ @ 17
Short rolls.....	11 @ 12
Dry Salt, long clear.....	10½ @ 11
Backs.....	13½ @ 13½
White Label pure leaf lard, tierces.....	0 12½
" " " 50-lb tins.....	0 12½
" " " 20-lb ".....	0 12½
" " " 10-lb ".....	0 12½
" " " 5-lb ".....	0 12½
" " " 3-lb ".....	0 12½
Lard Compound, 10 lbs.....	10½ @ 00
" " 20 lbs.....	10½ @ 00
" " 5 lbs.....	10½ @ 00
" " 3 lbs.....	10½ @ 00

Sugar—Jobbers' prices half-barrels and kegs in each case being ½c higher:

Dry Granulated (China).....	4½
Extra C, China.....	4½
China, yellow.....	4
Dry Granulated (B. C. Refinery).....	5½
Extra C.....	4½
Fancy Yellow.....	4½
Yellow.....	4½
Golden C.....	4½
Cubes.....	6½
Powdered.....	6½
Syrups, per lb.....	5
" 1 gal. tins, American (10).....	5 5
" ½ " " (16).....	5 25
" 1 " Vancouver.....	5 50
" 1½ " ".....	7 00

Jobbers' quotations for Armour Packing Company's brands per lb.:

Helmet brand sugar cured hams, medium.....	0 15½
" " " heavy.....	0 14½
" " " breakfast bacon.....	0 15½
Fancy Gold Band hams.....	0 16½
" " " breakfast bacon.....	0 17

Jobbers quote as follows:

Liverpool salt, coarse, in 100-lb bags, per ton.....	12 00
Liverpool salt, fine, in 50-lb bags, per ton.....	18 00
Portland cement, White's (best) per bbl.....	3 00

White mottled soap, English, in 112-lb boxes 8 75	quarter boxes
28 lbs, per cwt.....	9 00
Malt vinegar, English, 25 gal. bbls	11 25
" " octaves.....	6 50
" " cases of 3 doz., per cs	6 50
Matches, block, in tins, Victoria.....	1 25
California.....	1 35
Macaroni, No. 1, 10-lb boxes.....	90
Vermicelli, 10-lb boxes.....	90
Coal oil, per case.....	2 80
Nails, per keg—1d, \$3.40; 6d, \$3.20; 8d,	
\$3.05; 10d, \$3.00; 12d, \$3.15; 20d and	
30d, \$2.95; 40d, 50d and 60d, \$2.85.	

FRUITS AND VEGETABLES.

Lemons have advanced sharply in California, and local jobbers have raised prices in sympathy. A fair demand is reported, and importers are sufficiently conservative to avoid being stocked with a large quantity of perishable produce.

Jobbers' quotations for fruits are as follows :

Oranges Tahiti seedlings.....	3 00 @	0 00
Australian.....	1 50 @	2 00
Lemons—California (Johnson's) ..	5 25 @	0 00
" " ".....	3 00 @	0 00
Australian.....	1 75 @	0 00
Pineapples.....per doz	2 00 @	3 00
sugar.....per doz	4 25 @	0 00
Bananas—New Orleans.....	2 75 @	0 00
" Honolulu.....crates	2 75 @	3 00
" ".....bunches	2 00 @	0 00
Apples—California.....	1 25 @	1 50
Cocoanuts.....per 100	8 00 @	9 00
Apricots.....	90 @	1 00
Peaches.....	1 00 @	0 00
Plums.....	90 @	1 10
Pears.....	1 25 @	0 00
Nectarines.....	1 35 @	0 00
Grapes, Sweet Water.....	1 25 @	1 50

Vegetables are quoted :

Onions—Red.....per lb	1 @
Cabbage.....per lb	2 @
New potatoes.....per lb	1 1/2 @
Tomatoes.....	1 00 @
Cucumbers.....large boxes	2 25 @

SALMON.

The beginning of the run of sockeye salmon on the Fraser River this season is the latest on record. In fact the run proper has scarcely begun yet, and is the cause of considerable anxiety among cannery men, who have made preparations for an average pack. Advice from the North received Monday report that fish are plentiful on the Naas River and Rivers Inlet, but on the Skeena the run is only middling, the canneries averaging, it is reported, about 6,000 cases each. On the Naas, the two canneries of the Federation brand have put up 13,000 cases. The B. C. Canning Company, Rivers Inlet, report that they were nearly finished on Thursday, 26th, with a pack for their two canneries of 25,000 cases. The Wanuck Cannery, Rivers Inlet, is also reported to have filled 12,000 cases.

LUMBER.

The British ship Borrowdale, 1,197 tons, Capt. Bolderson, cleared from Moodyville July 28, for Caleta Buena, with a cargo of lumber. The Benmore now loading in Esquimalt harbor is nearly finished and will probably sail early in the week for Adelaide. There have been no arrivals during the week nor are there any new charters to report.

The following vessels are loading lumber at British Columbia ports for foreign: At Hastings Mill—Nor. ship Drammen, 1,347 tons, for Queenstown, f. o. Br. ship Verajean, 1,824 tons for Alexandria. At Sayward Mill, Victoria—Br. ship Benmore, 1,460 tons, for Adelaide. Total, 3 vessels, 4,631 tons.

The following are the current city quotations, net in yard: Rough, \$8.00 per Mft; rough clear, \$14; ship lap, \$10; tongue and groove flooring, 4 in. No. 1, \$16; do. 4 in. No. 2, \$12; do. 6 in. No. 1, \$15; do. 6 in. No. 2, \$11; rustic, No. 1, \$15; do. No. 2, \$11; surfaced, \$15; shingles, \$2; lath, \$1.75.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment:

Rough Merchanta lb, ordinary sizes, in lengths to 40 feet inclusive, per M feet...\$	8 00
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	15 00
Pickets, rough per M.....	8 00
Laths, 4 feet 6 in, per M.....	1 90

B. C. PRECIOUS METALS.

Mr. Mara's idea of a Canadian mint is an excellent one. The Dominion—in this Province particularly—produces vast amounts of silver and gold, which finds its market in the United States. In fact, British Columbia alone, from 1858 to 1893, produced over \$54,000,000 in gold, the whole of which was shipped to San Francisco to be coined there. If we had a mint in British Columbia, a considerable portion of this large amount would have been retained in the Province, instead of going to swell the wealth of the city of San Francisco and the State of California.

At present Canada has no gold currency, which it ought to have. Last year silver and copper coins were coined in the Imperial mint to the amount of \$215,000, for Canada, on which we paid a commission of 3 per cent. amounting to \$6,450. Other of the British colonies have their own mints. Why should not we?

FOREIGN COAL SHIPMENTS.

