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NORTHERN AND SKEENA RIVER:

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Standard Packing Co., Skeena River, Neptune Brand.
Skeena Packing Co., Skeena River, "Diamond C" Brand.
Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
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British Columbia Salmon:—Ewen & Co., "Lion."
"Bonnie Dundee"; Bon Accord Fishery Co's Consuls; Candaian Pacific Packing Co. "Flagship" brand.

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B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of December, 1893:

IMPORTS.

	VICTORIA	VANCOUVER	WESTMIN'R	NANAIMO	TOTAL
Dutiable Goods	\$126,785 00	\$ 57,030 00	\$ 19,115 00	\$ 20,786 00	\$233,716 00
Free Goods	33,022 00	32,310 00	119,892 00	3,192 00	176 00
Total Imports	\$159,807 00	\$ 89,370 00	\$169,037 00	\$ 24,278 00	\$412,492 00

REVENUE.

Duty Collected	\$ 18,813 11	\$ 21,926 92	\$ 15,127 61	\$ 6,581 97	\$ 63,450 61
Other Revenue	1,616 21	2,727 27	18 13	51 68	7,476 29
Total Collections	\$ 19,429 32	\$ 24,654 19	\$ 15,145 74	\$ 6,633 65	\$101,704 29

EXPORTS.

	VICTORIA	VANCOUVER	WESTMIN'R	NANAIMO	TOTAL
The Mine	\$ 15,581 00	\$ 60 00	\$ 12,599 00	\$208,131 00	\$266,674 00
The Fisheries	101,809 00	7,210 00	3,513 00		115,562 00
The Forest		19,071 00	28 00		19,102 00
Animals and their produce	18,103 00	1,153 00	2,159 00	18 00	21,733 00
Agricultural	715 00	111 00			856 00
Manufacture	6,917 00	3,911 00	7,475 00	117 00	18,753 00
Miscellaneous	2,339 00	7 00	298 00		2,514 00
Total Exports	\$118,797 00	\$ 61,559 00	\$ 56,102 00	\$208,866 00	\$775,324 00

*\$65 gold coin and \$328 silver coin.

Montreal Smelting and Refining Works.

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This Babbit, or anti-friction metal, is the best that is manufactured, and is made in numbered grades, containing certain percentages of copper, tin, antimony, etc. Every block is stamped, "G. LANGWELL'S BABBIT."

A trial will convince users of its superiority.

GEO. LANGWELL & SON,

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N. B. Order through your wholesale house ONLY.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Jan 16.

VICTORIA.

The past week has been considerably broken up by the municipal elections. There is now considerable speculation as to what kind of a spring we are going to have, and opinions widely differ. Should the city council make necessary improvements this year it will mean a large sum of money expended in the community.

Rumors are rife respecting the revival of the transcontinental railway scheme, with Victoria as its western terminus.

The volume of business for the last year has been fairly satisfactory with most established business houses, but all acknowledge that profits are down to a very fine margin. It is said that stocks of goods have decreased and need replenishing in nearly all lines. With the prospect of money being easier this year and the consequent development of natural resources the outlook is certainly favorable for this Province.

The Vancouver *News Advertiser* says: "The municipal elections held during the past week had but little effect on business as but slight interest was manifested in politics by business men.

Trade generally shows a slight improvement, as the usual stagnation after the holidays is beginning to wear off. Though collections have been a little better during the last few days, they are still unsatisfactory, and generally reported as slow. The wet weather of the past few days has put a stop to all building operations, though from every indication, the present season will see a large amount of building done. The wholesale business has shown an improvement during the week. Quotations are for the most part steady and unchanged."

GROCERIES AND PROVISIONS.

Butter is still firm at quotations. Dairy is about out of the market and there is but little procurable. The American cured meat market is reported steady. Prices, it is said, are about as low as they can go, and any change will probably be toward higher prices. Canadian cheese is reported a little firmer.

The Montreal *Trade Bulletin* says: "Butter receipts during the past week were 932 pkgs., against 1,477 pkgs., for the week previous. The market remains very firm, choice creamery selling at 23½c to 24c in a jobbing way, while nice late made fall Western dairy brings 21c. There is very little Eastern Townships to be had, and the few packages of choice late fall made offering command 22c. The lower grades are also scarce. Although it is maintained by some in the trade that the supply of butter will run very short before the spring, it should be remembered that there is quite a lot of creamery yet to be disposed of, and this, together with the product of the winter creameries now in operation, will no doubt tide us over till the new make and save us from anything approaching a famine. We quote prices as follows: Creamery, early made, 22c to 22½c; Creamery, late made, 23c to 23½. For single tubs of selected, 1c per lb. may be added to the above. Rolls have been going off fairly well at 20c to 21c for anything fine, although large rolls loosely packed have

sold at 19c. Quite a lot of rolls are coming in just now, but they seem to find a pretty ready sale, especially the best lots. Receipts of cheese during the past week were 500 boxes against 773 boxes for the week previous. The market is healthy and firm, with a tendency to advance, sales of finest in good sized quantities having been made at 11½c, while sales have been made over the cable at 58s 3d to 58s 6d in London. English buyers are beginning to manifest a little more interest, judging from the nature of the cables that have been received during the past few days, and now that the paucity of supplies on this side are beginning to be appreciated, a more active enquiry may set in at any moment."

Valencia raisins.....	per lb	\$ 6 @	\$ 7
Malaga raisins.....	per box	3 00 @	3 25
Currants (barrels)....	per lb	5 @	5 1/2
" half bbls.....	per lb	5 @	6
" (cases).....	per lb	5 1/2 @	7 1/2
Sultana raisins.....	per lb	8 @	10
Taragona almonds.....	per lb	11 @	18
Grenoble walnuts.....	per lb	14 @	18
Filberts.....	per lb	11 1/2 @	11

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	27 @	29
Manitoba dairy.....	00 @	00
Cheese—Canadian, lb.....	13 1/2 @	14
California.....	16 @	18
Eggs, case, per doz.....	00 @	23

Smoked meats and lard are quoted:

Hams.....	15 @	16 1/2
Breakfast bacon.....	16 @	17
Short rolls.....	13 @	11 1/2
Dry Salt, long clear.....	12 1/2 @	13
Pure Lard, 20lbs, pails.....	11 @	11 1/2
" " 10lbs, tins.....	11 1/2 @	11 1/2
" " 5lbs ".....	11 1/2 @	15
" " 3lbs ".....	11 1/2 @	15
Lard Compound, 10lbs.....	12 1/2 @	00
" " 20lbs.....	12 1/2 @	00

Sugar—Jobber's prices 1/2-barrels and kegs in each case being 1/4c higher:

Dry Granulated (China).....	5 1/2
Extra C, China.....	5
Dry Granulated.....	5 1/2
Extra C.....	5
Fancy Yellow.....	11
Yellow.....	11
Golden C.....	11
Cubes.....	6 1/2
Powdered.....	7
Syrups, per lb.....	5
" 1 gal. tins, American (10).....	5 50
" 1/2 " " (16).....	5 35
" 1 " Vancouver.....	5 50
" 1 1/2 " ".....	7 00

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

Helmct brand sugar cured hams, medium	0 16
" " " heavy.....	0 15 1/2
" " " breakfast bacon	0 16 1/2
Fancy Gold Band hams.....	0 17 1/2
" " " breakfast bacon.....	0 18 1/2
White Label pure leaf lard, tierces.....	0 11
" " " 50-lb tins.....	0 11 1/2
" " " 20-lb ".....	0 11 1/2
" " " 10-lb ".....	0 11 1/2
" " " 5-lb ".....	0 11 1/2
" " " 3-lb ".....	0 11 1/2
Lard compound (tierces).....	0 11 1/2

FLOUR AND FEED.

