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- New Zealand (Marine) Insurance Company.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
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- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Brand.

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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.
- Cascade Packing Co., Naas River, Cascade Brand.

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Vancouver

British Columbia

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Oct. 11.

VICTORIA.

There has been a marked improvement in trade during the past week. Several large shipments of drygoods have been made to interior points, and the grocery trade has also been active. Buyers for salmon do not feel like paying the price demanded by sellers. Foreign lumber continues dull. On the whole the volume of trade is quite satisfactory.

In Vancouver business is fair, merchants being now chiefly engaged in getting in their new stocks. Prospects are hopeful for a good fall and winter trade.

FRUITS AND VEGETABLES.

The receipts of California fruits and vegetables from San Francisco by steamship Walla Walla, Oct. 4, comprised the following: For Victoria—585 cs grapes, 31 crts bananas, 3 scks cocoanuts, 50 scks sweet potatoes, 31 cs lemons, 35 cs plums, 125 cs peaches, 158 cs pears, 83 cs apples, 8 cs quinces, 10 scks onions, 4 bxs pomegranates, 20 bxs nutmeg melons, 3 cs crab apples, 6 cs tomatoes; total, 1,155 pkgs. The receipts by steamship Umatilla, Oct. 9, consisted of 713 cs grapes, 20 cs peaches, 104 cs apples, 57 crts bananas, 8 cs lemons, 1 sck cocoanuts, 7 cs tomatoes, 10 cs quinces, 11 scks sweet potatoes, 10 cs oranges, 2 crts nutmeg melons, 60 cs pears, 5 cs apples, 30 scks onions, 10 bxs figs, 24 cs peaches; total, 1,072 pkgs. The receipts by previous steamers were as follows: Sept. 29, 1,175 pkgs; Sept. 24th, 1,279 pkgs; Sept. 19th, 1,191 pkgs; Sept. 14th, 1,110 pkgs; Sept. 9th, 1,250 pkgs; Sept. 4th, 1,018 pkgs.

Crab apples are out of the market. Melons are getting scarce, although some water melons have been received from the upper country. New oranges, Sweet Loretta, have been received from Central America, and are quoted at \$1. Superior quality of Sicily lemons are quoted at \$9. Pears, Winter Nellis, are quoted at \$1.87½. Prices are fairly steady.

Jobbers' quotations for fruits are as follows:—

Oranges—Sweet Loretta.....	\$1 00 @ 0 00
Tabiti Seedlings.....	4 50 @ 4 75
Riverside Seedlings.....	0 00 @ 0 00
Lemons—California.....	8 00 @ 8 50
Sicily.....	7 50 @ 9 00
Australian.....	7 00 @ 0 00
Bananas, crate.....	2 50 @ 3 75
Plums, box.....	1 25 @ 0 00
Peaches.....	1 65 @ 1 75
Pears.....	1 75 @ 2 25
Quinces.....	1 50 @ 0 00
Apples—Red.....	1 50 @ 1 75
Green.....	1 25 @ 1 40
Grapes.....	1 35 @ 1 75
Pine Apples, doz.....	5 00 @ 0 00
Cocoanuts, doz.....	1 00 @ 0 00
Watermelons, crate.....	4 50 @ 0 00
Musk.....	0 00 @ 3 50
Nutmeg.....	1 50 @ 1 65

Vegetables are quoted:

Potatoes—California, sweet.....	2½ @
Local.....	per ton 15 00 @ 00 00
Onions—Red California.....	1½ @
California Silverskins.....	1½ @
Tomatoes, by.....	1 00 @ 1 10½

FLOUR AND FEED.

Dealers report large shipping orders from outside points, for flour and mill

products. The Portland *Commercial Review* says: "The foreign demand for flour is slow, and very little is being forwarded to China. Prices have been reduced 10cts. per bbl. on both Portland and Salem Roller, list prices being uniform at \$3.65 per bbl."

The Columbia Flouring Mills quote Enderby flour in carload lots:

Premier.....	\$5 20
XXX.....	5 10
Strong Bakers or XX.....	4 80
Superfine.....	3 80

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 5 00 @ 0 00
Lion, ".....	5 00 @ 0 00
Premier, Enderby mills.....	5 45 @ 0 00
XXX, ".....	5 35 @ 0 00
XX, ".....	5 05 @ 0 00
Superfine, ".....	4 05 @ 0 00
Ogilvie's Hungarian.....	5 50 @ 0 00
Strong Bakers.....	5 00 @ 0 00
H. B. C. Fort Garry Hungarian.....	5 50 @ 0 00
Benton County, Oregon.....	5 20 @ 0 00
Portland Roller.....	5 20 @ 0 00
Snowflake.....	5 25 @ 0 00
Royal.....	5 00 @ 0 00
Wheat, per ton.....	28 00 @ 35 00
Oats.....	25 00 @ 30 00
Oil cake meal.....	40 00 @ 45 00
Chop feed.....	28 00 @ 30 00
Shorts.....	26 00 @ 28 00
Bran.....	21 00 @ 25 00
National Mills oatmeal.....	3 50 @ 0 00
" rolled oats.....	3 50 @ 0 00
" split peas.....	3 50 @ 0 00
" pearl barley.....	4 50 @ 0 00
" Chop feed.....	30 00 @ 0 00
California oatmeal.....	4 25 @ 4 35
California rolled oats.....	3 75 @ 3 85
Corn, whole.....	per ton 37 50 @ 40 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed.....	per ton 40 00 @ 50 00
Cracked corn.....	40 00 @ 45 00
Hay, per ton.....	17 00 @ 18 00
Straw, per bale.....	80 @ 1 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$ 77 50
Best China rice.....	100 00
China rice No. 1.....	70 00
Rice flour.....	70 00
Chit rice.....	25 00
Rice Meal.....	17 50

GROCERIES AND PROVISIONS.

Cheese of September make is on the market and is quoted a little stronger than August make. Local prices of butter continue steady, although the market is strong.

The Montreal *Trade Bulletin* says:

"The firm tone of butter reported by us last week has been maintained, and despite the reported inability of shippers to pay certain prices they have gone and paid them, and have even paid higher prices in the country than they would here. The enquiry has been pretty active during the past week and quite a number of sales have taken place for export account."

Good breakfast bacon is very scarce, in both Canadian and American markets. Local quotations for hams are very firm. American hams and breakfast bacon have advanced ½c in first hands and salt clear sides ½c, others unchanged. Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 15½c per lb; heavy hams, 15½c; choice breakfast bacon, 14½c; short clear sides, 13½c, and dry salt clear sides, 12½c. Armour's white label pure lard, 1c lb. pails, 13½c per lb.

Canadian meats are quoted f. o. b. Vic-

torla: Hams 14½c, breakfast bacon 15c, long clear side 10½c; spiced rolls, 12½c; pure lard, tubs, 12½c; do, 3 lb and 5 lb tins, 13½c.

Messrs. R. P. Rithet & Co., Ltd., quote dry granulated in 100 lb sacks at 5½c and extra C at 4½c to the trade.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	7½ @ 28½
Manitoba Creamery, lb.....	30 @ 00
" Dairy choice.....	18 @ 22
" Cooking.....	10 @ 15
Cheese—Canadian, lb.....	13½ @ 14½
California.....	16 @ 00
Eggs, doz.....	21 @ 22

Smoked meats and lard are quoted:

Hams.....	15½ @ 17
Breakfast bacon.....	15 @ 17
Short rolls.....	11½ @ 13
Becks.....	13 @ 15
Dry Salt, long clear.....	11 @ 12½
Pure Lard, 50 lbs.....	13 @ 11
" 20 lbs.....	13½ @ 14½
Lard Compound.....	10½ @ 11½
Sugar—Jobbers' prices ½-barrels and kegs in each case being ½c higher:	
Dry Granulated.....	5½
Extra C.....	5½
Fancy Yellow.....	5
Yellow.....	4½
Golden C.....	4½
Syrups, per lb.....	3

SALMON.

The bark Martha Fisher, has already aboard 28,000 cases, but is awaiting the return of the Danube from the Northern canneries, when she will complete her cargo. It is expected she will take about 33,000 cases. There is a strong demand for salmon in Eastern Canada, which dealers here are unable to supply. A prominent agent says that Eastern dealers cannot now get the salmon they want. The representative of a London and Liverpool house was in the market last week but his inquiry was not satisfied. Canners and their agents are very strong in their views. The current prices offered are 23s 6d per case for talls, and 25s for flats. There is very little salmon unsold on this market, and that cannery agents are holding and ask 26s per case for talls and 30c for flats, which figures buyers do not seem at the present time inclined to pay.

LUMBER.