The following are the shipments for the two weeks ending July 28 :

Date.	Vessel and Destination.	Tons.
21.	Pioneer, str., Port Townsend	39
21.	Elwell, ship, San Francisco	2,336
22.	Holyoke, str., Port Townsend	50
22.	Sea Lion, str., Port Townsend	53
25.	Tyee, str., Port Townsend	34
25.	Tyee, str., Port Townsend	69
25.	Sea King, Bark, San Francisco	2,386
28.	J. B. Brown, ship, San Francisco	2,430
	Total.....	7,367

The British Columbia Automatic Lighting and Oil Co., Ltd., Vancouver, capital stock \$250,000, has been incorporated. Trustees: R. E. Brown, Wm. Paterson and R. P. Ramago.

The Waverly House Co., Ltd., Cumberland, Comox district, capital stock \$10,000, has been incorporated. Trustees: Thos. Russell, W. R. Walker and Alex. Grant.

BUSINESS NOTES.

Bremner & Watson, hotel, Watson, reported burned out.

Eugene McCafferty, contractor, Nanaimo, has assigned.

W. Keddy, livery, Nanaimo, has sold out to J. Cameron.

E. R. Atherton, general store, Watson, reported burned out.

J. M. McLeod has opened a fruit store in New Westminster.

W. Morley, hotel, Maple Bay, advertises business for sale.

Wm. Batchelor, grocer, Victoria, foreclosed by mortgagees.

Geo. Maidmont, grocer, Victoria, advertises business for sale.

Alex. Calley has purchased the Vancouver Soda Water Works, Vancouver.

McRae & Wasto, stone cutters, Victoria, have dissolved. Manfred Wasto continues.

Jas. A. Caldwell, merchant tailor, Nanaimo, has assigned to Geo. Williams, of Wellington.

K. C. McDonald, blacksmith and carriage maker, Nanaimo, has sold out to Westwood Bros.

It is reported that the Victoria Iron Works will shortly be re-opened under new management.

Mr. McMichael, manager of The James Robertson Co., Ltd., Toronto, will shortly visit this Province.

It is reported that John Coughlan, of Victoria, will shortly open a brickyard at Cumberland, Comox district.

Leiser & Hamburger, general merchants, Wellington, intend adding a furniture and stove department.

York & Pilling, general merchants, Mission City, have assigned to J. R. Stewart and Fred Buscombe, of Vancouver.

Mrs. V. M. Graham, has purchased stock of T. M. Graham, clothier, Victoria, from Lowenberg & Co., who purchased from mortgagees.

Chas. Wilson, formerly manager of the Victoria Iron Works Co., has again opened a foundry and machine shop on Pleasant street, Victoria.

A. H. Howels, late of the New Westminster News, contemplates starting a morning daily paper in Nanaimo. The plant of the old *Telegram* will be utilized.

Forest fires in East Kootenay have destroyed the towns of Three Forks and Watson. The Galena Trading Co., and R. E. Lemon, Three Forks, lost everything, even to the books.

E. G. Anderson & Co., of Victoria, agents for The James Robertson Co., Ltd., of Toronto, have been awarded the contract for supplying the lead piping and brass goods for the City of Vancouver water works.

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-YOUR-

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It deals with matters of greatest importance to you and your business.

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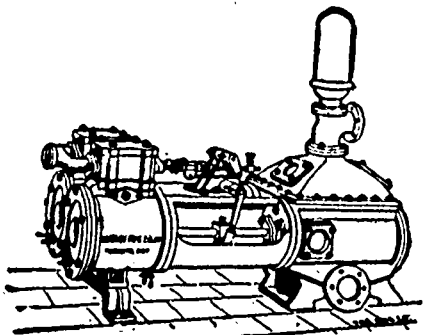
Telephone No. 121.

AUSTRALIAN FARMING.

Mr. A. L. Tilley, an influential resident of Sydney, N. S. W., was recently interviewed by the *Toronto Empire*. Among other things, he said. "Australia is to a man, in favor of a grand federation, and if Canada had it as much at heart as we have I venture to predict that in but a short time it would be a go. It must and is bound to come sooner or later, as the free interchange of commodities could not but prove advantage-

ous to all concerned. For instance, you can in the 'back blocks,' near Sydney, buy sheep at wonderfully low prices, even down to six pence per head. After paying all freight charges, mutton could be laid down at a profit at Vancouver for one and a half pence per pound. New South Wales may be described as one big sheep farm, the raising of sheep being our greatest industry, and nearly the whole population outside of the cities taking to it as naturally as does a duck to water. We have steamers, the Blue Anchor line, capable of carrying 60,000 carcasses across to the English market, and in addition to this and wool, an immense trade in butter has also sprung up. The clause in the Wilson bill admitting wool into the United States free is going to make a wonderful difference to us. Cape Colony is now taking to sheep ranching and is becoming our strongest competitor upon the London market, so that we are overjoyed to see a rift in the clouds in another direction. Wheat is not as yet known to any extent in New South Wales, but the farmers in some localities are preparing to go largely into wheat raising, as wherever tried the sample has been found to be good. We will never be a wheat country, as it goes without saying that there is more money in sheep. I do not see why Canadian farmers do not raise more sheep than they do. With the gradual reduction in the price of wheat, they will in time be forced to make a change in their mode of farming. Sheep will realize a larger profit than perhaps any other branch of farming. Of course in this, as in everything else, care must be used in the selection of breeds for their wool. We had to experiment for a long time before we found this out. Australia presents a fine field for emigration, and a man going there with a little money is bound to, in a short time, realize a competency. We want men who will take up farming or ranching, not chaps who intend to flock to the cities, for of these latter, we have far too many already. Half the population of New South Wales is resident in Sydney, and the same statement applies with equal force to Victoria and Melbourne. Any good farmer can, however, get on, and he does not require much money to make a start. He can first take up his land as a squatter, stocking it upon a small scale and then branching out. The Government of New South Wales, although it desires immigrants, will not give assisted passages, as the distances to be covered are great, with correspondingly heavy expenses. For instance, the passage from London to Sydney occupies nearly six weeks, the distance being nearly 12,000 miles. The steerage fare is £18 by an English and £15 by a German line."

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CATALOGUE ON APPLICATION.

VAN HORNE INTERVIEWED.

On his return from the west, Sir Wm. Van Horne was interviewed by a *Montreal Star* reporter:

"My desire," said the president of the C. P. R., "was to see just what damage had been done by the recent floods in British Columbia, and to fully understand the lessons taught by it I wished to see myself the extent of the losses, and determine the best methods of guarding against their recurrence. The loss of the settlers and farmers of the Fraser River Valley was exaggerated; no lives were lost; very few cattle were lost, and if any farm houses were carried away they were very small and fragile structures. So far as the damage to the railway is concerned while there was no very serious damage done at any particular point, or no important structure lost, there was more or less damage at a great many places, and the aggregate cost of making the line good and providing against the recurrence of such a flood, will reach a very considerable amount. I cannot say at present how much."