Oil cake meal has been reduced \$2.50 per ton. Bran and shorts are also down 50c per ton, all other quotations are steady. The export of flour from Portland, Oregon, to British Columbia during the year 1893 amounted to 16,510 centials, valued at \$52,155.

The Portland *Commercial Review* says: "Flour remains very dull, with possibly

an easier feeling. A moderate local inquiry is in effect, but for export the situation is extremely unsatisfactory. China is at present taking little or nothing; San Francisco is calling for some Eastern Oregon and Washington product, but the movement since January 1, foots up only 7,700 bbls., including local and through shipments. As to the European demand we cannot note any encouraging features. One cargo has been cleared but not yet passed out of the river. In addition two more cargoes should be dispatched before the end of the month. The local trade is more or less unsettled. Standard roller brands are quoted at \$2.75 per bbl., but it is an open secret that cash buyers can obtain concessions from these figures."

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

Ogilvie's Hungarian.....	\$1 25
" Strong Bakers.....	1 05
The Columbia Flouring Mills quote Enderby flour in carload lots on wharf in Victoria:	
Premier.....	\$1 00
XXX.....	3 85
Strong Bakers or XX.....	3 45
Superfine.....	3 15

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

Delta.....	\$1 00
Victoria XXX.....	1 00

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 25 @ 0 00
Lion, ".....	4 25 @ 0 00
XXX.....	4 25 @ 0 00
Premier, Enderby mills.....	4 35 @ 0 00
XXX, ".....	4 20 @ 0 00
XX, ".....	3 80 @ 0 00
Superfine, ".....	3 50 @ 0 00
Ogilvie's Hungarian.....	4 65 @ 0 00
" Strong Bakers.....	4 50 @ 0 00
H. B. C. Fort Garry Hungarian..	4 65 @ 0 00
" Strong Bakers.....	4 50 @ 0 00
Oak Lake Patent Hungarian.....	4 65 @ 0 00
" Strong Bakers.....	4 50 @ 0 00
Regina Hungarian.....	4 65 @ 0 00
" Strong Bakers.....	4 50 @ 0 00
Benton County, Oregon.....	4 00 @ 0 00
Portland Roller.....	4 05 @ 0 00
Snowflake.....	1 05 @ 0 00
Wheat, per ton.....	26 00 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	42 50 @ 00 00
Chop feed.....	25 00 @ 30 00
Shorts.....	24 50 @ 30 00
Bran.....	22 50 @ 25 00
National Mills oatmeal.....	3 50 @ 0 00
" rolled oats.....	3 00 @ 0 00
" split peas.....	3 50 @ 0 00
" pearl barley.....	4 50 @ 0 00
" Chop feed.....	23 00 @ 25 00
California oatmeal.....	3 75 @ 0 00
California rolled oats.....	3 75 @ 0 00
Corn, whole.....per ton	37 50 @ 40 00
" Cornmeal.....	2 75 @ 3 00
" Cornmeal-feed.....per ton	40 00 @ 00 00
" Cracked corn.....	40 00 @ 00 00
" Hay, per ton.....	18 00 @ 20 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
China rice No. 1.....	68 00 @ 70 00
Rice flour.....	70 00
Broken rice.....	30 00
Rice Meal.....	17 50

FRUITS AND VEGETABLES.

Japanese oranges are again on the market and in good demand. About 2,000

boxes were received by the ss. Tacoma, which are quoted by jobbers from 50c to 60c per box. Potatoes are also a little firmer and quotations range from \$20 to \$22 a ton. Silverskin onions are firm at quotations.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian.....	0 00 @ 0 00
California navels.....	3 00 @ 3 50
" seedlings.....	2 50 @ 3 00
Japanese.....	50 @ 60
Lemons—California.....	3 50 @ 4 50
Australian.....	0 00 @ 0 00
Bananas.....	1 25 @ 1 50
Apples.....bxs	1 25 @ 1 35
" Canadian.....bbls	5 75 @ 0 60
Cocoanuts.....per 100	8 00 @ 9 00
Pineapples.....per doz	3 50 @ 4 00

Vegetables are quoted:

Potatoes—Local.....per ton	20 00 @ 22 00
Onions—Silverskins.....per lb	0 @ 2 1/2

LUMBER.

The foreign market is reported dull. Freights are nominally unchanged, for no new charters have been effected for some time to test the strength of the market. The American schooner Pioneer, 397 tons, Capt. Johnson, sailed from San Francisco, Jan. 15, for Cowichan, to load poles for Santa Rosalia.

There are at present two vessels aggregating 2,980 tons, loading at British Columbia ports for foreign. At Vancouver. Am. ship Eclipse, 1,536 tons, for Cork, U. K. Nor. ship Beaconsfield, 1,450 tons, for Coak, U. K.

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

Rough Merchantable, ordinary sizes, in lengths to 10 feet inclusive, per M feet.....	\$ 8 60
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, 1 feet 6 in, per M.....	1 99

The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7.50 per M ft; rough clear, \$14; ship lap, \$9 to \$10; flooring and rustic, No. 1, \$16 do., No. 2, \$12; shingles, \$1.50; lath, \$1.50.

INLAND REVENUE RETURNS.

The Inland Revenue returns, for the month of December at the port of Victoria were as follows:

Victoria Division—Comprising all of Vancouver Island:

Spirits.....	\$ 8,419 68
Malt.....	988 22
Tobacco.....	1,681 52
Cigars.....	974 55
Petroleum inspection.....	137 83
Total.....	\$11,331 82

WAREHOUSED. EX-WAREHOUSED.

Spirits ...	8,138.20	p. gals	5,433.11
Malt.....	45,411 lbs		49,411 lbs
Tobacco...	5,434 lbs		672 lbs
Raw.....	512 lbs		512 lbs
Cigars....	25,550		44,150

Exports—	
Manufactured tobacco.....	595 lbs
Spirits.....	101.88 p. gals
Balance in warehouse:	
Manuf'd Tobacco.....	7,611 1/2 lbs
Cigars.....	\$6,450
Malt.....	41,000 lbs
Spirits.....	13,818.26 P. gals

Mr. C. C. Chipman, Commissioner for the Hudson's Bay Co. at Winnipeg, with jurisdiction of the Co's. business in western Canada, arrived in the city Sunday evening on a regular inspection tour.

BUSINESS CHANGES.

John Perry, hotel, Nanaimo, has sold out to Thos. Campbell.

Herrans & McCann, B. C. Dye Works, Victoria, damaged by explosion and fire.