Since last review, the American schooner Alice Cook has completed her cargo and sailed on Oct. 5th for Sydney, with a cargo of 900,000 feet lumber and 19,800 feet laths, valued at \$8,338. The British bark Columbus, 694 tons, arrived Oct. 4 from Pisagua, and has gone to Vancouver to load for Adelaide or Port Pirie. The Benj. Bangs, 1118 tons, under charter to load at Vancouver, arrived at Port Angeles Oct. 6. The British ship Abeona, 970 tons, 72 days out from Taltal, is reported chartered to load for Port Pirie. The new four-masted American schooner Lyman D. Foster, built by Hall Bros. at Port Blakely, has been chartered to load at Moodyville for Sydney, and is expected at the mill this week. The Chilean bark Eritrea, from South America for Moodyville, is believed to be near, and is being looked for. There are at present three vessels loading lumber at Burrard Inlet for foreign: The Scammel Bros., 1,218 tons, for Wilmington, Del.; Morning Light, 1,310 tons, for Cork, U.K.; and Columbus, 694 tons, for Adelaide.

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

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of September, 1892:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids.....		\$ 507	\$ 125 05
Agricultural imple- ments.....		393	142 40
Ale, beer & port'gls	1,000	810	240 00
Animals.....		4,536	1,324 50
Books, pamphl's, etc.		1,450	433 18
Brass & manufs of.		753	230 50
Bread-stuffs, etc, viz			
Grain, of all kinds			
Flour, brls.....	710	629	67 75
Meal.....	1,909	7,435	1,492 79
Rice and all other bread-stuffs.....	634	1,514	269 30
Candles, lbs.....	4,425	33,478	6,838 01
Chicory, lbs.....		402	100 50
Coal and coke, tons.	13,331	2,628	279 30
Coffee, from U.S. lbs		110	39 35
Copper and m'fs of.		385	87 08
Corrugated kinds...		9,131	2,849 03
Cotton, manufs of		30,709	11,674 31
Drugs and medicines		1,597	505 70
Earthen, stone and China-ware.....		2,735	845 85
Fancy goods.....		1,314	278 88
Fish.....		2,317	371 28
Fruit, dried.....		7,659	1,739 57
Green.....		582	145 50
Furs.....		3,145	999 58
Glass, glassware....		1,301	351 70
Gumpder, exp sub's		1,845	554 40
Hats, caps, borncets.		218	61 83
Hops, lbs.....	1,030	13,334	4,665 54
Iron and steel m'fs of			
Jewelry and watches and m'fs of gold and silver.....		179	41 80
Lead and manufs of		98	37 29
Leather and m'fs of		2,326	597 93
Marble and stone and manufs of...		107	23 39
Malt, bush.....	4,084	3,145	612 60
Metals, composition and m'fs of.....		119	50 34
Musical instrum'ts		841	282 60
Oils, coal and kero- sene, gals.....	28,292	6,458	2,037 00
All other, gals....	4,076	2,104	481 02
Paints and colors		639	166 15
Paper and m'fs of...		2,171	812 81
Perfumery.....		18	5 40
Provisions,			
Bacon hams, etc...		5,573	1,377 18
Salt, not from Great Britain or British possessions, or for fisheries, lbs....	19,984	264	14 49
Seeds.....		359	37 95
Silk, manufs of....		6,788	2,046 10
Soap of all kinds...		279	90 49
Spices of all kinds..		165	45 10
Starch, lbs.....	1,624	51	13 48
Spirits,			
Of all kinds, gals..	4,904	8,622	16,7
Wine, other than Sparkling, gals...	2,338	1,678	1,68, 03

ARTICLES.	QUAN.	VALU.	DUTY.
Wine sparkling doz	162	1,536	701 10
Sugar above Noll's lbs	35,509	1,364	284 10
Sugar candy, etc, lbs	1,317	281	120 35
Sugar glucose and syrups..... lbs	3,463	126	51 94
Tea, from U.S. lbs...	768	166	16 00
Tobacco and cigars...	2,037	1,481	1,813 64
Wood and m'fs of.		2,091	608 05
Woollen m'fs....		23,164	7,182 31
All other dutiable articles.....		30,702	8,592 42
Total dutiable goods		\$233,747	\$77,353 69
Free goods, all other		47,167	
Grand total.....		\$280,914	\$77,353 69

EXPORTS

From the port of Victoria, for the month of September, 1892—the produce of Canada:

THE MINE.	QUANTITY.	VALUE
Coal.....	760	\$ 3,800
Gold dust, nuggets, etc....		51,436
THE FISHERIES.		
Fish of all descriptions.....		78,077
Furs or skins of creatures living in the water.....		201,403
ANIMALS AND THEIR PRODUCE.		
Other animals.....		8
Other articles.....		21,113
AGRICULTURAL PRODUCTS.		
Flour of wheat and rye... brls	500	2,000
MANUFACTURES.		
Liquors, spirituous and malt, of all kinds..... gals	13	3
Of all kinds.....		35
Sewing machines.....	1	200
Wood—m'fs of all kinds....		1,891
Other articles.....		600
Miscellaneous articles.....		600
Grand total.....		\$ 360,666

Goods, not the product of Canada, for the month of September, 1892:

	QUANTITY.	VALUE
The Fisheries--		
Furs or skins of creatures living in the water....		10,810
Animals and their produce--		
Other articles.....		2,308
Manufactures--		
Iron—pig and scrap, cast- ings, hardware, etc....		1,225
Manufs of leather.....		30
Sewing machines.....	7	215
Wood m'fs of all kinds....		922
Other articles.....		3,210
Gold.....		813
Silver.....		913
Grand total.....		\$ 20,446
Total exports of all kinds.....		\$381,012

Balance in warehouse:	
Spirits.....	9,745.02 P. gals
Malt.....	4,000 lbs
Tobacco.....	1,604 "
Cigars.....	135,160

The statement of Inland Revenue returns at the port of Vancouver for September shows the following:

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

INLAND REVENUE RETURNS.	
Spirits in warehouse Sept. 1....	10,100.35 p gals
ex-warehouse for consumption	3,617.76 p gals
ex-warehouse for export.....	13.80 p gals
Balance in warehouse.....	6,668.79 p gals
Tobacco in warehouse Sept. 1....	9,357.18 lbs
warehouse during month.....	5,920 lbs
ex-warehouse during month	7,597 lbs
balance in warehouse.....	7,680 lbs
Malt in warehouse Sept. 1.....	31,683 lbs
warehouse during month.....	25,998 lbs
balance in warehouse.....	10,518 lbs
Cigars manufactured.....	81,800
Petroleum inspected.....	4,650 pkgs
Spirits.....	\$ 5,276 66
Malt.....	1,043 26
Tobacco.....	1,899 24
Cigars.....	490 80
Petroleum Ins.....	206 50
Methylated spirits.....	52 26
Total.....	\$8,968 62

The following is a summary of the customs returns at the port of Vancouver for the month of September:

Duty Collected.....	\$ 25,503 05
Other revenues.....	1,317 76
Total.....	\$ 26,820 81

IMPORTS.	
Dutiable Goods.....	\$9,877 00
Free Goods.....	\$15,190 00
Total Imports.....	\$106,067 00

EXPORTS.	
Mines.....	\$ 2,275
Forest.....	45,200
Animals, etc.....	556
Agricultural.....	2,942
Manufactures.....	14,334
Miscellaneous.....	1,818
Total.....	\$ 67,125

NEW WESTMINSTER.
Statement showing amount of Imports and Exports for port of New Westminster for month of September, 1892:

IMPORTS FOR THE MONTH.	
Dutiable.....	\$30,954 00
Free.....	3,541 00
Total imports.....	\$34,495 00
Duty collected.....	\$10,459 88
Other revenues.....	85 94
Total collections.....	\$10,545 82

EXPORTS FOR THE MONTH.	
The mine.....	\$ 1,296 00
The fisheries.....	661 00
The Forest.....	400 00
Animals and Produce.....	217 00
Manufactures.....	1,092 00
Total exports.....	\$ 3,576 00

NANAIMO.
The customs returns for September, at the port of Nanaimo, are as follows:

Import Duty.....	\$3,340 71
Sick mariners' dues.....	500 56
Miscellaneous.....	51 90
Total.....	\$3,892 77
Imports at port of Nanaimo for month of September, 1892:	
Value of Goods Imported free.....	\$ 717 00
" dutiable.....	10,139 00
Direct Imports.....	2,408 00
Value of Goods ex-warehouse (free)...	161 00
For exportation.....	269 00

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending October 8:—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
4.	Ericsson, ship, San Francisco....	2,372
5.	McNear, bark, San Francisco....	1,867
6.	Wanderer, str., Port Townsend..	42
6.	Collis, str., Port Townsend....	83
8.	Romulus, str., San Francisco....	4,285
Total.....		8,649

being the prices of the Pacific Pine Lumber Association:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet...	\$ 9 00
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	17 00
Pickets, rough, per M.....	9 00
Laths, 4 feet, per M.....	2 00

The Victoria Lumber Exchange quotes the following schedule of prices net at yard:

Rough merchantable lumber, per M.....	\$12 00
Double dressed and edged, per M.....	22 50
Single ".....	20 00
No. 1 tongue and groove flooring, 1 x 4....	22 50
Rough dock plank.....	14 00
Laths, per M.....	2 25
Shingles, common, per M.....	2 25

Eight per cent on all accounts over 30 days standing.

INLAND REVENUE AND CUSTOMS.

