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Indents executed for every description of British and Foreign Merchandise, Lumber,
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Manufacturers of

Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Jan. 24.

VICTORIA.

Since the beginning of the New Year, the weather has been very favorable and many lines of trade have been benefited thereby. One of the important features at present is the outfitting of the sealing fleet. They are getting ready and sailing for the scene of their season's work.

The bark Assel has arrived with a general cargo of merchandise from London. The manifest and list of consignees appeared in THE COMMERCIAL JOURNAL of December 27.

A very important factor in the situation is the placing of a contract for nearly 10,000,000 feet of lumber for Port Pirie with British Columbia mills by Messrs. Robert Ward & Co., Ltd. It will require the services of at least twelve vessels to carry the order. Heretofore the Broken Hill Mining Co., of Port Pirie, have secured the greater portion of the timbers they required from the Puget Sound mills.

The general situation remains unchanged. Collections are still tight, but merchants are looking for a fairly prosperous year throughout the province.

FRUITS AND VEGETABLES.

A small supply of Japanese oranges was received by the Empress of Japan. There were, it is said, 480 boxes. These were readily taken up by the retail trade at 75c a box and the wholesale market is again entirely clear. The fruit is of an inferior quality to the shipments received a month ago. Navel oranges are quoted 50c lower than last week. It is believed that there will be a large supply this year and at low prices.

Jobbers' quotations for fruits are as follows:—

Oranges—Sweet Loretta	\$1.50 @ 3.75
Navels	1.00 @ 4.50
Riverside Seedlings	3.00 @ 0.00
Lemons—California	5.50 @ 7.50
Sicily	7.00 @ 7.50
Bananas, bunch	2.50 @ 3.50
Apples—Red	1.50 @ 1.75
Green	1.50 @ 0.00
Canadian, bbls.	0.00 @ 0.00

Vegetables are quoted:

Potatoes—Local	per ton 18 00 @ 20 00
Onions Red California	1 1/2 @ 1 1/2
California Silverskins	1 1/2 @
Oregon Silverskins	1 1/2 @

FLOUR AND FEED.

Prices are unchanged and the demand is steady. Hay is lower. The Brackman & Ker Milling Co., Ltd., are offering 1,000 tons timothy hay at \$10 per ton, which is a drop from previous quotations.

The Columbia Flouring Mills quote Enderby flour in carload lots:

Premier	\$5 00
XXX	4 75
Strong Bakers or XX	4 50
Superfino	3 75

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 1.75 @ 0.00
Lion, " "	1.75 @ 0.00
Premier, Enderby mills	5.25 @ 0.00
XXX, " "	5.00 @ 0.00
XX, " "	1.75 @ 0.00
Superfino, " "	4.00 @ 4.25
Ogilvie's Hungarian	5.25 @ 0.00
Strong Bakers	5.00 @ 0.00
H. B. C. Fort Garry Hungarian	5.25 @ 0.00
Strong Bakers	5.00 @ 0.00
Lake of the Woods Hungarian	5.25 @ 0.00
Strong Bakers	5.00 @ 0.00
Oak Lake Patent Hungarian	5.25 @ 0.00
Strong Bakers	5.00 @ 0.00
Regina Hungarian	5.25 @ 0.00
Strong Bakers	5.00 @ 0.00
Benton County, Oregon	4.85 @ 0.00
Portland Roller	1.90 @ 5.00
Snowflake	4.90 @ 0.00
Royal	4.75 @ 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	23.50 @ 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	26.00 @ 28.00
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	16.00 @ 18.00
Straw, per bale	1.00 @ 0.00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$ 77.50
Best China rice	100.00
Chinarice No. 1	70.00
Rice flour	70.00
Chit rice	25.00
Rice Meal	17.50

GROCERIES AND PROVISIONS.

The butter market in the east is reported as slightly stiffer, but with no manifest change in quotations. There is a large surplus of pickled roll butter in California, and San Francisco dealers have been endeavoring to unload some on the British Columbia market. They are offering at 17c. per lb in San Francisco, which amounts to about 22c. delivered in Victoria. A few small shipments have been received for the sealing schooners, but the article cannot successfully compete with Eastern Canadian creamery for the general trade. The fresh California roll butter comes on this market early in March, at which time the supply of Canadian butter is light and prices are consequently high. There is an unusually large supply of fresh Island eggs for this