Hanna & Taylor, undertakers, Victoria, have dissolved. W. J. Hanna continues.

W. J. Tryhall, stationery and printing, Vancouver, stock being disposed of by auction.

Ritter & Siewerd, Germania saloon, Victoria, have dissolved. Robt. Ritter continues.

Thos. Dunn & Co., wholesale and retail hardware, Vancouver, propose, it is said, applying for incorporation.

Corbould, McColl, Wilson & Campbell, barristers, New Westminster and Vancouver, have dissolved. Corbould & McColl continue at New Westminster, and Wilson, Campbell and Buell at Vancouver.

Capt. Chas. Cates, formerly proprietor of Spratt's Ark, and Alex. McDermott, late with the B. C. Stevedore Co., have entered into partnership for the purpose of carrying on stevedoring at all ports in B. C. Both of the new firm are well-known in shipping circles.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending January 13:

NEW VANCOUVER COAL CO. SHIPPING.			
Date.	Vessel and Destination.	Tons.	
8.	Pioneer, str., Port Townsend....	26	
10.	Sea Lion, str., Port Townsend....	46	
10.	Tyce, str., Port Townsend.....	77	
12.	Crown of England, str. San Diego	3,497	
Total.....			3,646

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Dec. 26, 1893, is reported expressly for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

John E. Edwards, Toronto, school-bag.

Stephen Hurteau, Montreal, wood-working machine.

Dilman B. Shantz, Berlin, button-making machine.

Joseph F. Stirsy, Nelson, burglar alarm.

Total issue, including designs, trademarks and reissues, 450.

Mr. H. E. Harlock, of New Westminster, died at San Francisco on Sunday. Mr. Harlock was one of the leading members of the Victoria Canning Co., and had the management of Harlock's Cannery on the Fraser River for that company.

The Albion Fire Insurance Association has thrown in its lot with the Manchester Fire Insurance Co. The Manchester, with the acquirement of the Albion, will have a paid up capital of \$2,000,000, the funds on hand exceeding \$3,250,000. The policy holders interested will thus have an additional security under the new agreement. Dalby & Claxton are the general agents for British Columbia.

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THE UMBRELLA.

A wet umbrella placed handle down drips the moisture from the edge of the frame, and the material with which it is covered dries evenly and leaves no spot soaked with water. If it is stood handle upward the water runs down to one spot at the top, where the strong cloth lining about the ring holds a good deal of it, and in a comparatively short time rots the material and breaks easily. The man who carries his umbrella swathed in its case when it is not carried into use by rain will soon find it wearing out from top to bottom. This is because of constant friction between the case and the silk, and no matter how good quality it may be, the holes will appear in it long before they should and the dealer who sold the umbrella will, of course, be blamed for selling inferior and damaged goods. There are many people so ignorant of the proper treatment of an umbrella that they will actually roll it up when wet, and leave it to rot and mould until the next time they want it for use. If you want your umbrella, and especially a good silk, to last long, always leave it loose, whether in use or not, and dry it open, handle down.

The people at Mission protest that the limitation of salmon fishing to the river up to Wharneck, will half ruin many of them by preventing their engagement in the work, after providing boats, nets and other expensive gear. It is urged that salmon fishing might well be allowed as heretofore up to the mouth of the Sumas River. A petition has been addressed to the Dominion Fishing Department and Sir Herbert Tupper as its head, urging strongly the plea of the men of the Mission district.

Not only did Hon. Mr. Bowell create a favorable impression upon the people of Australia in connection with the reciprocal trade relations which he went there to advance; but his explanations on the subject of colonial federation, as illustrated by the experiences of the Canadian Dominion, have been well and favorably received. The tariff question was to some extent a block in the way of the Union of the British North American Colonies, as it is at present in Australasia, and the hon. gentleman's statements have or will have the effect of meeting many of the objections that have been raised. The tariff question is undoubtedly a difficulty that must be got over before the trade of the Colonies most directly concerned can be satisfactorily advanced, and it has therefore been well that our Minister of Trade and Commerce should have devoted so much attention to the subject.

W. J. STEIN,

Chartered Accountant and Auditor,

513 COLUMBIA ST., NEW WESTMINSTER.

—AND—

P. O. Box 636, VANCOUVER.

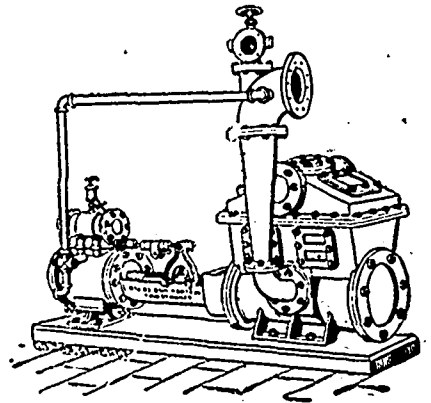
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Clover Leaf Brand of Creamery Butter which was awarded the medal and diploma at the World's Fair, Chicago, 1893.



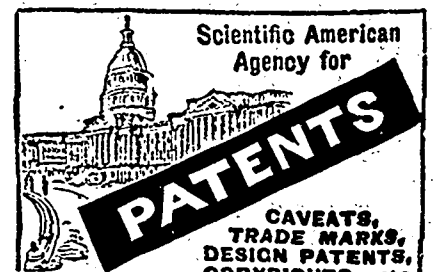
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The Mannheim (Marine) Insurance Co., Ltd., Germany.

The Great West Life Assurance Co., Winnipeg and Victoria.

The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."

The Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."


64 YATES ST., VICTORIA.

THE FIRST PIANO.

No one can tell exactly who made the first piano, for the reason that it has gradually "evolved" from an instrument as much itself as one could well imagine. In the twelfth century it appears to have been a gigantic dulcimer, which was merely an oblong box holding a series of strings arranged in triangular form across the centre. In the thirteenth and fourteenth centuries the "clavichord," another musical monstrosity, had developed from it, and was used well up in the eighteenth century. About 1711 Christofori of Padua invented a new piano, but it is said to remind one of a coal box, when compared with the elegant and perfect toned instrument of to-day.

DISCUSSING METHODS OF TRADING.

Discussion of a possibility of a change in the methods of trading has not yet crystallized into anything tangible, but one thing is becoming more and more patent—that while a great many operators would be opposed to any radical move in this direction a number, by no means inconsiderable, is more than willing for it. The trend of thought has developed sufficiently to indicate that a lot of people want to get closer to a cash basis. One line of argument insists that short selling has been so successful for months and years that it has in turn restricted speculative activity because the "outside" as a rule favors the long side, in which there has been relatively little profit; that the short would have much less grip on the market if he were obliged to cover his lines at the end of thirty or sixty days instead of six, eight or ten months as now. To bring about this consummation the advocates of the shorter speculative contract argue that seller thirty or seller sixty is practically getting close enough to the cash. Others, while generally in harmony, prefer speculative contracts confined to one and two months instead of the seller thirty or sixty, which would mean an interminable lapping over of a contract irrespective of the actual end of any given month. The drift of opinion on the part of the large element favoring the promulgation of some such scheme may be summarized in a remark of George Elledge on the subject: "The point that I want to make is that deliveries should

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follow within a reasonable time the date of the contract."