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

Victoria Division—Comprising all of Vancouver Island:

INLAND REVENUE.	
Spirits.....	\$ 7,378 43
Malt.....	3,862 20
Tobacco.....	2,523 50
Cigars.....	902 70
Bonded warehouse license.....	20 00
Petroleum inspection.....	341 00
Rent of Government land.....	12 00
Malt liquor.....	145 20
Total.....	\$15,103 03
WAREHOUSED. EX-WAREHOUSED.	
Spirits.....	7,509.02 p. gals
Malt.....	163,110 lbs
Tobacco.....	8,364 lbs
Raw.....	1,486 lbs
Cigars.....	61,000
Beer exported.....	3,256 gals.

CANADA PERMANENT LOAN AND SAVINGS CO.

HEAD OFFICE, CO'S BUILDINGS, TORONTO, ONT

J. HERBERT MASON, PRESIDENT & MANAGING DIRECTOR.

Subscribed Capital.... \$ 5,000,000
Reserve Fund..... 1,502,252
Total Assets..... P. 12,001,772

This company is now prepared to accept applications for loans upon improved City and Farm Securities at current rates of interest. NO AGENTS' COMMISSION IS CHARGED THE BORROWER. Full particulars on application to

HEISTERMAN & CO.,

75 GOVERNMENT STREET,

Agents and Appraisers for Victoria District.

BODWELL & IRVING, Solicitors.

Victoria Brewing and Ice Company,

(LIMITED.)

LAGER BEER.

P. O. Box 216. Telephone 436. Office: Cor. Government and Discovery Sts.

GREEN & SONS CO'Y,

WHOLESALE

FURS. HATS, CAPS, ETC.

BRITISH COLUMBIA FALL TRADE, 1892

Men's Furnishings, Merino and woolen Underwear.

SCARFS, TIES, SHIRTS, COLLARS, WATERPROOF COATS.

WAREHOUSE:

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

MONTREAL.

COMMERCIAL SUMMARY.

The Irish Lord Chancellor has appointed six new magistrates for the city of Cork, all of whom are McCarthyites.

The Union Pacific and Burlington & Missouri railways give notice that they will withdraw from the Transcontinental Association.

Authorities in France have been trying the cryptophone, devised about nine years ago for military and naval purposes. For military use, the apparatus consists of a highly sensitive vibrator and a microphone suitably arranged in a pine box, which is buried two or three feet under the road to be watched. Wires lead to a bell or other signals at the observing station. When an alarm is given, the observer connects a telephone, and is able to hear the movement over the road and even to determine its direction, the apparatus being so sensitive as to indicate the passage of a half-dozen men or a single cart.

Mr. Patrick Egan has arrived in New York from Chili. He brings with him a treaty to settle the claims against the Chilian Government.

A. Gazely, of Port Arthur, who was arrested for going into Fort William during the quarantine, has entered an action for \$10,000 damages against the corporation and its medical health officers.

The people of Alaska, states a correspondent of the New York Evening Post, are beginning to realize that their mines and their fisheries are among the most valuable in the world; but that in the present condition of the territory men will not invest much capital there, and the industries will develop slowly. Therefore, in order to give greater security to property and stability to the community, the Alaskans are looking towards annexation to Washington. It is not improbable that the matter will be brought before the next Congress in a formal petition.

DALBY & CLAXTON

Real Estate, Insurance,
Mining & Financial

AGENTS.

—AGENTS FOR—

The Yorkshire Guarantee and Securities Corporation, England.
Alliance Assurance Company (Fire), England
The British Columbia Fire Insurance Company, Victoria.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Company, Claxton, Skeena River.

64 YATES ST., VICTORIA.

PORTER, TESKEY & CO

210 ST. JAMES ST., MONTREAL.

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Will find it to their advantage to send their order to us. The largest stock in the Dominion. Agents for Hy. Milward & Sons, Tackle Manufacturers, Hedditch, Eng.

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(Substituted for the Valparaiso)

WILL SAIL FROM

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Freight will be taken at the rate of 12s. 6d. per ton measurement; 15s per ton dead weight.

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M. R. SMITH & CO.

WHOLESALE AND RETAIL

CRACKER BAKERS,

VICTORIA, - - B. C.

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

ALEX. M. LEITCH,

WHOLESALE COMMISSION AGENT,

28 YATES STREET, - - VICTORIA, B. C

REPRESENTING:

Erie Pre-eriving Co., St. Catharines; McAlpine Tobacco Co., Toronto; Thos. Symington, Edinburgh, Scotland; Stanway & Bayley, Toronto.

A KNOTTY QUESTION ANSWERED.

A correspondent recently put this question to the *Scientific American*: "Does a boat run faster when she is loaded by the head or stern is a question under discussion. One claim is that when loaded by the head the position of the boat makes her run down hill, and when loaded by the stern she has to run up hill. Others claim that if loaded by the stern she is made to float higher and requires less displacement; and if loaded by the head she is forced down into the water."

In answer the *American* says: Boats for speed as built after modern practice have their lines formed for the greatest speed or least resistance on a specified water line, with their keels generally sloping to a greater draught near the stern. Loading by the stern or head interferes with the speed by changing the form of the immersion lines. In sailing craft loading by the stern is required to a certain amount to counteract the tendency to dip the stern by the action of the wind on the sails."

THE ROSE IN COMMERCE.

In trade, the rose is very valuable, as attars of India and Persia sell at a very high price, and there are large districts of rose gardens, in which numbers of men and women are employed—the harvest months being March and April; in Turkey, also, rose farming is also largely carried on, and a very fine attar is got from the roses grown in Cashmere. Even rose water is a luxury which is by no means to be despised as to price, but the attar of roses is immensely costly, as it takes an enormous number of roses to distil even a few drops. The attar is said to have been first discovered by the favorite wife of Jehan Jeer, through whose garden ran a canal of rose water, on the surface of which the Begum found a few drops of the precious attar, or oil, floating. The petals of the tea rose, a species of noisette with a very fine fragrance, are used in China as a flavoring for teas. A mild astringent syrup is made from the petals of the French rose; and the hundred-leaved rose, a variety well known to the ancients, and originally found in the Caucasus, is also used to make rose water and a medicinal syrup. A vinegar made from roses is used for headaches; a conserve of roses and sugar is given medicinally to children, and the fruit or hip is also used as a medical conserve; while on the continent dried hips are used to flavor soups and stews, and one even hears of them being preserved in sugar or made into a kind of jelly. The first cultivated rose is said to have been planted in Britain in A. D. 1522. The damask rose was brought from France in 1573, the moss rose about 1724, and the Chinese rose some fifty years later. Wild roses are, however, natives of all parts of Britain. In Withering's "British Botany," only five distinct species are said to be indigenous, but in Hooker's and Arnott's "British Flora," nineteen species are mentioned, and some writers on botany raise the number as high as twenty-four. Certainly there are very many beautiful varieties, of all shades and colors and of exquisite sweetness, to be

found in all parts of the country, which make a glory in our summer hedgroves and give us the brightness of the autumn dog berry to gladden the fading year.

GOLD COIN SWEATING.

The question of the advisableness of adopting measures to curtail the circulation in Canada of American coins receives a new aspect from an item of news which reaches us from New York.

It appears that several large banks in that city who do business with California, have been troubled of late with the many lightweight \$20 gold pieces, which are found in almost every shipment of gold that comes from that state. At first sight, it was thought that the friction of the coins against each other during the railway or steamship journey caused the loss of weight, but soon various suspicious features were noticed which make it all but certain that the coins are subjected to a "sweating process" by electricity, which will extract as much as 75 cents or \$1.00 from each \$20 gold piece without materially affecting the face of the coin. The experts at the United States treasury office have seen so many such light-weight coins during the last few weeks that they now can tell one almost immediately without going to the trouble of weighing it.

It is believed that this fraud is being practised on a large scale in California, probably by the Chinese, who have the reputation of being the cleverest counterfeiters. In a recent shipment of \$60,000 to one of the largest banks of the city, which does business with California, there were no less than 40 underweight gold pieces. These coins are, of course, thrown out by the treasury, disfigured by a large and conspicuous L, for no more than one-half of one per cent. light weight is ever allowed in a coin. Nothing remains, then, but to send them over to the assayer's office to be turned into bullion, or to sell them to the various small brokers who handle such coin.

One dollar taken out of each \$20 gold piece means a good profit to be gained by the simple process of suspending the coins for a short time in an acid fluid charged with electricity. The "sweaters" naturally prefer to do this to larger gold pieces, because more can be gained from each coin, and because most persons, especially in the Eastern States, are less familiar with those particular coins, and therefore less able to detect the fraud by the mere look and touch of the gold piece.

The government is powerless, because in itself the practice of subjecting a gold piece to electrolysis, be it for gilding purposes or otherwise, is not a legal offense, so that even if a "sweater" or band of "sweaters" were caught in their workshop, it would be difficult to indict them. The legal offense is only committed by the man who passes the coin, and even the intention of fraud has to be proved. Nothing can be done, therefore. In the meanwhile, the underweight double eagles keep pouring in, to be returned again by the treasury with the defacing L stamped on them.—*Traile Review*.