"In the original construction of the line the highest water known was provided against and a liberal margin in addition; but the water rose far above the rock protection which had been provided and made numerous breaks in the em-

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First, We guarantee the quality every time. Second, they are always reliable.

bankments, and in some cases rose entirely over them."

"The line is already in good order, but some months will be required to complete the work necessary to its protection against another such flood. I do not imagine, however, that we will see anything of the like again in our time."

CANADA'S MIDWAY POSITION.

In many ways Canada holds a curious middle position in political thought between Great Britain and the United States. At first sight it might appear that the impact of so immense a community as the United States would entirely dominate Canadian lines of growth in politics and social life and determine their tendencies. But this is very far from being the case. Canada has retained a very distinct individuality of its own.

But with its own life, the Dominion grows more cordial with its great neighbor as the latter learns to respect it.

At the point which they have now reached the business of Canada and the United States is to live on friendly terms with each other. And there is little to prevent them from doing so, given common honesty of dealing and respect for each other's rights. The great boundary questions have been settled with the exception of that in Alaska. Other points of dispute have been cleared away. Mr. Goldwin Smith always assumes that Canada's presence as a part of the British Empire on the American continent is a

standing irritation to the United States. Possibly it is to a baser element in the United States, but that is not a thing to which a free people should pauder. It is much more likely that Canada, in the middle ground which it occupies, will prove to be the solvent which will unite in sympathy and on honorable terms the two great nations with which she is allied in race and languages. Certainly it is in dealing with Canadian questions that these two nations have made the greatest advance in the matter of national arbitration. In framing her system Canada took many hints from the United States.

In the practical work of Government the United States might well take many lessons from Canada. In maintaining a high respect for the law and the judicial office, in the management of native races, in organizing a non-political civil service, in the unification of marriage laws, to mention a few special points, the greater success of the smaller and younger Federation has been marked.

The milk question and its relation to diseased cattle is more than likely to exercise the minds of the city fathers of Vancouver at an early date. The city solicitor has been instructed to prepare a by-law for licensing milk vendors, and also to prepare amendments to the present Health by-law to provide for the inspection of milk and all premises where milch cows are kept. In view of the prevalence of tuberculosis among cows this will be a very salutary provision.

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VICTORIA, TUESDAY, JULY 31, 1894.

THE NANAIMO MINERS.

The miners in the employ of the New Vancouver Coal Company, although some among them may possibly be easily influenced by certain people who are never happy except when in controversy with the management, may be said to be on the whole level-headed and fair-minded. They have felt the pinch of hard times in the economies which it had been found necessary to make in the costs of administration and working, and in consequence were anxious as soon as possible to return to the old scale of wages. In August last, a reduction of 20 per cent. was made in their rate of earnings, the promise being made that as soon as possible the old rates should be restored. In the meantime, this reduction has been diminished fifty per cent. Recently the operatives requested a return to the old rates, but Superintendent Robins reminding them that under the agreement he was entitled to a month's notice, the matter was deferred until Monday, the 23rd inst., when the difficulties in the way were so cogently set forth that by a vote of 316 to 123 the men agreed to put up with the 10 per cent. reduction for five months longer.

The majority of those, it is said, who voted contra did so in the hope of getting something definite as to the policy which it was proposed to pursue with respect to Northfield. This, however, was seen to be impossible; but in the meantime prospect work is going on with the hope of discovering a fresh seam. This implies employment for about forty men, while as occasion warrants others of the unemployed Northfield gang are set to work in the other pits. It is hoped that when the United States tariff is definitely arranged and the labor disputes are settled, better times will arrive. Meantime there is a better feeling of hopefulness at, and in the vicinity of the coal city which could not have been the case had it been the case in some sections—the men been utterly regardless of the fact that the claims of capital are entitled to the same amount of consideration as are those of labor. In this case there was on both sides that mutual coming

together in a spirit of conciliation, which among all reasonable men enables much to be effected that would have been otherwise impossible.

DISEASES OF CATTLE

The Government of Manitoba has very properly been conducting a series of examinations and experiments with a view to the detection and stamping out of tuberculosis among the valuable herds of cattle with which that Province is stocked. The highest authorities have been consulted and the latest scientific discoveries have been made available—a most important departure when we consider the immense live stock interests there are in Manitoba and the adjoining territories. Moreover, glanders among horses is a malady to which special attention has been paid—a movement which was made none too soon, as this is a scourge that has been seriously neglected, the disastrous consequences of which are scarcely appreciated. While, however, the Manitoba Government is exerting itself the Dominion authorities seem to be utterly neglectful. According to the *Edmonton Bulletin*, it is nearly two years since they were notified of the prevalence of tuberculosis among imported cattle on the Peace River, yet nothing has been done by them. No wonder then that Canadian cattle are, and have been placed on the schedule. In this Province Mr. Roper and others have done good service in connection with contagious diseases among horses and sheep, and it would be well were their operations even more extended.

POLICY OF LAND GRANTS.

From various quarters of the Dominion, we notice that protests are coming against the handing over of public lands in different parts of the country to the promoters of railway and other enterprises. We have seen how, in many cases, this locking up of public lands in the hands of companies has retarded settlement. Take the case of the C. P. R. for instance. It has not yet chosen all the lands to which it is entitled, and at any time people who may have settled upon lands which it may take into its head to select, may be put to any amount of trouble, even if they should not actually be dispossessed. Moreover, a company has, as the owner of immense tracts of territory, the power of saying which shall be made the most prosperous portion of it and which shall be left in a comparatively neglected condition. All this depends on a number of capitalists, whose policy may be influenced by a variety of considerations other than the general interest, and who become by their landed ownership a more powerful

element for good or for evil than even the government of the country.

We have, upon numerous occasions, spoken of the manner in which towns or districts through which railways pass have been made or marred by the facilities afforded or refused, the fact being that the railway policy of the Dominion—not of the provinces alone—has been such as not to do justice to the people of the country as a whole. It would be well for the subject to receive more attention than it does under the present practice. In the Province of British Columbia, it has been declared that we have only our lands to offer; but in some instances the wisdom of the authorities has led them to go even further than this; and, while we are about it, it should be seen to that something definite is done with the lands so granted within a reasonable amount of time—in fact that the companies shall not as at present have quite all the say as to their disposition.

CAUSES OF DEPRESSION.

While most of us are ready to recognize that every effect must have its cause, there is ordinarily too great a tendency not to stop and think out the reasons for what is happening. Most of us, as a matter of course, realize to some extent what is going on, but we take it too much as a matter of course as if it had to happen in the ordinary run of events. Recently the *Iron Age*, of New York, has been discussing, in what we should regard as a profitable way, the causes of existing low prices all over the world, and here is a summary of its conclusions. The first of the causes mentioned is the failure, several years ago, of that great British banking house, the Baring Brothers. Their collapse affected the whole world; British capital began to realize on its investments—many of them in the United States—which became a steady drain on the stock of gold. Then came what is termed the culmination of real estate booms and other real estate speculations. Next followed the completion of enormous iron and steel plants beyond the needs of consumption which have had the effect of locking up immense amounts of capital.