The latest advices from Washington say there is a strong feeling in both houses in favor of the Nicaragua canal scheme, and Doolittle's resolution will probably pass. It will be taken up and rushed with precedence over other business.

An exchange truthfully says; "Some people think their reputation or their name will sell their goods. They are vastly mistaken. A house may have a line of trade which they will keep, but their business will never extend unless they advertise in those papers that are best fitted as mediums through which to announce their particular line of business. People buy of the concerns which place themselves before the public and keep themselves there. A man who cannot believe he receives any benefit from advertising because he does not see direct returns, cannot believe the truth of the Bible, because how does he know that he gets direct returns from that? Why not dispute that he was ever born, on the ground that he didn't remember the immediate scenes of the event. Yet the fact that he is alive is proof enough that he was born; if he goes to heaven, that will be proof enough that he received benefits from the Bible; and if he is prosperous and doing a good business, that is proof enough that he receives benefit from advertising.

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VICTORIA, TUESDAY, JANUARY 16, 1891.

VICTORIA'S MUNICIPAL ELECTIONS.

Victoria municipal elections are over, and the result has been that from the majority downwards there have been brought about the most sweeping changes in the representation of the city. Out of the members of the last City Council, including the Mayor, only four have been returned to their old seats. Three did not offer themselves for re-election. Two may be said to have been beaten out of their boots, and as for Mayor Beaven the vote against him was almost two to one. Though we have objected to and condemned much of what Mayor Beaven did, and expressed regret that there was much which he had left undone, we cannot feel other than sympathy with him on the occasion of his defeat. We have no doubt that from his own point of view he did what he considered to be the best for the city; but his views have been too restricted; he did not look sufficiently to the future, and to use a well known simile, while preventing wastes at the spigot, he altogether lost sight of the greater ones at the bung hole. We are inclined to admire the spirit of his remarks after the declaration had been made:

"I can now return to my home with the consciousness that I have served you faithfully and well. I do not regret any step that I have taken; I do not know of any action during my term of office, which, had it to be again dealt with, I would decide other than I have. In giving up the civic chair I am proud to say that the city, in so far as I am concerned, could not be in a better position."

Of a *mens conscia recti* every person who possesses it has reason to feel proud; but unfortunately, while giving the retiring Mayor every credit for his honesty and good intentions, the electors could not conscientiously endorse the policy that he had pursued; in a word, they were not of the opinion that "the city could not be in a better position." There was—and it is no use attempting to disguise the fact—a very strong opinion that Mr. Beaven had, as we have previously indicated, constituted himself a sort of municipal autocrat, and in many respects, so far as His Worship's course was concerned, the city might just as well have been without the nine ward representatives, for His Worship acted as though he had been the one man power. By this time he has learned a different lesson; it has come a little tardy; but the method of teaching it has been a most severe discipline.

Of the members of the former board who did not retire or who were not beaten at

the polls two of them Ald. Munn and Harris—were returned by acclamation in the South Ward, Ald. Styles led in the Centre Ward, while, in the North, Ald. Baker was a trifle behind his successful colleagues, though upwards of seventy above the candidate who came next in the number of votes polled. In this ward it is said that this fact and the defeat of Ald. Bragg were largely due to over confidence and to the consequent diversion of energy to the mayoralty contest. The defeat of Ald. McKillican is a rather significant one and with it, it is said, the ineffectiveness of the lighting system, which was that gentleman's particular charge, had not a little to do.

The Mayor-elect cannot be said to have gone to the electors with a big flourish of trumpets; on the contrary, he was more than ordinarily modest in his pretensions, but he promised to strive to serve the city in such a manner that they would not have cause to regret their verdict. Moreover he engaged to work hard for the interests of the city of Victoria. He has already served the public in a variety of capacities, and his experiences in those directions ought to stand him in good stead. We trust that there will be no friction, such as there has been between the Mayor and the aldermen, and as the latter have made fair promises and pretensions and are not altogether unknown men, that the new departure will prove advantageous. Meantime, we in common with the fair-minded portion of our fellow-citizens, will afford the new board every opportunity of demonstrating not only their willingness but their ability to do the public substantial service.

B. C. BOARD OF TRADE.

The council of the British Columbia Board of Trade met on Thursday last and considered some very important matters. Among other things was the subject of a life saving station for the Straits. The Port Townsend Board of Trade having considered the subject drew the attention of the British Columbia Board to the matter, and they, in their turn, referred it to the Minister of Marine and Fisheries on the occasion of his recent visit to this city. The Deputy Minister of Marine having had the matter under consideration suggested that the proper thing to do would be to instruct the Indians at Cape Beale, Carmanah and other points, and by the promise of a fixed reward make it worth their while to be on the alert for wrecks.

A special committee of the British Columbia Board having the correspondence before them made an interim report and suggested that there be special boats provided for life saving, and that Indians might be induced to man such boats and be engaged to live at places where stations could be maintained instead of at their villages, where in the ordinary course they would be during the season for wrecks. The Quadra would, it was thought, be available for service if in port when a wreck occurred. It was further recommended that a number of life-saving stations be established along the coast, to be maintained from the 1st of November to the 1st of May, and that the Indians be in-

structed in the use of rockets and other signalling apparatus.

Appropos to the draft resolutions sent out from Ottawa on the subject of salmon fishing, the Fisheries Committee through Mr. Robert Ward recommended to change the time in which the 5/4 inch mesh may be used, so as to make it apply to the run of Cohoes as well as that of Sockeyes. Objection was taken to the proposed change in the weekly close time so as to extend it to Sunday midnight in place of 6 p.m., as at present. This, it was urged, would deprive the canneries of fish for their work on Monday morning. With regard to the canneries at Point Roberts on American territory adjoining British Columbia which intercept fish on their way to the spawning grounds, it was held that their regulation might be arranged by an international understanding. It was also resolved to recommend that the tidal limit of fishing be extended so as to allow the industry to be carried on at Mission.

With respect to insolvency legislation, the Premier, in answer to a request from the Board for a copy of the proposed Bill, replied that the draft of the Bill had not yet been prepared. On the subject of a Dominion Insolvency Act, we may observe with the *Canadian Trade Review* that the main object of insolvency legislation being to secure payment to merchants of what is due to them, there is no need of much elaborate legal machinery, and if three or four experienced merchants were entrusted with the formulation of an Insolvency Act, one would be drafted by them incomparably less intricate, less costly, and more efficient in securing the main end sought to be attained than one elaborated by lawyers.

Were a tribunal of merchants empowered to interpret, and to enforce such a law, its operations would be of infinite advantage to mercantile interests, as our merchants do not need an elaborate schedule to guide them into a sound judgment as to the real position of a debtor. The symptoms of Insolvency are well defined; and, if two merchants agree that it is time for a trader to be wound up, there will be no mistakes made as to the individual cases.

AUSTRALIAN CONCERNS.