Emperor William has conferred the grand cordon of the Order of the Red Eagle upon the Khedive of Egypt.

FRUIT CULTIVATION IN THE BAHAMAS.

In his latest report to the Colonial Office, the governor, Sir Ambrose Shea, states that the Bahamas offer great inducements for fruit growing. Pineapples are at present the principal crop, but the particular description of land required for their culture is a limited quantity. Of late years the growth has been much improved by the use of fertilizers, with a considerable increase of quantity. The crop yields large profits. At 2d. each an acre of pineapples returns £30 to £45 and though precarious, from its perishable nature, while such results are possible, it will continue to be an attractive pursuit. The governor does not, however, desire to see it extended, as the sole means of the cultivators, beyond its present limits; for the increasing competition of Cuba and Jamaica is a further element of insecurity in the future of this industry. In oranges a good business might be done, if the accounts of Florida enterprise in this fruit are a fair criterion. At present the oranges of the Bahamas are roughly handled, being generally shipped in bulk in vessels' holds, and often without compartments. The fruit is equal to any in the world, and when, for the most part it receives no attention, the result of careful cultivation could not fail to be remunerative. The facilities for production are fully up to those in Florida, and the colony is entirely free from all risks of frost, which so often blights the Florida crop. The success of the industry in this colony would be partial, however, until the proper system of packing were adopted to insure delivery at market in good condition. Tomatoes are grown to a moderate extent.

Pieces of natural iron have been found in Arizona, near the Canon Diablo, which possess an extraordinary hardness, and contain small cavities which are filled with a black substance in which are diamonds, some half a millimeter in diameter. The specimens of natural iron appear to be of meteoric origin. The occurrence of the diamond in natural iron, whether of meteoric origin or not, is an extremely interesting fact.

The current issue of the *Chicago Dry Goods Reporter* says: The present week is one of the most active of the season. The number of new arrivals has not exceeded if it has equalled those of last week, but many of those who reached the city during the week preceding this are still in the market completing their purchases. The Kansas and Missouri contingents of buyers have pretty much completed their stocks and returned home to begin the labor of disposing of their so recently purchased goods. Iowa merchants have been among the most numerous in the market this week. The purchasers are on the most liberal scale, and range with a proportionate equality through all departments. Although the recent weather has been unfavorable to the corn crop, merchants now in the market from the corn belt state that the crop is looking well, and has not suffered yet from frosts. The general expectation is that we shall have a fairly average crop.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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VICTORIA, TUESDAY, OCTOBER 11, 1892.

INSOLVENCY LEGISLATION.

It was abundantly evident at the Board of Trade meeting on Friday that the sentiment of the trade of Victoria is that there are very serious defects in the law which at present obtains with respect to the distribution of insolvent estates, and that these must be remedied by provincial legislation, neither the Dominion Government nor the Dominion Parliament being disposed to deal with the subject.

Naturally, it was feared by some people that if the Provincial Parliament passed legislation it might be declared to be *ultra vires*, and an infringement upon the powers and prerogatives of the Dominion. It was therefore not to be wondered at that the subject should be referred to a special committee to consult with the Attorney-General and report. As it is, something must be done, for it is a gross injustice that the law in the province should give the first judgment creditors a first claim against the estate of debtors, frequently to the entire exclusion of the claims of other creditors. Moreover, the claim which was advanced is no more than just, that in case of the insolvency of the debtor the execution creditor or creditors should only rank upon the estate equally with other creditors whose claims are filed within thirty days from the date of such prior judgment.

B. C. THREE PER CENTS.

We have been surprised to notice the pessimistic view that is taken by the *Times* of the position occupied by British Columbia in the English stock market. It bases its reflections upon an article in the *Financial Times*, of London, of the 19th of September. The last named paper, having spoken of several specially promising Home and Colonial gilt edged three per cents, says:

"The other two Colonial Three per Cent. issues are Ceylon and British Columbia, both small amounts, and one of them at a very tempting price. While Ceylons are quoted at 91, British Columbias are only 83½. There is little to choose between them as regards security. Both colonies are prosperous and their finances are in exceptionally good order. In future prospects British Columbia has the advantage. Already it is the richest mineral province of Canada, and its mining resources have as yet only been scratched. They have been waiting for railways to bring in capital and population. The inflow has begun, and the next few years will witness a splendid development in British Columbia. All who know it predict for it a great future as one

of the coming countries on the Pacific slope. The fact of its public credit being rated below that of the Dominion Government and even of Ceylon is a market error which will cure itself in due time. The inquirer for gilt edged bonds can make a good beginning with British Columbia Threes at 83½."

The *Victoria Times*, for lack of proper information on the matter, possibly because it had been deliberately misinformed, has striven as much as possible to belittle the provincial loan, and, to do so, has gone very far beyond anything advanced by the London paper, which only speaks of "a market error that will cure itself in due time." To add point to its criticism and to emphasize its contention that the demand for "gilt edged" securities is so keen that British Columbia stock should be found climbing to a higher price than it now brings, our contemporary instances Toronto four per cent. loan at 90, the same city's three and a half at 89, and Vancouver's four per cents at 88, together with an offer to purchase Hamilton's four per cents at par.

If we are capable of making calculations on the subject, the conclusion at which we arrive is that if British Columbia's three per cents have been sold at 83½, Hamilton's four per cents, which have been cited, should have realized 118½. This is a mere matter of interest reckoning. There is no need to analyze the figures given relating to other securities and their significance as relating to British Columbia. The "market error will cure itself in due time;" everything must have a beginning; but, if our people at home cannot refrain from endeavoring to depreciate our stocks, how are we to expect that outsiders will place a proper estimate upon ourselves and our financial standing?

ORIENTAL MAILS.

Considering the treatment which the port of Victoria has received at the hands of the C. P. R. Company, it was not to be wondered at that the British Columbia Board of Trade should at its last meeting have adopted a resolution urging the Dominion Government to take advantage of the N. P. R. service to the Orient for the conveyance of mails. Why the Postoffice Department should wait for the C. P. R. to take its postal matter when, in the interval, opportunities exist for sending it by another line, thereby avoiding considerable delay, surpasses our comprehension. From the point of view of nationality, there is nothing to choose between the services, and it is hoped that both will be taken advantage of as soon as opportunity presents itself.

REAL ESTATE BOOMS.

Victoria has had something that has very strongly resembled a boom in real estate, which has not, however, had anything of the intensity or the proportions of the movement by which Winnipeg, Toronto and other cities or aspirants to the position of cities have been affected. Enough, however, has been experienced to show those who have thought over the matter for a moment that while fictitious values have, for the time being been created, much of the appreciation has not been of a permanent character. Indeed,

there has been a depreciation already; but this has been nothing compared to the injury that has been experienced by trade owing to the manner in which it has been neglected and the amount of money that has been diverted from its legitimate channels into real estate operations. This is saying nothing of the Bogusville schemes that have been devised and manipulated, in which no small sums have been sunk—to be recovered, if at all, only after years of unremunerative waiting.

In an article entitled "Two years after the boom," the *Monetary Times* of Toronto describes some of the "complications" which, it says, are happily few in number, that "followed the abnormal activity in real estate" in that city. One effect has been—and it is an obvious one—that the interest account of the holders of real estate has been largely increased, to an extent that has kept pace with the advanced price, it being exceedingly difficult when a collapse has caused prices to fall for holders, who cannot find purchasers, to meet the calls for interest. Of course, the man who can meet his payments of interest under conditions like these is not likely to be a lover by holding on; no more so are his mortgagees.

In view of what might have been, or might even yet be, it is not out of place to inquire into the nature of some of the losses. The purchaser of a farm for division into lots, for instance, sells them in small parcels, an instalment being paid down, with the condition, too, possibly of a building of some description being erected. Possibly he, too, on his original purchase paid an instalment, giving a mortgage for the balance. If the seller to the latter of the farm lot undertook to release to second purchasers, as they paid up, they could come to no damage; but when such arrangement was not entered into, second purchasers may lose what they have paid along with the land, through the default of the first purchaser, if he makes default. It may be said to be the last purchaser's fault if he does not see to it that he has a clear title: nevertheless there are occasionally not a few who have neglected to safeguard themselves in this particular. Then again, farms have been divided into lots long before the time came for them to be legitimately taken up, and, moreover, buildings have been erected years before there was any show for their being occupied, the hope being experienced that they might be taken up in time to prevent any loss upon them. In many cases, however, this hope has not been realized; hence the terrible struggle to hold on to property by making almost any and every sacrifice to pay the interest.

In the case of Toronto it is pointed out that barter has had much to do with property transactions, and this put up prices to a figure that could not have been had, were the transactions on a cash basis. It is authoritatively announced that in the capital of Ontario transactions in real estate have now been reduced to less than half what they were in 1890, when the boom was at its height, and the end of the movement is not yet reached. In Victoria real estate sales are hardly a circumstance compared with what they were even so lately as a year ago; there are more houses

in town than there are tenants willing to rent them at the prices demanded. Though we are far from expecting a serious collapse, we look for a material reduction in values, which there appears to be nothing to arrest in the meantime.