In recent years, too, the supply of food crops has been far in excess of the demand, prices being forced to a much lower point than ever before—the farmers say, too, below the actual cost of production. In consequence, agriculturists have immensely reduced their demands for implements, hardware and general manufactured products. In every way dire necessity has forced this important element to economize, and as a factor in the consuming world it is one which is by no means to be ignored. Next, it is said, comes the destruction of capital invested

in railroads and this, there can be no doubt, has amounted to an immense sum. Let any of us think over this consideration for a moment and we may possibly faintly appreciate what it means. Then how much has ordinary business been depressed by the decline in the value of silver and by the uncertainties which have prevailed and are prevailing as to tariff legislation? Here we have a list of powerful elements which have been at work for several years past. What wonder then that times have been hard! Then, to cap the climax, have come the immense strikes that have prevailed in every line of industry. Capital and labor have both contributed to existing troubles. Can they not in the meantime forget their reciprocal difficulties and see if they can by combined effort place matters on a better footing and keep them there?

WORK OF THE SESSION.

In the Speech from the Throne with which His Excellency closed the session of the Dominion Parliament, the confident hope is expressed that the Colonial Conference will prove to have been beneficial in its results to the Dominion and to the Empire generally. We certainly agree with the Viceroy in the expression of expectation, nay, more, we have confidence that if the entire subject be regarded and dealt with from a practical point of view, the parties concerned will actually be advantaged; but let us all go to work in a business way. It would seem that much is anticipated from the operation of the French treaty, whose provisions are, we notice, the subject of no small amount of criticism in certain quarters. It was held at the time that Sir Charles Tupper had been a little too previous in some of his undertakings; indeed, he appeared to be ready to go too far with his original concessions, some of which are not, however, to be carried out.

We sincerely trust that the Tariff amendments will prove to be all that was expected of them; that the moldering branches will have been chopped away from our tree of industry and that henceforward our industries will prove to be such as are capable of being advantageously continued.

The Insolvent Act, which engaged considerable attention during the session, has been left over for further consideration in order, it is said, that the commercial classes may become familiar with it. The advisability of this delay has, we observe, been disputed in many quarters, the contention being that if an Insolvent Act were wanted at all it is wanted now. In any event, we know that the business community have called for such legislation. However, since we have not ob-

tained it, we shall for a year at least be obliged to make the best use of the legal machinery which is at our disposal.

EDITORIAL COMMENT.

No one can tell what will become of the U. S. Tariff Bill. Its fate appears to be most uncertain. Many Democrats want none of it, and, on the other side of the House, it of course meets with general opposition.

FURTHER forest fires on the Mainland have worked havoc in the mining districts. The towns of Three Forks and Denver, and several smaller places have been completely wiped out and a sad set back given to those growing and progressive places. The losses are large, the trouble being that many of them were not covered by insurance.

THE business of the Province still continues to increase. The exports for the fiscal year ended June 30 last, as will be seen in the Board of Trade report on another page, were \$7,843,958, against \$5,642,797 for the previous year, an increase of \$2,201,161, while the imports were \$5,320,615, on which the Province paid duties amounting to \$1,308,631—a considerable sum for a small population like ours to pay into the Dominion treasury.

IT would appear as if at last something was going to be done towards the construction of the British Pacific Railway, a small party of men having left for Duncan's, to begin work by August 1, as stipulated in the charter. It is said that pending the conclusion of financial negotiations in London the number of workmen will not be increased; but that it is hoped that those arrangements will be satisfactorily concluded in a very short time, when active work will be carried on on a much more extended scale.

THE Provincial Legislature, when it meets, will, it seems, show the parties to stand: Government, 22; Opposition, 11; or, giving Mr. Hume in Kootenay West to the Opposition, 21 Government to 12 Opposition. In a word, the administration returns to the House stronger than before the elections, which have shown that the mass of the people have confidence in the personnel and policy of the Davie cabinet. Roughly speaking, a count up of the votes polled gives two-thirds of them to the Government, and the remaining third to the Opposition.

THE members for Victoria have returned from Ottawa after an absence of almost six months during which they have been attending to the business of the country, and it must be said to the concern of this Province and the city of

Victoria. They have in addition to the other votes secured obtained about \$54,000, to be expended on the new Government buildings in this city, the plans of which they have brought back with them. Moreover, among other appropriations there are \$10,000 for improvements at the William Head Quarantine Station and \$5,000 for additions to the Drill Hall.

STRANGE stories are being told in regard to the alleged salting of the Bear's Nest mine in Alaska. For this mine, British capitalists were, it is said, induced to pay something like \$700,000 and to sink about as much more in its development, only to discover that there was absolutely nothing to it. The matter is now before the courts, among the parties accused of wrong-doing being the Treadwells of mining fame and Captain Carroll of the steamer Queen. It is charged that gold from the great Treadwell mine was placed in the Bear's Nest, and by a huge and well devised conspiracy, a number of wealthy English capitalists were grossly swindled.

By this time, the close season being over, the sealing fleets will have found their way into Behring Sea and begun operations. Advices from the Japan fleet tend to show that the British Columbia schooners have done well, some thirty-five vessels having taken 44,669 skins, or an average per schooner of 1,276. The American fleet of twenty-five vessels caught 20,289 skins, or an average of 811½ each, their luck having been by no means equal to that of those hailing from this Province. It is predicted, however, that the take is likely to be too great to make the season particularly profitable and that prices are likely to run pretty low, which is to be regretted, considering all the extra difficulties and disabilities which had to be encountered this year.

WAR is announced to have been begun between China and Japan, the outcome, it is said, of misunderstandings regarding Korea. Russia is understood to be pulling the wires behind Japan in the hope of in this way counteracting British influence in the East. By some people it is not thought the war will amount to very much, neither of the parties being among the most belligerent of peoples. Japan, however, it is believed, has such a high opinion of herself and her own importance since she has become half Europeanized that she is anxious to try of what metal her soldiers and sailors are made. As, however, Providence is accustomed to favor the strongest battalions and China has an almost unlimited population to draw upon, it is likely that she will be able to stay the longest and if the controversy is protracted must succeed.

A NEW INDUSTRY.