In Sydney, New South Wales, according to latest advices, the chief item that attracts attention in political circles is the Government proposal to make bank notes a legal tender throughout the colony except at the head office of the institutions in Sydney. Commenting upon this subject, the *Trade Review and Prices Current*, of that city, says: "The measure is one which with some slight safeguards (which will doubtless be looked after in Parliament) will be a great boon to the banks, and will also be without risk to those living away from the chief centre of business in the colony. Generally speaking the measure has the support of the community, but there is a sore feeling against the banks, which, after all the consideration shewn them during the reconstruction period after the crisis, have been pressing rather severely good sound firms." It adds: "If the measure is carried it will be a great boon to the banks,

but the question frequently asked is, 'What will the banks do in return?' Judging from past experience the answer is scarcely a favorable one." We can readily understand why our contemporary appears to be so dubious as to the action of the banks who despite all the special consideration shown them at the height of the depression and subsequently do not seem to have shown the same consideration to their customers, of whom there are many who say those institutions need never have brought on the loss and ruin for which they were responsible.

The paper to which we have already referred has this to say with respect to the interesting subject of Australasian Federation by which trade relations with Canada are likely to be materially influenced: "The visit of the Hon. Mackenzie Bowell, of Canada, to the Colonies, has been of a very cheering character. Mr. Bowell visited Queensland, Victoria and South Australia after his arrival in New South Wales. At Sydney the Ministry entertained the hon. gentleman at a picnic, when he made a speech in favor of Federation of the Colonies. Mr. Bowell, from his visit to all the Colonies, was better able to speak on the subject than when he first arrived, and we have but little doubt that his remarks on the occasion will receive that consideration which they deserve. He certainly made out a good case, and, being impartial so far as Australian politics are concerned, his remarks may receive more attention than if uttered by any of our own political leaders."

In regard to the trade question itself, our contemporary observes: "Considerable regret has been expressed at the loss of the ss. 'Miowera,' one of the pioneer boats of the new mail service between Australia and Canada, the more so as such strenuous efforts are being made to foster a trade between the two countries, each of which, however, has built a 'protection ring' around it. Some sentiment there may be in subsidizing this line, as the countries are of one common stock, and there is every hope that better counsel will prevail, and that ere long a free intercourse of commodities may be possible." It may be all very well to say that there is some sentiment about subsidizing the line. There is more in it than that. There are dollars in it—and lots of them—as well informed people appear to think, but the "protecting ring" on both sides has to be more or less loosened in order to secure a free intercourse of commodities. This can only be obtained by an understanding among the Australasians as to how far they will adjust their respective tariffs to the new conditions which trade with Canada would necessitate.

We learn on the authority of the *Trade Review* that on the whole, despite the complaints of dull times, business engagements are being well met, and the one or two stoppages of moment have not caused much uneasiness. The poor turnover in business, however, and the close sitting of prices, must, it is pointed out, affect those who are beholden to the Banks for support. With a trifle more freedom on the part of the Banks, business would show some expansion, and in all probability they will see their way

ere long to relax their present stringency. Fine rains have fallen over nearly the whole Colony and the prospects generally for the season are extremely good even in the light of the past three or four years, which have been exceptionally favorable in this direction. On the whole New South Wales has survived the depression which marked the opening and middle months of the year, and is now on the upward move—a move which although slow, is, we think, sure.

THE "AINOKA" RELEASED.

On Tuesday last, Mr. Justice Crease, sitting in the Court of Admiralty, gave formal judgment in the case of the sealer *Ainoka*, which had been seized by the Russians when within sixteen miles of Copper Island, and thus within the prohibited limits. It was conclusively shown, however, that the vessel was where she was taken on account of stress of weather influenced by a strong current running to the southwestern portion of Copper Island, and the captain being unable, owing to the fog, to take observations. It was proved that principally on account of the badness of the weather not a single skin had been taken in the prohibited waters, and that so soon as the captain was made aware of his position he wore ship and endeavored to get outside the limits.

However, after seven hours of sailing in the teeth of contrary winds he was seized by a Russian cruiser and ordered to proceed to Yokohama for trial. The Indian crew, who numbered fifteen to four white men, refused to go there, and compelled the captain to land them at this port, after which the vessel came on to Victoria and reported. The Court having heard the evidence and being satisfied with the explanations, delivered judgment in favor of the *Ainoka*, which was in consequence released, each party to pay his own costs.

PATRONS OF INDUSTRY.

The Patrons of Industry appear likely to be a more important factor in the politics of Ontario and the Dominion than they were given credit for. According to their president there are by this time about 2,600 associations, with a membership of something like 175,000, who will have something to say in the forthcoming trial of strength in Ontario between Sir Oliver Mowat and his opponents. In the opinion of Principal Grant, the Patrons have ample funds and prestige and are certain to make their force felt. They have, or expect to have, thirty candidates in the field and hope to secure the balance of power in the Legislature, as they also expect to have at Ottawa when the time comes.

President Mallory has recently defined their position as follows: "We are not an organization whose object it is to overthrow governments. We aim to make known to governments what are the wishes, as we believe, of the people of the country, and so long as governments are willing to accede to those wishes they may expect the Patron representatives to stand by them; but if they refuse to accede to what we believe to be the wishes of the

people, as expressed through our representatives, they will have to suffer the consequences."

We have no hesitation in condemning the course of the Patrons in insisting on fixing the profits of the stockkeepers with whom their members deal. Principal Grant has well explained their attitude in politics when he says: "Canada's credit at the World's Fair was not maintained by protected industries. Farming was an industry which, if it could not be protected, ought not to be burdened to death. When farmers had grasped the truth it would also be found that they would be slow to lose it." There is a good deal in this. It was the Canadian farmer who so materially contributed to Canada's success at the great exhibition that has recently been concluded, and it is the farmer who has reason to think that, while other interests have been protected even as against him, he has not received protection against the foreigner.

EDITORIAL COMMENT.

NOT only did the Australian steamer *Warrimoo* bring a number of carcasses of mutton, but she also had 100 tons of Hawaiian sugar, consigned to R. P. Rithet & Co., Ltd., which in addition to a smaller shipment the same company received on Monday from the Orient, has had the effect of considerably reducing the local prices of this commodity.

THE estimated crop of Indian tea for the 1903-4 season is 126,779,773 lbs. The development of the Indian export trade has been very rapid. In 1861 exports only covered 1,250,000 lbs. Estimating shipments to the colonies and other ports with local consumption at 9,000,000 lbs., there will remain about 117,550,000 lbs. for export to Great Britain during the season 1903-91.

NEW ZEALAND has decided to create a portfolio of Trade and Commerce, of which Mr. Ward, the present Colonial treasurer, will have charge. One interesting scheme now engaging the attention of this Government is the obtaining of cheap money for the farmers, and an endeavor is to be made to secure aid from English capitalists, to be loaned through the Colonial Public Trust office and the Post Office.

THE importations of Australian frozen mutton by the *Arawa* while they may not have secured for the handlers on either side the profits that were expected, have established the fact that, in so far as concerns the quality of the article, it is excellent and will undoubtedly, if arrangements can be made to supply it at a reasonable rate, and with advantage to the producer and the sellers, be an important line of merchandise. The trouble evidently has been that the initial shipment was rushed in without sufficient preliminary arrangements. Neither here nor in Vancouver are there proper cold storage facilities and upon their obtainment the ultimate outcome of this venture materially depends.