In our opinion, the best thing to do is for buyers not to trouble themselves with real estate, and for those who own it to hold on, if possible. Enough town property will be sold that it is incumbent to realize upon without depressing the market in any other way. The situation can be materially strengthened by outside development, in the shape of mining and the industries directly connected with the soil if only those who hold the titles to the land will consent to realize upon it at moderate figures, or assist in its opening up in some other way. There are certain branches of manufacture which upon a small scale might be profitably carried on; but until the turn of the tide we must all of us consent to hasten a little more slowly than we have been attempting to do.

CANADIAN PROSPERITY.

From the remarks of Mr. Gaspard Farrar, chairman, made at a recent general meeting in London of the shareholders of the Bank of British North America, we take the following:—"Turning to matters of general interest, perhaps that most noticeable as affecting every Canadian and every merchant, bank or capitalist connected with Canada is the continued high credit of the securities of the Dominion Government in the English market, and that in the place of dullness and distrust of many colonial stocks. Tenders for the loan applied for last June were sent in with a promptitude and at a price which must have been gratifying to those responsible for the country's finances, and is, I think, a fitting testimony to Canada's prudent use of her credit in the past. . . . This bank has no politics, but it will welcome men of either party, who are pledged to public economy and the rightful use of public money. In matters of trade the imports and exports for the year ending June 30th, in spite of the McKinley tariff, were larger than ever before in the history of Canada, exports more particularly expanding, being \$15,000,000 in excess of those of last year, and \$20,000,000 in excess of the average of the last five years. At the same time the traffic receipts of Canada's two great railways are also larger than ever before, while the deposits of the public in the Canadian banks show an enormous increase."

This Mr. Farrar attributes to the good harvest of 1891, as he refers to the dullness of the lumber trade, and mentions the latter as being one of Canada's most important sources of revenue. In referring to the future prospects of the Bank of British North America, he said: "Banking prospects are not bright in Canada, and they are not bright in any part of the world; but still I believe that Canada as a whole is more prosperous to-day than she has ever been. The possibilities of the North West, and of British Columbia have taken a firm hold of the mind of the people down East

and immigration and development are going on there apace. Every acre that is broken in Manitoba, and every mine that is opened up or timber limit explored in British Columbia is not only additional wealth for those Provinces, but additional need for the accumulated capital of the older provinces and additional custom for their factories and their merchants. If Canada grows and prospers, as I believe she is going to, I think there will be ample opportunities for this bank to assist in that growth and to share in her prosperity—at least it is our business to see that we do not miss our opportunities."

MANITOBA'S CROP.

Under the caption of "Just a Word of Caution," the *Winnipeg Commercial* warns the public against forming too exalted an idea of this year's Manitoba wheat crop. There is, it says, a decided tendency to overrate the crop prospect and business outlook, the yield not having been, as supposed, an enormous one. In fact it is a good many bushels short, as compared with the very large crop of last year, and wheat is not up to the official estimate as shown by the August bulletin. Indeed, in some sections, the return is simply a good one on the average, though for Assiniboia Territory it is lighter than the average for Manitoba. The quality, however, is very good and infinitely superior to that of last year. With fair prices both the quantity and quality are such that this is likely to prove a very profitable year for Manitoba farmers, but there arises, we repeat, the matter of prices, as in wheat values there is not at present much for many farmers, and unless a change comes farmers will not have much profit for their year's work.

The assurance is given, however, that there is no occasion for alarm, but those who expect to rush business and recklessly extend credit on the basis of the year's crop will be previously disappointed. As regards the Winnipeg markets the following is the latest report: There is not much change to note in the general current of trade. Farmers are through with the rush of their harvest work, and are coming into town more frequently, bringing their products in for disposal. The grain movement has assumed considerable proportions, but a large portion of the wheat brought in at country points is being stored by farmers, in the hope of an advance in prices. Considerable of the grain going into country elevators is therefore being held on account of farmers. With respect to the price of wheat in the United States the opinion is that it will range pretty low for two months to come, the trade having lost some "faith in its guides" after being so completely astray a year ago. It is reckoned as certain that the United States carried over a fair surplus on July 1 last, and produced in 1892, a crop of wheat far above an average, as it unquestionably did. With the crop failure in Russia, however, and other kindred conditions, the general surplus wheat is much smaller than usual.

Eastman & Clerrin, coopers, Vancouver, have dissolved. W. Eastman continues.

Simpson & Young, arristers, Nanaimo, have dissolved. Mr. Simpson continues.

BUSINESS CHANGES.

Josh. L. Levy, cigars, opened in Victoria. J. C. Steen, hotel, Donald, is out of business.

John Decker, Occidental hotel, Nanaimo, has assigned.

M. F. Campbell & Co., grocers, Victoria, have sold out.

John Black, baker, Nanaimo, has out to F. Rowbottom.

Byron Leigh, of Leigh & Sons, sawmill, Victoria, is dead.

Stark & Tidy, grocers, Vancouver, are giving up business.

E. B. Irving, cigars, Victoria, has sold out to Wm. Christie.

B. F. Heney, saddlery and harness, has opened in Vancouver.

Mrs. Thomas, Millinery, etc., Vancouver, is out of business.

Geo. B. Wiley, restaurant, Vernon, has sold out to C. C. Newhard.

Gallagher & Stevenson, livery, etc., Vernon, advertise business for sale.

Geo. H. Sproule, succeeds Geo. W. Dunlop, blacksmith, Vancouver.

Aug. F. Turner, will open in stationary, toys, and fancy goods, in Victoria.

Morrison & McRae, blacksmiths, etc., Vancouver, succeeded by McRae & Co.

Davis & Smith, commission and produce, Vancouver, have sold out to Vaughan & Co.

John Barker, general store, Dwdnny, has assigned to D. S. Curtis, of Westminster.

C. W. Murray & Co., Vancouver, tug "Velos," sold by sheriff under judgment for \$1,500.

Chas. Mair, Prince Albert, Sask., has opened a general store at Kelowna, West Kootenay.

Lequint Bros. & Co., general merchants, of Okanagan Mission, are opening a branch at Kelowna.

W. J. Harber, late of Vernon *Notes*, contemplates publishing a weekly paper at Fairview Camp, West Kootenay.

Bourne Bros., merchants of Revelstoke and Nakusp, have bought out Hunter & McKinnon, general store, New Denver.

R. G. Howell & Co., pictures, etc., Victoria, have assigned to J. G. Brown and Joseph Sears. Assets \$2,800, liabilities \$1,400, of which \$1,100 is local.

The Canada Paint Co. have leased for seven years, from the Janion Wharf Co., premises occupying 130 by 90 feet for a paint factory. Machinery and raw material are coming in the bark Sabrina.

Beckwith, Thompson & King, general commission and manufacturers' agents, Victoria, have dissolved. J. L. Beckwith withdraws, continuing the agency of Mann, Byars & Co., drygoods, of Glasgow. F. Ord Mickle is admitted under the style of Thompson King & Co. Mr. Geo. C. Thompson has removed to Toronto to open a branch business there, handling British Columbia products. Mr. Thompson was formerly of Toronto, having at times been connected with Messrs. Thompson, Bradshaw & Co., and the Pure Gold Manufacturing Co., of that city.

INCREASED EFFICIENCY OF GRATE FIRES.

"In the time of peace, prepare for war." In the sweltering temperature of summer, the means of keeping cool is a subject rather more congenial than that of warming our homes, though the latter must needs be considered, if only to the extent of laying in the winter's supply of fuel. The modern open grate fire, while undoubtedly one of the pleasantest and most cheerful means of heating, is also the least efficient and economical; and, except in very moderate weather, can be used only as an auxiliary to stoves, hot air furnaces or steam. That the sense of comfort is enhanced by the cheerful, ruddy glow of an open fire, as well as by its warmth, all will agree. There is nothing which gives to a room so cosy and homelike an appearance on a cold winter's night, and we all enjoy the hour between daylight and lamplight, when the flicker of the flames or glow of the embers supply the deficiency. But to those by whom the consideration of economy is a necessity that is, the rank and file of humanity the indulgence of using a grate fire becomes an extravagance. The question is then, need it be? Cannot an economical form of grate be devised which will place it on a par, in this respect, with an improved heating stove?

Sir William Siemens, the great English furnace engineer, did not consider the subject beneath his notice, and his invention of the regenerative gas burning grate was one of his later successes—better known in England, however, than in this country. In this device, the gas and the air necessary to supply the combustion were heated, before ignition, by radiated heat from the fireplace, which would not otherwise have been utilized. The flame gave perfect combustion of the gas and permeated through the interstices of a bed of hard coke, which it rendered incandescent, though from lack of oxygen there was but little combustion of the coke. The flame, though intensely hot, was nearly invisible, and the appearance of the fire was very similar to that of an ordinary coke fire. As the high price of manufactured gas makes its use for this purpose far more costly than coal, the use of the Siemens' grate in this country is necessarily very limited. What is needed is not so much an improvement in the method of producing the heat as in utilizing a larger proportion of that which is generated by the ordinary form of grate combustion, though doubtless the latter is capable of giving much better results by the adaptation of well known furnace principles to the purpose.