The following appears in the *Fairview Advance* of July 19: A new industry which promises to develop into an important and lucrative business, is to be started in Vernon by Alderman Meyer and a local company. Mr. Meyer resided many years in Japan, where all the houses are walled over with tiles to make them fire-proof, the same material being also universally used for the roofs. For the past 18 months Mr. Meyer has been experimenting with clays found near Vernon, in order to find the necessary ingredients for the manufacture of the right kind of article, and has succeeded at last in his efforts, all the necessary material being obtainable near the town. The tiles, so far made by hand, are first-class in quality, and the company lately formed intend to manufacture on a larger scale and build a house in the town which will be roofed and walled with them as a standing advertisement of their utility. The points claimed in their favor are that they render the building fire-proof, that they cost no more than rustic or shingling, that they can be put on by any ordinary mechanic, and that they render the building warm in winter and cool in summer. That there will be a local market for these tiles is confidently expected, but the promoters are sensible enough to acknowledge beforehand that the freight rates over the S. & O. and C. P. R., will render any effort to push their business beyond the district impossible. Flower pots, drain pipes and other articles will also be made out of the same clay.

BOARD OF TRADE COUNCIL.

The new council of the British Columbia Board of Trade held their first meeting last Tuesday morning.

Secretary Elworthy presented a statement showing that the exports of the Province for the fiscal year ending June 30 were \$7,843,958, against \$5,612,797 for the previous year. The imports during the last fiscal year were: Dutiable goods, \$3,545,361; free, \$1,738,282; leaf tobacco, \$36,972; total, \$5,320,615. The Province paid in duties during the year \$1,308,631.25.

The following telegram was received
ASHEROFT, B. C., July 21, 1894.

Board of Trade, Victoria, B. C.:

Re Ashcroft ferry. Facts must have been misrepresented to Mr. Gore. Ferry acknowledged by everyone to be a complete failure. Urge government to construct suitable one at once. See petition at land office. F. W. FOSTER.

A copy of the telegram was ordered to be sent to Mr. T. S. Gore, Deputy Commissioner of Lands and Works.

P. J. Gaudou and R. S. Pryce, Sydney, N. S. W., wrote directing attention

to the fact that steps were being taken towards having an exhibition in Sydney exclusively of Canadian goods and products. The promoters asked the board's co-operation.

The members considered this a Dominion question rather than Provincial.

The annual report was taken up, discussed clause by clause and referred to a special committee consisting of A. B. Gray, G. Leiser, T. S. Fletcher, the president and the secretary. Secretary Elworthy will call for tenders for printing and binding the report.

The following letter was received from Thomas Earle, M. P.:

OTTAWA, July 17.

P. Elworthy, Esq., Secretary of the B. C. Board of Trade:

DEAR SIR.—I beg to acknowledge the receipt of yours of the 6th inst., transmitting a resolution of the Board of Trade re Fraser River dyking. In reply I beg to say that the British Columbia members waited upon the Government in reference to the scheme. They agree as soon as the matter is placed before them in any kind of practical shape to give it their consideration. I presume the Provincial Government will take steps to place reliable information in the hands of the Dominion Government at an early date.

Yours very truly,

(Sd) THOMAS EARLE.

Secretary Elworthy was instructed to acknowledge receipt of the letter.

A circular from the Prisoners' Aid Association asking for co-operation in the establishment of a young men's reformatory was received and filed.

Standing committees were appointed as follows:

Fisheries—Robert Ward, Matthew T. Johnston, J. H. Todd, Henry Croft and A. H. Seafie.

Manufactures—T. B. Hall, G. Leiser, D. R. Ker, W. Templeman and F. J. Claxton.

Harbors and Navigation—R. P. Rithet, John Irving, R. H. Hall, J. G. Cox and H. E. Connon.

Public Works and Railways—A. B. Gray, W. H. Ellis, Jos Hunter, A. L. Belyea and E. B. Marvin.

Finance—W. C. Ward, A. J. C. Galletly and H. F. Heisterman.

Mining and Property—Joshua Davies, C. T. Dupont and J. H. Brownlee.

Agriculture and Forestry—H. Bostock, C. E. Renouf and H. A. Paulson.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports July 21 as follows: "During the week, there have been the following arrivals: From the Northern collieries, 10,013 tons; from foreign sources, 9,153 tons. Importations are falling off, especially from the coast, as stocks have been accumulating for the past thirty days, inasmuch so that

the yard capacity is being taxed in a number of cases. In view of this fact, the British Columbia colliery managers have wisely concluded to reduce their output until the market is relieved. When interior communication is again running smoothly, it will aid to materially reduce our surplus. Consumption is diminishing, partially caused by the warm weather, but principally emanating from the disastrous influence of our present labor disturbances. Happily the end is reached, not so quickly as was anticipated, but its effects will prove the more conclusive and effective by being the more protracted. Grievances must be more fanciful than real, that cannot be arbitrated without loss of life and destruction of property. It is heartily to be hoped that the present administration will devise some decisive method wherein the employee shall receive a just compensation for his labor, and in case of disagreement the employer's property shall be assured of protection. Capital and labor must be co-operative to avoid friction."

NEW ZEALAND COMPETITION.

An exchange says: The New Zealand farmer now threatens the British agriculturist with frozen poultry. Colonial agricultural competition is developing with a rapidity which will elbow the farming Briton still further out of a field which he has not attempted to contest with any energy or ability. If New Zealand fowls are cheap enough, the average and poorer British consumer will not complain should the flavor of the colonial bird be not quite equal to a home-bred one. The New Zealand farmer is plotting to make his consignments arrive in England when English prices are highest, and the middlemen and retailers are probably devising schemes to pass the colonial consignments off as genuine English poultry, for which they may charge genuine English prices.

It is said that gold has been discovered at Franklin Creek, three miles south of China Creek.

So far as the *San Francisco Herald of Trade* has been able to learn there is no salmon business passing. From the Columbia river the run is reported larger than at this time last year with a further increase as the water in the river recedes. Eighteen years ago the run was exceptionally heavy soon after the flood began to subside. All the canneries around Astoria and up to near the Willamette river are running. At the Cascades no fish will be packed—wheels all gone. It now looks as if the total pack on the Columbia river will not fall below 50,000 cases short of last year's total. The fish will average better in quality this year for the flesh will be firmer and good color.

PATENT RECORD.

The following list of United States patents granted to Canadian inventors July 3rd and 10th, 1894, is reported expressly for this paper by James Sangster, patent attorney, Buffalo, N. Y.:

Skate, John Forbes, Halifax, Nova Scotia.

Machine for waxing leather, Eugene Guay St. Henry, of Montreal, Quebec.

Support for vehicle shafts, Whitmore Irving, assignor to C. A. Sleeves, Moncton, Canada.

Hand car, Thomas Talbot, assignor of one-third to B. Charron, Mattawa, Ontario.

Manufacturing rivets, studs, etc., William S. Wilson, assignor of one-third to D. S. Henderson, Brantford, Ontario.

Combined shaft support and anti-rattler, William Cavers, Owen Sound, Ontario.

Nut lock, Angus Fougere, assignor to R. H. Cushing and J. A. Harris, Moncton, Canada.

Composition for fire kindlers, John D. Le Bel, London, Ontario.