MANCHESTER SHIP CANAL.

On the first day of the present year the ship canal which has made Manchester, a city nearly forty miles from the sea board—an English ocean port, was formally opened. The undertaking cost almost as much as the construction of the Canadian Pacific Railway, but the expense is compensated for by the fact of ocean vessels being enabled to dock at the second largest commercial city of Great Britain, which is also the headquarters of the great cotton manufacturing industry of that country. The canal can be navigated by vessels even larger than those which pass up and down the Suez Canal, and it is confidently estimated that of outgoing as well as incoming cargoes there will be no lack. It is satisfactory, to be assured, that the merchants and others who had sufficient enterprise to undertake this mighty work are convinced that their enterprise will be a financial success. At their recent meeting the B. C. Board of Trade adopted a resolution of congratulation to the managers on the occasion of the inauguration.

AN EXCELLENT PROSPECT.

In regard to the prospects of Manitoba and the Northwest the *Winnipeg Commercial* says: "A time of retrenchment has set in all over the West, and a limiting of purchases, with a radical curtailment of credit has been adopted by all. This has no doubt added to the pressure for the time being, but will quickly produce good results. Economy is general, and it is beyond doubt, that before another crop is gathered in, this country will be relieved of some of the tariff burdens now oppressing it. All these circumstances combine in establishing the very reasonable belief, that the West is just entering upon a period of solid progress and coming prosperity, such as it has not passed through during its previous history. In the first place the hog famine is at an end, and the coming spring and summer will bring the exportation of hogs in car load lots once more, so rapidly is the increase now going on. In sheep raising almost as much progress has been made, and no importation of mutton has been necessary this fall and winter. In short, the importation of hogs, sheep and horses is a business of the past now, and the time is but short until Manitoba will become a heavy exporter of all. The province has reached the position where it can now supply all its own food wants, except those fancy lines sold by the grocer and other trades, and it will astonish many of our growlers how soon this will turn the tide of prosperity in its favor."

We wish we could say for the Province of British Columbia that it can now supply all its own food wants, except those fancy lines indicated above; but we are as yet compelled to import our hogs and sheep, while at the same time we are not in a position to export cereals. On the contrary we are compelled to import large quantities, besides having to depend upon Western Canada, Washington, Oregon and California, for butter, cheese, fruits and vegetables, to a very considerable

amount, all of which constitutes a heavy drain upon our finances, which is in no way made up for by the exports of salmon, lumber and mineral, the balance of trade being heavily against us.

We should be heartily glad to see a change come upon, not alone the spirit of our dreams in these particulars, but in their actual realization. As we have already stated the year which has just closed was on the whole a good one for the Province, general substantial progress having been made, although money may not have been as plentiful as we could have desired.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Jan. 6, as follows: "During the week there have been the following arrivals: From the northern mines, 29,815 tons; from foreign ports, 3,660 tons. These have been the largest we have had in one week for many months past, but as a large portion of it is for domestic use, for which it is now in brisk demand, the free arrivals will not disturb values. Trading for future delivery has almost come to a stand-still awaiting the tariff verdict, which will very soon be rendered, and we have very cogent reasons for believing it will be in our favor. The writer has received personal letters from our representatives at Washington; judging from their contents our success is almost assured. It is difficult to say how our market will shape itself this year; with the present discouraging conditions of the freight market for grain, low freight for coal cannot be looked for. An increased consumption of fuel may be counted on for several months to come for hotel and house uses, emanating from the influx of visitors to our Midwinter Fair."

REDUCTION IN FREIGHT RATES.

The subject of the reduction in freight rates on the U. S. railways and waterways within the last twenty five or thirty years has been dwelt upon by some of our contemporaries on the other side the line. The opening and still further development of the waterways of the country has had a special influence in this direction, and has compelled the railways to accept rates, that but for the immense volume of freight carried would not have paid much more than for the grease required for the wheels. As an instance of the reduction that has taken place in railway rates it may be mentioned that in 1865 the average rate per ton per mile received by a leading company was 4.11 cents, whereas in 1883 it was 1.026 cents. From Chicago to New York the rate on flour has been reduced from 25 to 15 cents per 100 pounds, on which basis adding water rates wheat can be shipped from Chicago to Liverpool for seventeen cents per bushel or about 28 cents per hundred pounds.

Experiments just made at Munich have demonstrated the fact that bullets discharged from a rifle in the usual way can be rendered vehicles of infection, carrying microbes and infecting whatever they strike.

KEEP UP YOUR STOCK.

Don't be "just out of" goods. It is not a good reputation to get among your customers. People like to feel that when they send to the store for any little thing that they may want they are sure to get it. The grocer who is "just out of" things about half of the time will never be a success as long as the world lasts. People soon learn that his stock is not well taken care of and it don't take them long to hunt up one on whom they can depend.

Every store-keeper should have a low stock memorandum and as soon as any line of goods gets low a note should be made of it so that the buyer can have in a fresh supply before the old stock is entirely out. With modern facilities for ordering and receiving goods there is no excuse for not having a fresh stock on hand at all times. Order often, keep your stock fresh. Let your customers know that you are wide awake and have some energy in you, and you'll be surprised what a difference it will make in your trade, even in these dull times.

BIG FIGURES THESE.

France is worth, all property considered, \$8,000,000,000.

The property of Germany is assessed at £6,500,000,000.

All the property of Italy is assessed at £1,000,000,000.

The public buildings of England are valued at £210,000,000.

Germany has £231,000,000 invested in the banking business.

French capital invested in trade is estimated at £311,000,000.

The British mercantile navy has cost in building £131,670,000.

The rented houses of Great Britain bring in their owners £133,300,000 in value.

The house property of Philadelphia annually increases \$30,000,000 in value.

The bank capital of France is £268,000,000.

The bank capital of Great Britain is \$910,000,000.

The annual value of the clothing made in the United States and Europe is estimated at \$2,205,000,000.

Mulhall estimates that the total manufactures of the world annually equal in value the enormous sum of \$22,370,000,000.

The total value of London houses is £673,000,000; of Paris houses £235,000,000; of the houses of New York, \$1,355,000,000, or £271,000,000.

Mulhall estimates that the land in the United States is worth \$12,500,000,000; the cattle, \$5,500,000,000; the houses, \$14,200,000,000; the furniture, etc., \$7,200,000,000; the railroads, \$10,000,000,000; the shipping \$300,000,000; the total wealth per inhabitant, \$1,050.

In regard to the prospects of prices for wheat it is observed by a well posted authority that there are features of a very depressing character, for an apparently indefinite period observable in the huge stocks in store everywhere, the general commercial depression prevailing abroad, and the large area and favorable condition of winter wheat.

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

possesses 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

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.

COMMERCIAL SUMMARY.

The Behring Sea Arbitration Tribunal cost France \$9,000.

One-third of all the landed property of Russia is mortgaged.