time of the year, and wholesale dealers find eastern case and pickled stock slow of sale. Consumers prefer paying 35c a dozen for fresh Island eggs against 30c for eastern. The large supply is accounted for by the recent mild weather. Jobbers prices of choice breakfast bacon and lard compound are advanced. Representatives of packer houses have been instructed not to book orders for barrelled meats as the houses cannot supply the demand. Beef and pork stock are both scarce in the United States so that packers cannot secure sufficient stock to supply the demands upon them which are unusually large. A private letter received here from near St. Paul, Minn., confirms the above facts, stating that for some time past the average price paid farmers for pork was from \$1.50 to \$1.60 per 100 lbs, while now they are getting \$7.40 per 100, an advance of over 3c per lb on the general average price.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 16c per lb; heavy hams, 15 1/2c; choice breakfast bacon, 10 1/2c; short clear sides, 13 1/2c, and dry salt clear sides, 12 1/2c. Armour's white label pure lard, 1c lb. pails, 17 1/2c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 17 1/2c, breakfast bacon, 15 1/2c.

London layer raisins are quoted by Victoria jobbers in 20 lb. boxes from \$2.30 to \$2.40 per box; Valencia's, 28 lb. boxes, from 7c to 8c per lb.; and sultanas, 10 1/2c to 12c per lb., currants, in bbls., 7 1/2c per lb., half bbls. 7 1/2c, cases 8c to 8 1/2c. Candied peels are quoted as follows in 7 lb. boxes:—Lemon 18c, orange 19c, and citron 20c to 23c. California evaporated fruits are quoted as follows:—Apples, evaporated, 50 lb. boxes, 12 1/2c per lb., 25 lb. boxes 13 1/2c; apricots, 25 lb. boxes, 18c; prunes, 25 lb. boxes, 14c; plums, 25 lb. boxes, 14 1/2c to 14 3/4c; peaches, 50 lb. boxes, 16c, 25 lb. boxes 16c. Canadian evaporated apples, 50 lb boxes, 9 1/2c.

The Victoria Columbia Sugar Refining Co. Ltd., quote as follows in their weekly price list: Powdered icing and bar, 6 1/2c; Paris lumps, 6 1/2c; granulated 5 1/2c; extra C. 5c; fancy yellow, 4 1/2c; yellow 4 1/2c; golden C. 4 1/2c. Above prices are for barrels or bags; half-barrels and 100 pound kegs, 1c; more, boxes 1c more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows: Finest golden, in 30 gal. bls. 2 1/2c; ditto in 10 gal. kegs. 3c; ditto in 5 gal. kegs, \$2.25 each; ditto in 1 gal. tins, \$1.50 per case of 10; ditto in 1/2 gal. tins, \$0 per case of 20. Prices cover delivery in Vancouver, and at Victoria, New Westminster and Nanaimo, and are subject to a discount of 2 1/2 per cent. for cash in fourteen days. All prices subject to change without notice.

The Montreal Trade Bulletin says: "Butter receipts during the past week were 360 pkgs., against 923 pkgs., for the week previous. The movement of butter is by no means large, being restricted to the immediate requirements of the local trade. Prices remain steady as last quoted. There have been several lots of November and December creamery butter offered on this market of late, the quality of which is said to be very good for winter make.

There has been a further slump in the English market notwithstanding the severity of the cold there. Heavy shipments of butter have been made from Australia and this is probably one of the factors in the recent decline in prices in the English market. So far as this market is concerned the supplies are believed to be none too heavy to tide us over into spring provided the usual demand is experienced. Holders of creamery are asking above what can be realized. We quote:—Creamery choice fall 22½c to 23c; Creamery good to fine, 21½c to 22c; About 1c to 2c may be added to above prices for choice selections of single tubs. A good demand is experienced for rolls which have sold at 17c to 18c for good to fine Western and at 18c to 20c, for good to choice Morrisburg in baskets. A lot of poor broken rolls was sold at 16c. Cheese receipts during the past week were 110 boxes against 307 for the week previous. The market is the very embodiment of strength, and higher prices are almost certain in the near future. Last week a lot of finest Western Septembers was sold at 11½c, as quoted by us at the time; but it is a question if similar quality cheese could be had to-day under 11½c. Sales of undergrades have been made at 10½c to 11c, and finest Western are quoted at 11½c to 11c. Prices in England are steadily advancing, the situation there being much stronger than buyers care to admit, and it would not be at all surprising to see prices go to 60s, but it has got to move up higher still."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	27½	@	30
Manitoba Dairy, choice.....	22	@	23
Cheese—Canadian, lb.....	12	@	14½
California.....	16	@	00
Eggs, pickled, per doz.....	23	@	25
case " " " " " " " " " "	25	@	00