Trolley pole, Alexander S. McBean, Montreal, Quebec.

Rope grip, Arthur K. Evans, Toronto, Ontario.

LARGE CARGO OF AUSTRALIAN MEAT.

The steamship Perthshire, which recently arrived in London, carried from Australia and New Zealand the largest cargo of refrigerated goods ever imported. The cargo consists of 70,000 carcasses of sheep, 9,000 haunches, 9,000 legs, about 550 tons of frozen beef, 750 cases of butter, 10 bags of bullocks' hearts, 150 bags of ox-tails and kidneys, and seven cases of oysters. The holds have sufficient capacity to have accommodated 12,000 more carcasses of sheep.

The shipment is an interesting one, as it is the first time that meat has been brought to the Old Country from Australia or New Zealand by means of an ammonia machine, and the excellent quality of the goods, as certified by the consignees, is sufficient evidence of the success of the Linde machines, by which the holds were cooled. Until recently, only cold air machines were used in the trade. The ammonia machines occupy far less space, and apply the cold in a much more efficient manner, besides greatly reducing the consumption of steam.

The plant on the Perthshire consists of two independent refrigerating machines on the Linde system, each machine consisting of a compound ammonia compressor and an ammonia condenser combined on one bed-plate with a compound steam engine. The refrigerators consist of a series of

coils of wrought iron tubes wound in long lengths without joint from end to end. There are upwards of eight miles of wrought iron tubing in the installation. The air is circulated by means of fans, which draw the warmer air from the holds, pass it over the refrigerator coils, and return it to the hold through suitable trunks. It is claimed for this system that the air is delivered into the holds pure, dry and free from snow or moisture. There are no pipes in the hold whatever. The active circulation of air thus insured enables the temperature to be kept extremely even; the variation between different parts of the hold does not exceed 5 deg. Fahrenheit.

MARITIME DISASTERS.

Capt. H. A. Mellon, agent for Bureau Veritas, in Vancouver, has prepared the following list of maritime disasters reported during the month of May:

VESSELS LOST.

Sailing vessels—10 American, 1 Austrian, 1 Belgian, 15 British, 1 Chilian, 2 Danish, 2 Dutch, 6 French, 2 German, 1 Greek, 1 Italian, 8 Norwegian, 1 Russian, 1 Spanish, 2 Swedish. Total, 54. In this number, are included 5 vessels reported missing.

Steamers—1 American, 7 British, 1 French, 1 German, 1 Italian, 1 Japanese, 1 Norwegian, 1 Spanish. Total, 14

CAUSES OF LOSSES.

Sailing vessels—Stranding, 21; collision, 7; fire, 2; foundered, 5; abandoned, 5; condemned, 9; missing, 5. Total, 54.

Steamers—Stranding, 9; collision, 1; fire, 2; foundered, 2. Total, 14.

LAND TENURE IN NEW ZEALAND.

New Zealand is being held up in these days as a model for other countries' approval, and from all accounts it would appear that the people of that far-away isle of the sunset sea have taken hold of some great problems with rare intelligence and persistence. The *National Economist* of Washington, D. C., has this to say about the land laws of New Zealand:

"The pioneers of New Zealand apparently began their task of making a new nation by avoiding what seemed to them the mistakes of the old ones. One of these mistakes was the grabbing up of great quantities of land by speculators. Accordingly a law was passed that nobody should own more than 640 acres of first class land or more than 2,000 acres of second class land. There is now no general property tax. The taxes are imposed only on land and incomes. In addition to the ordinary land tax an additional graduated one has been applied to rich and large real estate properties which, in spite of the land law

mentioned, have come into the hand of separate owners. Every legal impediment has been placed in the way of holding great landed estates.

Land is held in New Zealand in three ways: 1. It may be bought outright of the government. 2. It may be leased, with privilege of purchase at any time within 25 years. 3. It may be leased in perpetuity. When it is taken with the intention of purchase, the holder pays to the New Zealand government a yearly rental of 5 per cent. of the farm's cash value. If however, it is taken on perpetual lease, the holder pays an annual 4 per cent. rental. The perpetuity leases, so called, run 999 years. Stated improvements are required to be placed upon the land by its occupier. The policy of the nation is distinctly to encourage small farms."

AN AUSTRALIAN ON HIS TRAVELS.

Mr. Fred. C. Smith, of South Australia, and Mr. P. J. Cillie, of South Africa, last year spent some months on this continent. In a letter lately received by a friend from Mr. Smith, he says, writing from London, June 20th: "After leaving San Francisco I visited Oregon and British Columbia, spent a month at Chicago, three weeks in Canada, a fortnight in Boston, New York and Philadelphia and arrived in England two days before Christmas. I stayed two months here, then two most interesting months about the Mediterranean, and have since been over a large part of Great Britain. Next month I go over to the Antwerp Exhibition and up the Rhine for a week, and by the end of July I shall leave England finally. Then I propose to spend three weeks in the fruit districts of France and Italy, and reach India about the beginning of September, stay six weeks there, then leave for home *via* Singapore, Java and Torres Straits, and expect to get there by the end of November. I have had letters from Mr. Cillie, which seem to show that an era of vigorous horticultural development is following the surprising success of the mining industries in South Africa. That colony is likely to be Australia's most powerful competitor in the English markets."