The great source of loss which causes so low a degree of efficiency in proportion to the amount of coal burned, is the current of chimney draft from in front of the fire. That this loss is unnecessarily great in the large majority of cases, is due to the lack of any provision for adjusting the size of opening into the chimney, by which the draft might be regulated to suit the condition of the fire, and allow of only so much current as might be found necessary to carry off the smoke and gases resulting from the imperfect combustion of the coal.

As the size of the fixed flue opening must be sufficient for the maximum re-

quirements, as of starting the fire, it is obvious that it is much too great for the average or minimum draft needed. This fact may be demonstrated in a very simple manner by merely choking down the size of chimney opening with fire brick, or, in fact, anything of suitable size and shape, of incombustible material. If the reduction in the size of the opening made, of course, after the fire has burned up smell of smoke or gas in the room, the increase in the amount of heat thrown out into the room is very perceptible, and, as a matter of fact, represents a large percentage of increase in efficiency from the same fuel consumption. The demonstration of this fact, then, leads to the natural deduction that an adjustable flue opening, or, in other words, the provision of a damper, should be considered an essential feature of an open grate fire place. Any one of a hundred simple and inexpensive forms of damper may be used, and their application to existing fire places as well as new ones, is entirely practicable, and will surely pay. There is, however, another method by which a large gain of economy and efficiency may be accomplished, and that is, in a radical change in the form of construction of the fire place, by which the back and side walls may be made to give out a very considerable quantity of heat, in addition to that radiated from the fire. The requirements of such a device would involve the use of an air space entirely surrounding the sides and back, and a means of admitting cold air at the bottom, with an outlet for the heated air at or near the top. The walls would require to be made comparatively thin, and of a material of high thermal conductivity, so that the transmission of heat to the air circulating through the air space would be sufficiently rapid. Of course, the damper in the flue opening to the chimney would be necessary as almost the first step in any attempted improvement.

The outward appearance of a fire place embodying these devices will not require the least modification, and any desired style may be used with the same facility as in the ordinary unimproved form. Furthermore, the increased expense of such a construction need be so little over that of the latter that it would not form a valid objection to its adoption, to say nothing of the saving in cost of fuel sure to be realized from its greater economy of consumption. As the improvements in modern heating stoves consist almost entirely in the increase and better arrangement of the radiating surface, it seems not more than reasonable that the same means applied to grates would produce like results. The portable open grate stove, known in the trade as the Franklin, is built into the fire place, with an air space surrounding it, would be to some extent an illustration of the idea.—*Metal Worker.*

A railway engineer proposes to have a genuine railway collision as one of the attractions of the World's Fair. He undertakes to do the job for \$500.

The putting up of the price of coal by the Reading combine is making the western railroads talk of bringing Colorado coal into competition with the Pennsylvania product.

PERKINS' PATENT SUSTAINED

About two years ago Willis J. Perkins brought suit for infringement of his patent of rotary shingle machines in the United States Circuit Court, for the Northern District of Illinois, against the Interior Lumber Co., which company had purchased and were using a rotary shingle machine, manufactured and sold by George Challoners Sons, who assumed the defence of the suit, employing as their counsel the well known firm of Winkler, Flanders, Smith, Botton & Vilas, of Milwaukee, Wis. The case was stubbornly contested and a large amount of the testimony was taken by both complainants and defendants. After ample preparation the case was presented and argued at length by both sides, at Chicago, before his honor Judge W. Q. Gresham, one of the ablest Circuit Court Judges in the United States, and one whose opinion always carries with it great weight.

After due consideration, his honor Judge Gresham sustained the patent broadly as to eight claims, which claims involve what is known as an automatic spalling device, the shingle bolt dogging mechanism and the supporting block, and oil chamber, which sustain and lubricate the carriage rim.

These patented devices have been found to be absolutely necessary for the successful operation of a rotary shingle machine, and the machines containing such patented devices have supplanted all other kinds of rotary shingle machines.

The spalling device refers to an automatic mechanism whereby a spalling refuse block can be automatically discharged from the machine by removing from beneath it the track or ways on which it is supported. The dogging device refers to the mechanism for dogging and undogging the shingle bolt.

The supporting block for the rim of the carriage prevents any vibration or trembling of the carriage while passing over the saw, and is absolutely necessary to make a perfect shingle.

A permanent injunction was granted which will restrain the further use of all Challoner ten block rotary shingle machines, and prevent the further manufacture and sale of said infringing machines.

Perkins & Co., announce that they will prosecute all infringements both present and future.

It is absolutely impossible to remove the declared infringements from the machine and have an operative machine left, and even if it were possible, an action for damages for the benefits accruing from the past use of the parts enjoyed could be sustained against the owners.

The suit was prosecuted on the part of Perkins & Co., of Grand Rapids, Mich., by Taggart & Denison, of Grand Rapids, Mich., and Osfield, Towle & Lithicum, of Chicago, Ill.

The Wm. Hamilton Manufacturing Company Ltd., of Peterboro, Ont., and Vancouver, B. C., are the sole manufacturers of Perkins & Co's shingle machinery in Canada, and their facilities for meeting the shingle trade being ample, there need be no fear of delay, by persons wishing to purchase Perkins machinery to take the place of any other kind.

GLAD HE SPOKE IN MEETING.

If the efforts of revivalists always resulted as did these of a man in a western town, merchants could afford to contribute liberally to secure their services. It is stated that this revivalist preached a powerful discourse upon personal integrity, and urged upon all Christians the duty of debt paying. Delinquents were handled without gloves, and to clinch matters at the close of the discourse, he asked all who paid their debts to stand up. The congregation almost to a man rose. After they were seated, the preacher invited all those who did not pay their debts to stand, and up rose one solitary, forlorn individual. Hesitatingly he got upon his feet, and in faltering tones explained that he found himself in the ranks of the poor-pay class, but unwillingly. He could not help himself, as he was the owner of a local grocery and could not pay up, as every member of the congregation owed him for groceries. It is said that money poured into the grocery store next morning in a lively manner, and the grocer is glad he went to church and spoke in meeting.

A CASE OF HARDSHIP.

A peculiar incident of the visit of small-pox to Manitoba is to be found in the case of the late S. Sills, a storekeeper at Morden, Manitoba, who recently died from the dreaded disease. A most interesting (to business men) question has arisen—one which may incidentally find its way into the courts for settlement. The Provincial Government immediately stepped in, and declaring that his whole stock was infected, ordered it to be burnt, which was done. Now, says an exchange the question has arisen, who pays for the burnt goods? The unfortunate man was quite solvent, and even prosperous, his stock being worth \$9,000, and good book debts another \$3,000 making total assets of \$12,000, while his liabilities were only \$1,500. Not only has the stock itself been entirely destroyed, but his business books were also burnt; thus the record of his outstanding debts is lost, and it will be difficult, if not impossible, to recover them. The creditors naturally object to seeing the assets, which would have more than satisfied their claims, swept away, and in such a way that they bear the whole taxation of a public good. But even more sad and deserving of sympathy is the case of the man's widow, who, in addition to being suddenly deprived of the breadwinner, sees her little property swept ruthlessly away, while she herself has to pay for a public benefit. The case has been laid, so it is stated, before the Provincial Government, but they decline to recoup the widow or the creditors for the destroyed goods, claiming that as the goods were infected, they were unsalable, and therefore valueless. But this is not correct with a good proportion of the stock, as both dry goods and books could have been effectively fumigated and disinfected, at a comparatively small cost. If the action of the Government rests on grounds of public welfare, then the public ought to pay the costs. It almost seems as if the action of the Government was illegal, as all that is generally permitted

is the right to insist upon street fumigation. Of course such a high-handed proceeding may do in a sparsely peopled district, but it would hardly be tolerated in a large city. The Manitoba Government will probably find it wise to act generously in such a case, and assume the cost of an action which may be defensible on the ground of public safety, but which has left a widow in poverty, and wiped out the claims of creditors far away from the deceased's abode.

DANGEROUS CHAMPAGNE.

The well known epicurean taste of the French people seems to have driven some of them to their wits' end in order to satisfy the appetite in an inexpensive manner. In 1862 a Frenchman invented and obtained a patent on a process for making sparkling wine or champagne at a price within the reach of all. His process is to take a bottle of ordinary still wine and pour into it a certain quantity of "Dutch bronze powder." The waiter then is instructed to shake the bottle violently before serving it to the customer. This, the inventor says, "will disturb the brilliant particles of powder, causing them to circulate through the wine, giving it the appearance of a high grade sparkling wine." Dutch bronze is chemically known as bimuriate of stannan, and is poisonous. It is that substance in mauve ink which so quickly eats away a steel pen.

TRADE WITH JAMAICA.