A mine of pumice stone has been developed on Teneriffe Mountain, 2,000 feet above the sea.

The British Government proposes to place a tax of 1 penny in the shilling on theatre admissions.

Paris is trying the experiment of paving a street with mahogany. It is costing only \$9 a square yard.

Of the 12,801 steamers of above 100 tons that exist in the world to-day, 5,691 are British, Germany coming next with 770.

According to a decree just rendered by the British courts of law, payment cannot legally be enforced for any order given to debtor on Sunday.

The Nanaimo Poultry Society has by its recent show and other costly work, incurred a deficit of \$361.73. An attempt is about to be made to pay this off.

A West Kootenay argument for the

incorporation of Nelson is based on the fact that whilst Kamloops is assessed at \$225,000, Nelson is similarly rated at \$325,000.

A West Kootenay contemporary predicts a splendid output of British Columbia ore for the present year. Southern Kootenay alone will, it says, send forth some \$10,000,000 worth.

The Burgomaster of Brussels has ordered the formation of a cyclist corps in connection with the local fire brigade, for the purpose of carrying the first aid to the persons in danger through a rout break.

How large are some of the hydraulic mining ventures of this Province is exemplified by the fact that the Kootenay Hydraulic Mining Co., in 1893 expended nearly \$80,000 in development work and will this year spend a large additional sum in making a ditch nearly 4 miles long between Salmon River and Sixteen Mile Creek.

The Nelson Tribune declares that unless the postal arrangements for West Kootenay are soon and thoroughly reformed, the Dominion member, held responsible,

will assuredly get badly "left" at the next election. The New Denver people have meanwhile demanded that Mr. Mara, M. P., shall bring the matter before the Dominion House at an early opportunity next session.

A Mr. C. Ochiltree-Macdonald has published in the Montreal *Shareholder* a communication in which he sets forth that the concentration of the Cape Breton coal mines in the hands of the Whitney (American) syndicate has changed the aspect of affairs there, and has caused work to be abundant. He goes on to say that the quantity of coal attached to the properties turned over to the Americans was only 750,000,000 tons; the quantity of coal, however, available below low water mark is 2,000,000,000 tons. In addition hundreds of millions of tons exist in the land areas outside of the property of the syndicate, among them one field in Inverness county containing better coal than that mined at Sydney, and in quantity not less than 60,000,000 tons. He says that in Nova Scotia the coal fields are scarcely scratched, while in New Brunswick there are more than 150,000,000 tons available.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	930	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	
Ger ship	Sirene	1437	Sauermilch	October 19	Victoria	London	56,558	282,790	
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	
Br bark	Jessie Stowe	615	Bianche	October 14	Fraser River	Liverpool	30,000	157,112	
Br bark	Ladstock	816	Williams	October 19	Fraser River	Liverpool	35,773	178,865	
Br bark	Forno	915	Kain	November 18	Victoria	London	38,126	191,880	
Br bark	City of Carlisle	823	Hughes	November 18	Victoria	Liverpool	37,331	185,905	
Br ship	Candida	1222	Kee	December 22	Victoria	Liverpool	50,318	249,523	
Br bark	Harold	1307	King	January 15	Fraser River	Liverpool	61,768		
Br bark	Primera	597	Gardner	December 17	Victoria	London	24,666	123,350	

A—Other cargo value \$1,316.

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	806,919	7,814	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,882	May 29	52s 6d
Nor bark	Fitze	1078	Holfsen	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am bark	Colorado	1038	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private
Chil bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn	Bittern	339	Stronach	Jan. 29	Vancouver	Fremantle, Au	302,950	1,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,228,879	11,058	May 6	35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,028,530	17,500	July 27	50s
Chil ship	Hindustan	1522	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 15	owners ac
Am ship	Seminole	1429	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,966	April	Private
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 28	Private
Br bark	Assel	795	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577	June 25	35s
Br ship	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	964,868	7,718	Sept. 22	42s 6d
Am bark	Hurry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw bark	John Ena	260	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	7,894	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	663,000	5,296	Aug. 26	35s
Nor bark	Sigurd	1530	Anse	May 21	Vancouver	Port Pirie	1,426,000	10,693	Aug. 31	40s
Chil ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Wythop	1248	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1009	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,337	4,908	Oct. 4	55s
Br bark	Doehra	966	McJerrrow	June 26	Vancouver	Adelaide	740,234	5,820	Sept. 16	38s 9d
Br ship	Kinkora	1729	Lawton	July 29	Vancouver	Callao	1,436,128	12,465	Oct. 29	30s
Am schr	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	881,989	7,982	Oct. 14	39s
Am bark	Seminole	1429	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,008	7,836	Aug.	Private
Am schr	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,354	8,625	Sept.	55s
Am bark	Sonoma	928	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	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	921,554	10,300		52s 6d
Nor ship	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288		36s 3d
Br bark	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	702,153	5,521		33s 9d
Chil bark	India	953	Funke	Sept. 10	Moodyville	Valparaiso	799,257	7,000		owners ac
Chil bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916	Nov. 23	37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,544	7,076	Oct. 25	Private
Am bktn	Hilo	642	LeHallister	Sept. 24	Westminster	Sydney	688,632	6,649	Nov. 18	28s
Am schr	Lyman D. Foster	725	Dreyer	Oct. 11	Cowichan	Sydney	871,305	7,614		37s
Am bark	Hesper	864	Underwood	Oct. 12	Vancouver	Adelaide	779,388	5,886		37s
Am schr	Wm. Bowden	728	Fjerem	Oct. 15	Victoria	Adelaide	861,692	6,031		37s 6d
Br bark	Elizabeth Graham	378	Anderson	Oct. 24	Moodyville	Melbourne	524,651	3,969		Private
Am brig	Geneva	411	Nelson	Oct. 15	Vancouver	Sydney	541,228	4,157		27s 6d
Am schr	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	637,974	6,060		40s
Am bktn	Robert Sudden	785	Ulberg	Oct. 25	Vancouver	Port Pirie	714,908	4,646		37s 6d
Am schr	Salvator	441	Wells	Oct. 29	Westminster	Port Pirie	527,000	4,216		37s 6d
Am schr	Louis	820	Hatch	Nov. 8	Vancouver	Iquiqui	863,145	5,604		40s
Aia schr	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,902	10,800		28s
Nor ship	Germanic	1269	Sunde	Dec. 29	Vancouver	Cork U.K. f.o.	910,453	9,973		60s
Am schr	Reporter	333	Mackie	Nov. 21	Vancouver	Nagasaki	364,294	10,000		Private
Am bark	Snow & Burgess	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113		Private
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork U.K. f.o.	1,021,624	13,135		55s
Am bark	Colorado	1360	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,636		37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911		35s
Am schr	W. H. Talbot	776	Huhm	Dec. 23	Vancouver	Cape Colony	804,183	6,031		75s
Am ship	Eclipse	1536	Peterson		Vancouver	Cork U.K. f.o.				60s
Nor ship	Beaconsfield	1450	Bastiansen		Vancouver	Cork U.K. f.o.				