Smoked meats and lard are quoted:

Hams.....	15	@	18
Breakfast bacon.....	17	@	18
Short rolls.....	13	@	14
Bacon.....	13	@	15
Dry Salt, long clear.....	11	@	12½
Pure Lard, 50lbs.....	14	@	15
" " 20lbs.....	14½	@	15½
Lard Compound.....	13½	@	14½

Sugar—Jobber's prices ¼-barrels and kegs in each case being ½c higher:

Dry Granulated.....	51
Extra C.....	51
Fancy Yellow.....	51
Yellow.....	4
Golden C.....	5
Syrups, per lb.....	3
" 1 gal. tins, American.....	6 50
" ½ " " " " " " " " " "	6 00
" 1 " " Vancouver.....	5 50
" 1½ " " " " " " " " " "	7 00

SALMON.

The San Francisco *Herald of Trade* says: "There is very little in the way of news in the markets. The stock of salmon here is smaller to day than it has been in years at this time, and is almost entirely in the hands of jobbers so that practically there is very little upon which to base a market report. A feature of the industrial situation on this coast that speaks volumes for the future is the evident tendency amongst the representative packers to harmonize conflicting interests, and to continue to study community matters with the view to the advancement of the best interests of salmon packers generally. The goods effects of organi-

zation have been clearly demonstrated in the past season. The establishment of an association of Alaska packers and the following out of a well defined policy inaugurated at the opening of the season has done more towards the restoration of normal prosperous conditions in the industry, than has been accomplished in the last ten years. We look for a season of great accomplishments this year. The members of the Alaska Packers' Association are considering the advisability of continuing their compact for another year. The Columbia river packers have a plan of organization in contemplation, and from present indications the salmon packers of this coast will commence the new season under the most auspicious circumstances attending the opening of operations in years past."

LUMBER.

The American bark Colorado, 1,030 tons, cleared from the Cowichan Mills Jan. 14th, and sailed from Victoria on the 19th for Valparaiso. Her bargo consists of about 87,000 feet. The barkentine Bittern, 309 tons, sailed from Vancouver Jan. 20th for Freemantle, W Australia, with 302,950 feet, valued at \$4,201, on owner's account. This cargo is outside of the general business, for Western Australia is not included in the regular list. The bark Highlands, 1,236 tons, has completed her cargo for Montreal, consisting of 896,663 feet. She will sail shortly. The British ship County of Yarmouth, 2,151 tons, arrived at Port Angeles Jan. 22, under charter to load at Vancouver for the United Kingdom for orders at 50s. She will shortly arrive at loading port. The British ship Linnithgowshire, 1,357 tons, reported chartered for Burrard Inlet to Iquiqui, is loading lumber at Bellingham Bay. Messrs. Robert Ward & Co., Ltd., representing their constituents at Port Pirie, have placed a contract for nearly 10,000,000 feet of timbers for the Broken Hill mines near Port Pirie, to be supplied during the present year. The filling of this order will require about twelve vessels which will be a large factor in the trade this year. It is said that the Genoa mills at Cowichan and the Hastings mill at Vancouver have the filling of the order. In 1891, a contract from the same people was placed principally with Puget Sound mills for nearly 20,000,000 feet, delivery of which was required within 17 months. The Nor. steamship H. W. Jarlsberg, with the largest cargo that ever cleared from the Pacific coast, consisting of 2,043,269 feet, loaded at Moodyville in September of 1891, on account of the Broken Hill mines, Port Pirie.

There are at present 4 vessels loading at British Columbia ports for foreign. At Burrard Inlet—Ger. ship Katharine, 1,630 tons, at Moodyville for West Coast S. A.; Br. bark Sabrina, 747 tons, for Valparaiso f. o.; Br. ship County of Yarmouth, 2,151 tons for U. K. f. o.

Quotations for Douglas Fir Lumber, in cargo lots for foreign shipment, 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.....	00

BUSINESS CHANGES.