The *Montreal Trade Bulletin* says: It would seem that a permanent trade between Montreal and Jamaica has been established, notwithstanding the many drawbacks encountered by the promoters of this venture. The steamer "America" which arrived here last week from Kingston, Jamaica, had a mixed cargo of fruit and sugar, the former comprising 9,000 bunches of bananas, 500 bags of coconuts, 150 bushels and 200 boxes oranges, and the latter 600 barrels. The steamer returns to Kingston with a full cargo, freight having been refused which shows that the trade between the two ports has been established upon a reciprocal basis. The "America" will make one more trip to this port, after which she will run between Kingston and Boston, reshipping the goods at the latter port for Montreal. Next season it is expected that one or more extra steamers will be put on this line, as one of the promoters is now in England making arrangements for the building of a new steamer for this special trade, which will be one of the fastest boats engaged in the West India carrying business. A large direct business is expected in Jamaica oranges and coconuts which hitherto have been done through American agents, and the outlook for this new trade is quite encouraging. The "America" takes out to Jamaica on her present trip a large quantity of flour and deals and will take on 2,000 lbs. of fish at Halifax.

The Minnesota World's Fair auxiliary has voted to have the fair kept open on Sunday.

TEN YEARS OF ELECTRICITY.

Just ten years ago—August, 1882—says *Electricity*, the first central station for commercial incandescent lighting was established, and arc lighting was beginning to assume its present form, yet a single decade has seen the use of electric light and power advance from the experimental stages to the very front ranks of industrial enterprises. The most recent estimate of the capital invested in the electrical industries in the United States is \$700,000,000, and of this amount \$350,000,000 represents the proportion which electric lighting and power have attained; \$100,000,000 is also the estimated investment in electrical supplies, of which the electric lighting and railway appliances constitute a large proportion. The influence which the Edison and Thomson-Houston Companies exerted in the development of the electrical industry will be further appreciated if we consider the slow progress made in this branch of science previous to the time of their organization. The telegraph was at that time almost the only important application to which electricity had been adapted, and although electric lighting by means of the voltaic arc had been accomplished by Sir Humphry Davy as early as 1810, by means of a battery of 3,000 cells, it was not until 1868, when Dr. Siemens announced his invention of the self-exciting dynamo, that any material progress toward the science of electric lighting was made. At the Paris exhibition of 1878, the system of electric lighting invented by Jablochoff, by means of which several of the streets of Paris were lighted by electricity, proved an incentive to inventors, which resulted in the production of the modern type of arc lamp, which was in a comparatively experimental stage at the time of the organization of the American Electric Company of New Britain. The incandescent lamp had received less attention at the hands of scientists than the arc lamp when Edison announced his invention. The division of the electric current into small units had been a longstanding problem before the scientists of that day, but all the experiments previous to Edison's invention had been in the direction of a filament of low resistance, which obviously required a prohibitive amount of copper to conduct the current for a few lamps, even over short distances. The invention of a high resistance filament marked the turning point in the history of incandescent electric lighting. Thus we see the whole of this great industry has practically come into existence within a single decade. The men who have been making history at such a rapid rate have been so engrossed with the present and the immediate future that they have paid little attention to the preservation of records, etc., that would not only be of interest, but of great practical value to the great army of young men who have taken up the science of electric as a field for their life work. In the work on the Richmond road, experiments were made with, perhaps, 75 different designs for a trolley. No memoranda or photographs were preserved, and not even Mr. Sprague himself can tell to day just what a half-dozen of them were. This is only one instance out of many where data have been irrecoverably lost.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAMK.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Martha Fisher	811	Meadowcraft		Victoria	Liverpool			
Br bark	Glengarry	802	Davidson		Fraser River	Liverpool			

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO MT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	1,495,128	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	1,001,171	9,193	March 25	60s
Br ship	Hesper	661	Soderstrom	Feb. 20	Vancouver	Shanghai	754,924	7,781	April 23	50s
or bark	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	834,937	7,083	May 20	42s 6d
Nor bark	Czar	1324	Christophers'n	March 4	Vancouver	Adelaide	1,046,611	10,476	June 7	57s 6d
Nor ship	Agathe	844	Hofgaard	Feb. 29	Vancouver	Antofagasta	602,540	6,413	June 11	40s
Chil bark	Kathinka	1463	Klovenberg	March 12	Vancouver	Melbourne	1,228,925	9,251	May 28	60s
Br bark	India	953	Franke	Feb. 22	Vancouver	Valparaiso	805,291	7,018	May 10	owners ac
Br bark	Glenbervie	800	Groundwater	March 21	Vancouver	Iquique	631,810	7,689	June 8	37s 6d
Br ship	British India	1199	Lines	March 31	Vancouver	Valparaiso	853,866	9,313	July 11	37s 6d
Am schr.	W. H. Talbot	776	Blumh	March 14	Vancouver	Tientsin	1,021,876	10,272	May 28	57s 6d
Am schr.	Reporter	433	Droyer	March 3	Vancouver	San Pedro	416,386	3,478	March	Private
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 28	47s 6d
Br bark	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	70,275	7,286	Aug. 31	\$16 00
Br bark	Craigond	2218	Leithwaite	April 18	Vancouver	Iquique Callao	1,800,900	19,331	July 11	27s 6d & 30s
Br bark	Toboggan	676	Porter	May 20	Vancouver	Wilmington	632,828	9,330	Sept. 11	\$15.00
Br bark	Thermopylae	1058	Winchester	June 2	Vancouver	Yokohama	328,576	8,949	July 22	Private
Nor bark	Fritzoe	1078	Rolfson	May 29	Vancouver	Melbourne	937,124	8,072	Aug. 2	45s
Br ship	Burnah	1617	Newcombe	June 2	Moodyville	Valparaiso	1,280,359	9,883	Aug. 23	35s
Br ship	Crown of Denmark	2029	Smith	June 24	Vancouver	Melbourne	1,850,725	15,435		37s 6d
Nor bark	Ursus Minor	305	Johnson	June 1	New Westm.	Sydney	481,214	4,303	Aug. 3	37s 6d
Br ship	Karl Granville	1149	Fluck	June 16	Vancouver	London	833,937	12,309		62s 6d
Chil bark	Antonieta	999	Stack	June 27	Cowichan	Valparaiso	836,358	9,013		owners ac
Ger bark	Palawan	967	Van Heuvel	July 8	Vancouver	Iquique	688,831	7,521		35s 6d
Chil bark	Leonor	801	Jenusch	July 8	Vancouver	Valparaiso	637,575	6,531		owners ac
Chil bark	Guner	960	Glennie	Aug. 6	Chenopus	Valparaiso	762,662	7,612		owners ac
Am bktn	Robert Sudden	583	Uhlberg	Aug. 3	Vancouver	Valparaiso	771,140	8,797		40s
Chil ship	Hindustan	1513	Walsh	Aug. 7	Moodyville	Valparaiso	1,222,398	11,471		owners ac
Br bark	Zebina Gowdy	1087	Manning	Sept. 5	Vancouver	Wilmington	853,218	10,125		\$13.00
Chil ship	Atacama	1235	Calallero	Aug. 24	Moodyville	Valparaiso	904,491	9,669		owners ac
Br ship	City of Quebec	708	Carnegie	Sept. 1	Vancouver	Adelaide	517,409	4,048		owners ac
Br bark	Nineveh	1171	Broadfoot	Sept. 3	Vancouver	Sydney	951,040	9,297		owners ac
Am schr.	Robert Searles	570	Piltz	Sept. 8	Vancouver	Port Pirie	815,321	5,982		41s 3d
Am ship	George Skolfield	1276	Dunning	Sept. 20	Vancouver	Valparaiso	931,346	81,781		40s
Chil bark	Lake Leman	1075	Bozzo	Sept. 22	Moodyville	Valparaiso	763,839	6,610		owners ac
Br bark	Seammell Bros.	1218	McFarlane		Vancouver	Wilmington				\$11.00
Am schr.	Alice Cook	732	Penhullow	Oct. 5	Vancouver	Sydney	919,800	8,338		30s
Nor ship	Morning Light	1310	Johan-son		Vancouver	Cork U. K.				5s
Br bark	Columbus	694	Melhuish		Vancouver	Adelaide				

VESSELS IN PORT.

(October 10, 1892.)

VICTORIA.

British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 24 from Liverpool, ordered to Portland.

Br. bark Martha Fisher, 811 tons, Capt. Meadowcraft, arrived July 17, loading salmon for U. K. on account of R. P. Rithet & Co., Ltd.

Br. ship Persian Empire, 1,532 tons, Capt. Hay, arrived Sept. 23 from Callao for orders.

Br. bark Grassmere, 1,246 tons, Capt. Carter, arrived Oct. 8, from Coquimbo in 57 days, seeking.

VANCOUVER.

Br. bark Fingal, 2,485 tons, Capt. Fulmore, arrived Aug. 28, awaiting orders.

Br. bark Scammell Bros., 1,218 tons, Capt. McFarlane, arrived Sept. 2, loading lumber for Wilmington, Del.

Br. bark Fernbank, 1,338 tons, Capt. Boyd, from Glasgow, arrived Sept. 7, with a cargo of general merchandise and water

pipes. Bell-Irving & Paterson consignees. Awaiting orders.