The Welsh coal trade is brisk; the Scotch irregular, with comparatively little business doing; where coals have to be procured, increased prices are demanded, but many of the large consumers have ceased taking their usual supplies. The miners' strike is more general than was anticipated. Its object, from the men's point of view, is to get back a reduction of 1s. per day made over two months ago, and as prices have fallen considerably in the interval, the masters are very decided in their refusal to make such a concession.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,938	7,811	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 1	Vancouver	Plymouth	924,058	9,882	May 20	52s 6d
Nor bark	Fritzoe	1078	Rolfson	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 16	Vancouver	Montreal	836,051	15,537	June 23	Private...
Chil bark	India	953	Funke	Jan. 11	Moodyville	Vancouver	798,782	7,189	March 30	owners ac
Br bktn	Bittern	389	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil ship	Hindustan	1512	Welsh	March 6	Moodyville	Valparaiso	1,126,826	10,242	July 14	owners ac
Am bark	Seminole	1139	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,960	April	Private...
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 28	Private...
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577	June 23	35s
Br ship	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	961,868	7,718	Sept. 22	42s 6d
Am bark	Harry Morse	1312	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw bark	John Eoa	2680	Schmauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,804	Aug. 10	31s 3d
Br bark	Mary Low	813	Robertson	May 21	Vancouver	Pisagua	663,000	5,296	Aug. 26	15s
Nor bark	Shardul	1330	Ause	May 21	Vancouver	Port Pirie	1,426,000	10,693	Aug. 31	40s
Chil ship	Araucana	1245	Caballero	May 13	Moodyville	Valparaiso	967,364	7,762	Aug. 19	owners ac
Br bark	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,965	Aug. 15	31s 3d
Br ship	Gryfe	1003	Roberts	June 25	Vancouver	Antwerp	786,228	11,730	Nov. 29	50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,908	Oct. 4	55s
Br bark	Doehra	946	McJerrrow	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1799	Jawton	July 29	Vancouver	Callao	1,436,128	12,465	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,982	Oct. 14	39s
Am bark	Seminole	1139	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,015,008	7,896	Aug.	Private...
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,954	8,625	Sept.	55s
Am bark	Sonoma	928	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,239	Nov. 26	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,554	10,300	Jan. 20	52s 6d
Nor bark	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,228	Nov. 17	36s 3d
Br bark	Gainsborough	1285	McPhail	Sept. 7	Moodyville	Valparaiso f.o	792,453	5,524	Dec.	33s 9d
Chil bark	Elisa	953	Funke	Sept. 10	Moodyville	Valparaiso	799,267	7,000	Dec.	owners ac
Chil bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000	pr Nov. 30	owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,946	Nov. 23	37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private...
Am bktn	Hilo	612	Leballister	Sept. 23	Westminster	Sydney	688,652	6,649	Nov. 18	28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 14	Cowichan	Sydney	871,305	7,614	Jan.	27s
Am bark	Hesper	601	Underwood	Oct. 12	Vancouver	Adelaide	779,338	5,886	arrived	37s
Am schr.	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,692	6,031	arrived	37s 6d
Br bark	Elizabeth Graham	628	Anderson	Oct. 24	Moodyville	Melbourne	524,681	3,969	Jan. 6	Private...
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	541,228	4,157	Dec. 19	27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	637,974	6,060	Dec. 14	40s
Am bktn	Robert Sudden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,808	4,646	Jan. 23	37s 6d
Am schr.	Salvator	414	Wells	Oct. 23	Westminster	Port Pirie	527,000	4,216	arrived	37s 6d
Amschr.	Louis	820	Hatch	Nov. 8	Vancouver	Touiqui	823,445	8,034	Jan. 28	40s
Am schr.	John D. Tallant	333	Henderson	Nov. 19	Victoria	Sydney	705,872	5,992	Jan. 21	28s
Nor ship	Germanic	1282	Sunde	Dec. 29	Vancouver	Cork, U.K. f.o.	910,483	9,973	arrived	60s
Am schr.	Reporter	353	Mackie	Nov. 21	Vancouver	Nagasaki	368,294	10,000	Feb. 12	Private...
Am bark	Snow & Burgess	1378	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private...
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	London	1,021,624	13,135	arrived	55s
Am bark	Colorado	1330	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656	arrived	37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911	prior Apr 20	35s
Am schr.	W. H. Talbot	776	Blum	Dec. 28	Vancouver	Cape Colony	804,183	6,031	April 17	75s

A—Also 100 spars.

B. C. LUMBER FLEET, 1894.

Am ship	Eclipse	1336	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720	June 7	00s
Nor ship	Beaconsfield	1350	Bastiansen	Feb. 5	Vancouver	Cork, U.K. f.o	1,055,411	13,491	Private...	Private...
Am schr.	Pioneer	397	Hughes	Feb. 28	Victoria	Santa Rosalia	57,714	461	Private...	Private...
Am schr.	Aida	597	Anderson	March 23	Moodyville	Shanghai	686,562	6,562	Private...	40s
Chil bark	India	953	Funke	April 7	Moodyville	Valparaiso	761,104	5,955	owners ac	owners ac
Br bark	Thermopylae	918	Winchester	May 2	New Westminster	Shanghai	761,104	5,955	July 7	37s 6d
Chil ship	Hindustan	1512	Welsh	May 12	Moodyville	Valparaiso	1,267,532	9,578	owners ac	owners ac
Br ship	Astoria	1335	Bagwell	June 24	Vancouver	Antwerp	710,684	17,115	63s 9d	63s 9d
Ger bark	Gutenberg	627	Zephen	May 12	Moodyville	Valparaiso f.o.	591,766	5,392	42s 6d	42s 6d
Am bktne	Modoc	45	Bosch	May 5	Victoria	Santa Rosalia	101,211	2,240	Private...	Private...
Am bktne	Katie Flickinger	149	Meltze	May 5	Vancouver	Santa Rosalia	329,148	3,258	Private...	Private...
Br ship	East Croft	131	Rammer	May 25	Moodyville	Valparaiso f.o.	1,058,084	9,067	40s	40s
Br ship	Hemmore	1160	Scott	June 27	Vancouver	Adelaide	744,694	5,957	40s	40s
Br scur	Grace Harwar	1730	Hunt	June 27	Vancouver	Queenstown fo	712,163	6,197	62s 6d	62s 6d
Br bktne	Nantippe	904	Falconer	June 14	Vancouver	Queenstown fo	712,163	6,197	Private...	Private...
Am bktne	Chehahs	638	Watts	May 31	Vancouver	Adelaide	712,163	6,197	40s	40s
Br ship	Largo Law	1537	Furocaux	June 20	Moodyville	Valparaiso f.o.	1,338,471	12,477	37s 9d	37s 9d
Br bark	Gainsborough	1285	McPhail	June 21	Moodyville	Melbourne	740,860	5,630	37s 6d	37s 6d
Am ship	Guardian	1067	Marden	July 3	Victoria	Santa Rosalia	170,357	4,000	Private...	Private...
Am bark	Olympic	112	Gibbs	July 12	Vancouver	Callao	567,001	4,911	35s	35s
Nie bark	Don Carlos	624	Tobey	July	Vancouver	Noumea	744,694	5,957	40s	40s
Br ship	Borrowdale	1197	Holderston	July 28	Moodyville	Caleta Buena	744,694	5,957	40s	40s
Am bark	Hesper	601	Sodergren	June 30	Vancouver	Sydney	744,694	5,957	30s	30s
Br bark	Vihalta	806	Harland	July 9	Vancouver	Adelaide	744,694	5,957	37s 6d	37s 6d
Am bark	Southern Chief	1215	Svensen	July	Vancouver	Santa Rosalia	744,694	5,957	Private...	Private...
Am schr.	Wm. Bowden	728	Fjerem	July 8	Moodyville	Sydney	676,672	8,192	30s	30s
Ital bark	Elisa	915	Harken	July 16	Moodyville	Antofagasta	763,972	7,014	owners ac	owners ac
Nor ship	Drammen	131	Anderson	July	Vancouver	Queenstown fo	744,694	5,957	Private...	Private...
Br ship	Versajan	1824	Crowley	July	Vancouver	Alexandria	744,694	5,957	70s	70s

A—Also 68,943 lineal feet of props valued at \$1,029. B—Also 20 cords of slabs and 100 poles. C—Lineal feet of poles D—Mining props.

FREIGHTS.