A—Also 100 spars.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAY'S OUT.
Br ship	British General	1754	Tulloch	Oct. 31	Samarang	Vancouver	B. C. Sugar Refinery Co	79
Br bark	Archer	789	Dawson	Aug. 1	Liverpool	Victoria	R. P. Rithet & Co., Ltd	165
Ger. bark	Gutenberg	627	Zeplein	Aug. 10	O Glasgow	Victoria	J. Crawford	159
Br ship	Ainsdale	1725	Owens	Oct. 9	N Liverpool	Victoria	R. P. Rithet & Co., Ltd	98
Br ship	Astoria	1335	Dagwell	Oct. 13	G London	Victoria & Van	Turner, Beeton & Co.	95
Br ship	Benmore	1160	Scott	Dec. 22	Liverpool	Victoria & Van	R. P. Rithet & Co., Ltd	25
Br ship	Borrowdale	1197	Gordon	Dec. 22	Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	25
Br ship	Thermopylae	948	Winchester	Dec. 22	Hong Kong	Victoria	Victoria Rice Mills	25
Am bktn	Wrestler	447	Bergman	Dec. 18	B Honolulu	Royal Roads fo	Robert Ward & Co., Ltd	29
Br ship	Ballachulish	1806	Godvey		A Java	Vancouver	B. C. Sugar Refinery Co	
Br ship	Riverside	1590	McCully	Nov. 22	Newport, Eng.	Vancouver		53
Br bark	Northernhay	1221	Miller	Dec 5	C Cardiff	Esquimalt		42
Br ss	Empress of Japan	3003	Lee	Dec. 27	F Hong Kong	Victoria & Van	C. P. S. S. Co.	21
Br ship	Astracana	1572	Jones	Dec. 21	L London	Vancouver	Evans, Coleman & Evans	26
Br ship	Romola				L London	Victoria & Van	A. L. Russell	
Br bark	Duke of Argyle	960	Golightly	Dec. 12	Honolulu	Royal Roads		35
Br ss	Mogul	1827	Johnson	Jan. 2	D Hong Kong	Victoria	Dodwell, Carlill & Co.	14
Am schr	Pioneer	397	Hughes	Jan. 15	J San Francisco	Cowichan	Robt. Ward & Co., Ltd	1
Br ship	Eaton Hall	1779	Lowrison		K London	Vic and Van.	Robt. Ward & Co., Ltd	

N—Spoken Oct. 14 lat. 49° N., long. 10° W. Nov. 13 lat. 7° S., long. 34° W. To load grain at Tacoma. G—Oct. 16 passed Deal. Oct. 18 passed Prawl Point. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13° N., long. 26° W. B—Via San Francisco; chartered for lumber to Melbourne, Adelaide or Port Pirie; terms private. March loading. A—To sail in March with sugar. E—Via Yokohama Jan. 5. C—Dec. 11 put into Fatmouth with loss of some sails; Dec. 30, sailed again. G—To load grain at Tacoma. I—Dec. 23, passed Deal. To load grain at Tacoma. D—Via Yokohama Jan. 13. J—Chartered for cargo of poles to Santa Rosa, Ila; terms private. K—Jan. and Feb. loading. L—Dec. 26 arrived at Holyhead.

FREIGHTS.

Apparently the market has touched its lowest point for there has been a slight improvement during the week, and the rate for grain to Cork, f.o. may now be quoted at 26s 3d. Lumber freights are nominally unchanged but there has been nothing to test the market.

Freights from British Columbia or Puget Sound are quoted as follows:—Valpa; also for orders. 37s; 6d; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie; 37s 6d; United Kingdom, calling at Cork for orders, 55s Shanghai, 37s 6d; Tientsin 55s.

Grain freights from San Francisco to Cork, U. K., for orders, usual options are quoted at 25s to 26s 3d; from Portland 33s 9d, and Tacoma 31s 3d.

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.

VESSELS IN PORT.

(January 15, 1891.)

VANCOUVER.

Am. ship Eclipse, 1,536 tons, Capt. Peterson, arrived Nov. 27, loading lumber for Cork, U. K., on account of Robert Ward & Co., Ltd.

Nor. ship Beaconsfield, 1,450 tons, Capt. Bastiansen, arrived Dec. 11; loading lumber for Cork, U. K.

Br. ss. Warrimoo, 1,897 tons, Capt. Perry, arrived Jan. 9.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. bark Oregon, 1,361 tons, Capt. McCarty.

Am. bark Carrollton, 1,330 tons, Capt. Lewis.

WELLINGTON SHIPPING.

Am. ship Glory of the Seas, 2,100 tons, Capt. Freeman.

Am. bark Enoch Talbot, 1,827 tons, Capt. Johnson.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammous.

NEW WESTMINSTER.

Br. bark Harold, 1,307 tons, Capt. King, arrived Nov. 16, loaded with salmon for Liverpool, on account of Robt. Ward & Co., Ltd.

RECAPITULATION.

Ports.	No.	Tonnage.
Vancouver	3	4,883
Nanaimo	5	8,187
New Westminster	1	1,827
Total	9	14,897
Previous week	9	15,133
Correspond'g week last year. 16		20,778
" " 1892	14	14,630

A meeting of creditors of the estate of Cavin Bros., boots and shoes, Victoria, has been called for February 8.

The British bark Harold, 1,307 tons, Capt. King, sailed January 15 from Fraser River for Liverpool, with a cargo of 61,768 cases salmon valued at \$325,000. This is the largest cargo of salmon that has ever cleared from this Province.

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

Leading Trade and Commercial Paper West of Toronto.



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To Reach the B. C. Trade

It Cannot be Surpassed.



THE COMMERCIAL JOURNAL

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COMPANY, MONTREAL.

WHOLESALE

HATS, CAPS

AND

STRAW GOODS.

1894.

MEN'S

Furnishings.

BRITISH COLUMBIA SPRING TRADE, 1894.

Newest Styles Selected for Spring Trade.

AGENTS FOR WOODROW'S HATS.

WAREHOUSE:

517, 519, 521, 523 AND 525 ST. PAUL STREET,

MONTREAL.

The Largest Factory of its Kind in the Dominion.



REGISTERED TRADE MARK.

LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Supervision 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.

BAGS

In all sizes and qualities and for every purpose.
Jute or Cotton. Plain or Striped.

BAGS FOR ORES,

(Overhead dry or double cotton sewn)
a special feature of our trade.

CANADA JUTE COMPANY, LIMITED

17, 19 & 21 ST. MARTIN ST., MONTREAL.

A. O. LEASK,

Agent and Commission Merchant.
Customs, Insurance and Shipping Agent.
Storage, Bonded and Free Forwarder, etc.
Vancouver, . . . B. C.

J. & T. STEPHENS,

Manufacturers of

Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

THE WESTERN MILLING CO.,

(LIMITED.)

REGINA, ASSA.,

DEALERS IN

Seed and Feed Grain

OF ALL KINDS, ALSO

Flour, Chop Feed, Bran and Shorts.

PARTIES REQUIRING

Seed or Feed Oats or Wheat

WILL DO WELL TO

Correspond With Us, or Major & Eldridge, Vancouver.

A. HOLDEN & CO.,

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