Goldstein & Eptaker, pawnbrokers, Vancouver, have dissolved. Dudgeon & Bryce, are opening the American saloon, Victoria. Insley & Perks, Leland house Vancouver, contemplate a change. Waller & Downer, plumbers, Victoria have assigned to Joseph Sears. Arrangements for the incorporation of Kamloops are nearly completed. Mr. E. H. S. McLean, from Calgary, is opening a drug store at Revelstoke. Joseph Hunter, Victoria, has acquired the Nanaimo electric plant from Andrew Haslam. Reid & Johnson, flour and sawmill, Quesnelle, have dissolved. Senator Reid continues. W. H. Perry, Victoria, has opened in hardware stoves and tins, in addition to cornice works. Thos. Bradbury, has opened a stone yard on Chatham street, Victoria, and contemplates adding marble works. Jas. A. Laidlaw, a prominent Fraser River cannor, is dead. He sold out his canning interests to the A. B. C. Co., at its organization. Exley & McKenzie, grocers, Nanaimo, have dissolved. Exley continues the grocery, and D. C. McKenzie will shortly open in furniture. J. B. Gordon, superintendent of Bradstreets' for British Columbia, has made arrangements to open a branch office in Vancouver at the beginning of February.

Bradstreets are now issuing a daily record in Toronto. The Northern Shipping Company, Ltd. with a capital stock of \$50,000, has been incorporated. Clement Royds, J. W. Scott, Robt. Ryder, A. Grant and J. M. Mackinnon of Vancouver, are the trustees. The Siwash Creek, Bedrock Flume Company, Ltd., has been incorporated, with a capital stock of \$50,000. The company take over and acquire three mining leases, known as the Siwash Creek syndicate leases, situated in the Yale District. The trustees are H. T. Ceperley, Geo. DeWolf, J. M. Buxton, Johann Wulffsohn, and Edward Mahon, of Vancouver, which is the head office of the company.

The amount of business now being done by the different organizations of Lloyd fire underwriters has assumed such proportions that it is felt the transactions of such organizations should come under the supervision of the insurance department. Under the present laws these associations are not required to report to the department, or to submit to the public any statement of their transactions; they are permitted to work in the dark and to keep the insuring public, that they are soliciting for business, in ignorance as to what they are doing, and as to their financial standing. Why these Loyds, that are actively competing with the stock companies for business, should be exempt from supervision, and also from taxation, is one of the vagaries of legislation that should be remedied at an early day.

Duluth!

Situated at the Entrance to Seymour Narrows, the Terminus of the Canada Western Railway, in connection with the Ferry to the Mainland.

LOTS IN THE ORIGINAL
TOWNSITE.

Lots in the Original Townsite can be had at present prices until January 1st. when prices will be raised 25 per cent.

The above statement was made in December last, and in conformity with same prices have been raised 25 per cent.

The first payment of \$100,000 of the subscription to the stock of the Railway Co. has been made.

The Lots owned by the Canada Western Railway Co. in Duluth are NOT FOR SALE.

HENRY CROFT, 72 Government St.

WOMEN AS DRUMMERS

"That's just my luck," said a commercial traveler in a little country hotel the other day, as he turned in disgust from the clerk's desk.

"What's the matter?" queried a friend. "Matter? Why that fellow Clark got in here ahead of me and has engaged both of the sample rooms, and I'll have to show my goods in a bedroom."

"What does Clark want of two rooms?" "Oh, one for his goods and the other for his wife."

"His wife! Why does his wife want a sample room?"

"She carries a separate line of goods, and they work the business together. Great scheme that," and he mused reflectively. "There they come now," he added, and the friend turned in time to see an energetic looking man of middle age, with a bright, attractive little woman approaching. Later, an introduction was sought by the reporter.

"Yes, it is pleasant for each of us to be able to travel with the other," said Mrs. Clark. "My husband carries men's furnishing goods and I have notions for women, silk handkerchiefs and embroideries. We are going through this section of country for the first time and are working up a trade route. Just now is a dull time with both of us in business, so we decided to spend the time working up an extra trade route."

"Don't you find it hard work to keep up with your husband, day after day, traveling and working?"

"I did at first, but I have learned how to take things now. I don't worry and do useless things. Then John is very good about helping me out and waiting for me. Of course, sometimes I get heavy orders in a town and he gets light ones. Then, again, it will be the other way, so we help each other."

"How did you happen to get into this work?"

"Well, various things happened which pointed out the way. When my three little ones died, one after the other, and I was left alone, I began to miss John as I never had done before. (And the voice trembled a little.) He could not leave his business, for he had a good trade, and so if he couldn't get out of the work I could get in, in order to be near him. I have worked with my house for almost two years now; they seem to be satisfied, and I surely am. But I must go now," and she nodded, smiling.