Nor. ship Morning Light, 1,310 tons, Capt. Johansen, arrived Sept. 13, loading lumber for U. K.

Br. ss. Empress of India, 3,003 tons, Capt. Marshall, arrived Sept. 30.

Am. bark Highland Light, 1,265 tons, Capt. Herriman, arrived Oct. 6, discharging bituminous rock.

Br. bark Columbus, 694 tons, Capt. Melhuish, arrived Oct. 7, from Pisagua, loading lumber for Adelaide or Port Pirie.

NEW WESTMINSTER.

Br. bark Glengarry, 802 tons, Capt. Davidson, arrived Oct. 3, loading salmon for U. K. at Phoenix cannery, on account of Bell-Irving & Paterson.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship Sea King, 1,436 tons, Capt. Pierce.

Am. ship Oriental, 1,625 tons, Capt. Parker.

Am. bark Coryphine, 771 tons, Capt. Grant.

Am. ship Wachusett, 1,519 tons, Capt. Williams.

Am. ship Eclipse, 1,536 tons, Capt. Peterson.

Am. ship India, 1,230 tons, Capt. Merri-man.

WELLINGTON SHIPPING.

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

EAST WELLINGTON SHIPPING.

Am. bark Theobald, 932 tons, Capt. Kellman.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	4,625
Vancouver	7	11,313
Westminster	1	802
Nanaimo	18	10,003
Total	20	26,743
Previous week	23	31,415

A great coming event is the publication of a wonderful almanac to be called the "Star Almanac," published by the Montreal Star. It is said to be a marvellous work, four hundred pages, with colored maps.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark	Chill	678	McKenzie	May 27	E London	Victoria	Turner, Beeton & Co	137
Chill bark	Kritava	1069	Serra	Aug. 20	P Lebu	Moodyville	R. P. Hithet & Co., Ltd.	62
Br bark	River Ganges	642	Hudge	July 27	F Rio de Janeiro	Victoria	Findlay, Durham & Brodie	76
Br bark	The Frederick	812	Simpson	Sept. 2	C Talcahuano	Victoria	Robert Ward & Co., Ltd.	39
Br bark	Asoci	795	Gilmour	Aug. 19	S London	Victoria	R. P. Hithet & Co., Ltd.	53
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver	Bell-Irving & Paterson	96
Br bark	Thermopylae	948	Winchester	Oct. 10	O Hong Kong	Victoria	Victoria Rice Mills	1
Br bark	Mary Low	813	Robertson		L Liverpool	Victoria	R. P. Hithet & Co., Ltd.	
Br ship	Kinkora	1799	Lawrence		L Liverpool	Victoria & Van	R. Ward & Co. & Bell-Irving & Paterson	
Br ship	Morayshire	1428	Swinton		Q Java	Vancouver		
Am bark	Colorado	1036	Gibson	Sept. 27	H Port Harford	Vancouver	C. Gardiner Johnson & Co	7
Br bark	Gramere	1246	Carter	Aug. 5	Coquimbo	Royal Roads		arr Oct. 8
Haw bark	R. P. Hithet	1019	Morrison	Aug. 17	Pisagua	Victoria	R. P. Hithet & Co., Ltd.	65
Br ship	Dynoceno	1900	Walker	July 24	A Rio Janeiro	Vancouver		79
Br schr	Americana (new)	1250			T Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	
Am ship	Topgallant	1229	Jackson	Aug. 17	H Honolulu	Nanaimo		55
Br ss	Loo Sok	1070	Benson	Sept. 7	B Hong Kong	Victoria	N. P. S. S. Co.	34
Br ss	Empress of Japan	3003	Ico	Oct. 8	G Hong Kong	Vancouver	C. P. S. S. Co.	3
Br bark	Lebu	726	Thorburn		H Rio Janeiro	Royal Roads		
Br str	Salado	1405	Crouch	Sept. 13	Newport, Eng.	Victoria		28
Br ss	Tacoma (ex Batavia)	1662	Hill		H Hong Kong	Victoria	N. P. S. S. Co.	
Br ss	Zambesi	1560	Edwards	Oct. 6	J Hong Kong	Victoria	N. P. S. S. Co.	5
Br ss	Empress of China	3003	Tillet		H Hong Kong	Vancouver	C. P. S. S. Co.	
Br ship	Blair Athol	1807	Taylor		Java	Vancouver		
Br ship	Abcoona	970	Black	July 31	D Taitai	Vancouver		72

P—To load lumber for Valparaiso on owners' account. S—Aug. 21 passed Beechy Head. T—To sail about October 15. Going into the Pacific coast trade. F—Passed Deal May 29, spoken July 2, lat. 3° N., long. 24° W., chartered for salmon to London. F—Spoken July 28 lat. 29° S., long. 48° W. Chartered for salmon to London at 37s 6d. To arrive in November. B—Sailed from Yokohama Sept. 20. I—Via Yokohama. C—Salmon to London at 35s, Sept-Oct. loading. N—July 9 passed Dover. Cargo of raw material for Canada Paint Company. J—Via Yokohama. O—Cargo of rice paddy, to sail about Oct. 1. L—To sail about the end of October. Q—To sail in September with 2,000 tons raw sugar. H—Cargo of bituminous rock. A—To load lumber. D—Chartered to load lumber for Port Pirie. G—To sail Oct. 8, via Yokohama Oct. 17.

SHIPPING INTELLIGENCE.

The Empress of India sails October 10 for Yokohama.

Messrs. Robert Ward & Co., Ltd., announce that they will shortly have a vessel in the berth at London for Victoria, December loading.

The Moodyville Sawmill Co. have constructed a gridiron at Moodyville, so that vessels can be safely and easily docked to be painted and cleaned.

It is reported that Great Britain has been a heavy purchaser of California canned fruits this season, and that they have become very popular in that market.

The British bark Thermopylae, 948 tons, Capt. Winchester, sailed from Hong Kong Oct. 10 for Victoria with a cargo of rice paddy for her owners, Messrs. Hall, Ross & Co., proprietors of the Victoria Rice Mills.

The new four-masted American schooner Lyman D. Foster, recently built at Port Blakely by Hall Bros., has been chartered to load a cargo of lumber at the Moodyville Mills for Sydney. She is expected at the mill this week.

A great deal more tea was damaged on the steamship Empress of Japan than was at first reported and quite a number of claims for losses have been sent in to the Insurance Companies since the arrival of shipments at Montreal.

The C. P. N. Co.'s steamer Premier was cut in two during a dense fog by the steam collier Willamette off Whidby Island, Saturday evening. She sank

almost immediately. Three persons were killed and 17 wounded.

FREIGHTS.

There is very little business doing in lumber freights, and rates are mostly nominal, although suitable vessels are rather hard to obtain.

Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 37s 6d; Sydney, 30s; Melbourne, Adelaide or Port Pirie, 35s to 37s 6d; United Kingdom, calling at Cork for orders, 50s; Shanghai, 45s nominal and Yokohama, 40s nominal.

Grain freights from San Francisco to the U. K., Cork for orders may be quoted at 25s. For large-sized carriers the rate is not more than 23s; Portland rates are weaker and quoted at 28s; Tacoma, 27s 6d nominal.

Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

MAP OF BRITISH COLUMBIA.

Mr. C. W. Tousley, representing the Dominion Publishing Company, of Vancouver, is in the city in the interest of a large new map of British Columbia, which has been recently issued. The map is one which should be found in the office of every business man of the province, especially will it be found indispensable to the wholesale trade. It is six feet by seven, is well printed and is quite ornamental as well as useful. The several districts into which the province is

divided are plainly distinguished by a variety of color. All the railways, constructed or projected, are distinctly traced; every post office is plainly marked, and in short, all the information looked for in a map is easily to be found there. The illustrations around the map, 33 in number, are zinc etchings, each a work of art all having been specially drawn by Mr. P. O. Mueller, a well known landscape artist. The Provincial coat-of-arms, finely etched, embellishes the top of the map, by authority of a special order-in council, passed last June. The map is well worthy of a place in every school in the Province and the Dominion at large, and it should find a place in every business office which has occasion to use such a work.

The Toronto Weekly Empire has produced a premium for its new subscribers this autumn which really calls for special compliment. The proprietors of that paper have prepared a handsome picture of the Conservative members of Parliament, well arranged, executed in the finest style of photogravure, and printed on excellent paper for framing. No premium given away with newspapers this year equals it. The whole picture is large, and when set off by the tasteful oak frame, which is so fashionable nowadays, will make a very handsome adornment to the home. The picture, to give an exact idea of its importance, measures 3 feet 6 inches by 2 feet 4 inches.

Sir John Thompson and Messrs. Bowell, Chapleau and Dewdney compose the sub-committee of the Privy Council to consider the Manitoba school case.



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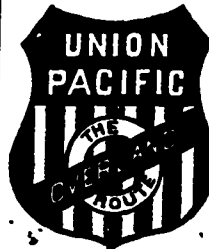
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NOTICE.

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VICTORIA, B. C., 1st Sept., 1892.

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