There is almost nothing doing, and few charters are reported. From San Francisco to Cork for orders, the rate for grain remains at 22s 6d. In other directions, freights are practically unchanged.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 35s; Sydney, 28s 9d; Melbourne, Adelaide or Port Pirie, 38s 9d to 40s; United Kingdom, calling at Cork for orders, 50s; Shanghai, 42s 6d; Tientsin 55s; South Africa 00s; Noumea, 40s. Coal freights from Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASKS.	VALUE.	ARRIVED.
Br bark	Routenbeck	930	Russell	October 9	Victoria	Liverpool	38,900	\$201,875	March 25
Ger ship	Sireno	1437	Sauermilch	October 19	Victoria	London	50,558	282,790	April 1
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	645	Blanche	October 14	New Westm'r	London	30,000	137,112	April 22
Br bark	Ladstock	816	Williams	October 19	New Westm'r	Liverpool	35,773	178,865	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,880	April 25
Br ship	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	May 30
Br ship	Candida	1223	Keo	December 22	Victoria	Liverpool	50,318	249,523	May 12
Br bark	Harold	1307	King	January 18	New Westm'r	Liverpool	61,091	321,541	May 26
Br bark	Primera	597	Gardner	December 17	Victoria	London	21,666	123,350	.....

A—Other cargo value \$4,346. B—Arrived in distress at Talcahuana, March 13. Sailed again April 25.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Eaton Hall	1779	Lourison	April 2	K London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	120
Br ship	Lismore	1598	Ferguson	March 17	J London	Victoria & Van	Turner, Beeton & Co.	136
Chil. ship	Atacama	1235	Caballero	.....	Valparaiso	Moolyville	H. P. Rithet & Co., Ltd.	.....
Br ship	Clan Robertson	1623	Lane	July 4	E Hogo	Vanconver	C. P. R. Co.	27
Br bark	Ladstock	816	Williams	May 26	H Liverpool	Victoria	R. P. Rithet & Co., Ltd.	65
Br bark	Corryvreckan	1299	Abbott	April 26	H Cardiff	Esquimalt	Naval Storekeeper	96
Ger bark	Scnta	1037	Thiemann	March 20	O Liverpool	Westminster	A. B. C. P. Co.	152
Am bark	Colorado	1006	Gibson	.....	C San Francisco	Victoria	Victoria Lumber & Manufacturing Co	.....
Am ship	W. F. Babcock	2225	Graham	.....	Yokohama	Vanconver	C. P. R. Co.	.....
Br bark	Carmoney	1258	Murtry	.....	Liverpool	Victoria	H. P. Rithet & Co., Ltd	.....
Br bark	Thermopylae	918	Winchester	.....	Hong Kong	Victoria	Victoria Rice Mills	.....
Am ship	Occidental	1470	Morse	.....	F San Francisco	Victoria	Robt. Ward & Co., Ltd	.....
Br ship	Empress of Japan	8003	Lee	July 25	G Hong Kong	Victoria & Van	C. P. S. Co.	5
Br ss	Tacoma	1662	Perkes	July 17	H Hong Kong	Victoria	Dodwell, Carill & Co	11
Br ss	Arawa	3268	Stewart	July 20	I Sydney	Victoria & Van	C. A. S. Co.	21
Am schr	Aida	507	Anderson	.....	L Shanghai	Moolyville	Moolyville Mill Co.	.....
Br schr	Rinnac	885	Warn	.....	M Santos	Victoria	Findlay Durham & Brodie	.....
Br bark	Alexandra	1357	Barfield	.....	N Honolulu	Vanconver	Hastings Sawmill	.....
Am bark	Newsboy	559	Molstedt	.....	O San Francisco	Burrard Inlet	.....	.....

K—April 6 passed Dungeness; April 8 passed Brixham. Spoken April 26 lat 22° N., long. 25° W. Spoken May 11 lat 3 S. long. 20:02 W. F.—To load a return cargo of lumber. J—Passed Deal March 18; Dungeness March 21; Prawle Point March 22. Spoken April 15 lat. 8° S. long. 10° W. B—Chartered for salmon to U. K. at 36s 3d, by Robert Ward & Co., Ltd. O—Via Honolulu. Chartered for salmon to U. K. at 36s 3d. September loading. E—Chartered for salmon, by Robt. Ward & Co., Ltd. Fraser River to London or Liverpool at 33s 3d. F—Chartered for cargo of Mining props from Vesuvius Bay to Santa Rosalia, terms private. G—Via Yokohama Aug. 3. H—Via Yokohama. July 28. I—Via Suva and Honolulu July 31. L—Chartered for lumber, to Shanghai at 42s 6d. M—Chartered for salmon, to London or Liverpool. 38s 9d. N. Chartered for lumber, to U. K. or Continent. O—Chartered for lumber, to Sydney, at 31s 3d. option Melbourne, Adelaide or Port Pirie.

VESSELS IN PORT.

(July 30, 1894.)

VICTORIA.

Am. bark Wrestler, 447 tons; wrecked Feb. 7 and floated July 6; to be repaired on Esquimalt Marine Railway.

Br. ship Benmore, 1,400 tons, Capt. Scott, loading lumber for Adelaide on account of Robert Ward & Co., Ltd.

Br. bark Northernhay, 1,221 tons, Capt. Miller, arrived May 25, from Cardiff with cargo of coal for naval storekeeper.

Br. ship City of Glasgow, 1,168 tons Capt. Tannock, arrived July 22, from Cardiff with coal for naval storekeeper. Chartered for salmon by Turner, Beeton & Co.

VANCOUVER.

Nor. ship Drammen, 1,316 tons, Capt. Anderson, arrived June 25, from Honolulu, loading lumber for Queenstown, f. o.

Br. ship Verajan, 1,824 tons, Capt. Crowley, arrived June 26, from Shanghai, loading lumber for Alexandria, Egypt.

Br. ship Ballachulish, 1,806 tons, Capt. Goudey, arrived July 2 from Java in 108 days, with 3,080 tons raw sugar for B. C. Sugar Refinery.

Br. ss. Empress of India, 3,063 tons, Capt. Marshall.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship C. F. Sargent, 1,638 tons, Capt. Boyd.

WELLINGTON SHIPPING.

Am. bark Highland Light, 1,265 tons, Capt. Hughes.

UNION SHIPPING.

Am. bark Richard III., 954 tons, Capt. Howard.

Am. bark Martha Davis, 832 tons, Capt. Soule, arrived July 23, to load coal at Union for Honolulu.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	4,206
Vancouver	4	7,979
Nanaimo	4	4,689
Total	12	16,874
Previous week	13	16,802
Correspond'g week last year	17	21,008
1892	15	17,814

THE BRITISH COLUMBIA COMMERCIAL JOURNAL.

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Mixed Pickles, Jams, Jellies  
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In all sizes and qualities and for every purpose.  
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