"Can you do as much work with your wife along as if you were alone?" asked the inquirer of Mr. Clark. He stopped, thought a minute, and said: "I'll tell you. Soon after the babies died I took to drinking rather heavily. You know what a temptation drink is to a traveling man. Well, my wife saw it, and, noble little woman that she is, she determined to save me. So she worked around until she got a commission, and then she joined me, and we've been together ever since. She didn't tell me the real reason why she left home for life on the road till about a year and a half ago, after I had given up drink altogether. Yes, I once saved her from drowning—that was before we were married—and she's evened up things, you

see. This last year we've made more than double the money that I ever made in one year alone, and I've been eight years on the road."—*Ex.*

FRENCH CHAMPAGNE.

The vineyard district of France, from which is produced substantially the world's supply of champagne, is contained within an area of thirty miles square. Reims is its commercial and cathedral city. Driving through the country from Reims, the towers of the grand cathedral of Notre Dame loom up, defying space when every other evidence of the city is lost in the horizon. This incomparable type of Gothic construction stands forth like a mighty sentinel to all the surrounding country. The vineyard men seem to reverence it, and to glory in referring to Reims always, not as the commercial but as the cathedral city of the province of champagne.

The vine lands of this area produce the white, red and black grapes from which champagne is made, and yet these same roots planted beyond the confines of this district fail to produce grapes from which the high quality of wine, perfect in bouquet and flavor, can be obtained. Why the territory is so limited, why it may not be extended indefinitely are queries the agricultural chemist has left unanswered. Again, with all the care and attention given to the cultivation of the grape here, it is impossible, from year to year, to attain anything like uniformity in the quality of the harvest from the same vines. The season, with its variety of rain and wind, and sun, seems to be the potent factor. The fertilizers used on the soil and the care bestowed upon the vines are second to that mightier power.

In some years the harvest is so inferior that the wine made is either saved for blending with later vintages, or bottled and sent out under a label invented by, or bearing the name of some dealer who purchases the entire vintage. Even in the best years some portion of the harvest will fall so far below the required standard that its product can only be labelled and sold as cheap or rejected wine. There is no doubt, however, that the champagne house of France, after learning something of the nicety of the palate of their customers, cater accordingly.

The English taste is said to be the best, the most exacting, and to be satisfied only with the top of the vintages. In fact, there is no first-class hotel or restaurant in England which would pretend to print its champagne wine list without naming the year of the vintage. On this list one will never find the off year vintages—those in favor for the past ten years being 1880, 1881 and 1887. The vintage of the year 1889 is said to have been the best for many years, and it will be ready for market about the time of the opening of the Columbian Exposition. The average host in England offers to his guest not only a choice vintage, but his champagne fully ten years old, while the average host in this country is governed in his selection, solely by the label on the bottle. In short, dining as a fine art has reached some of our clubs and some of our homes, but the busy citizen of this country, as a

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A. LEOFRED,

(Graduate of Laval and McGill.)

MINING ENGINEER.

MAIN OFFICE: Quebec. BRANCH OFFICE: Sherbrooke. Montreal, 17 Place d'Armes Hill.

MINES, MINERAL PRODUCTS.

rule, leaves the details of his state or social dinners entirely to his caterer.—Floyd B. Wilson, in December *Lippincott's*.

COMMERCIAL SUMMARY.

The American sugar trust last year added \$4,038,537 to its surplus.

There is a coal famine in Cincinnati and the poor are suffering. The trouble is due to the ice gorge.

The Revelstoke Fire Department now possesses a chemical engine, which has just arrived from Toronto.

The C. P. R. traffic receipts for the week ending Jan. 14 were \$352,000; for the same week of last year they were \$380,000.

Eight carloads of horses raised on the ranches of Alberta, N. W. T., have been shipped to the old country. This is a new experiment.

There are some employees in stores who, though not really dishonest, are equally dangerous to merchants. Though they will not actually steal, still they are as criminal as the thief. The losses incurred through the carelessness of employees often escape notice, for it is a species of viciousness the results of which are not always apparent. Yet the merchant suffers all the same. Perhaps we are wrong in deeming this trait vicious. At worst, it is but a deplorable weakness of character, often not latent, but acquired by an unwise training. For the possession of this drawback in character, people invariably have to lay the blame with those on whom their early training depended. The boy who learns his early lessons from the man who conducts his business in a slipshod or haphazard manner can not help possessing a disregard for order in his later years. Habits are easily acquired, but it is woefully hard to rid oneself of them, especially if they are bad habits. The clerk who is careless in even the most trivial things never will be successful. Business, like life, is a series of incidents; on the attendance to each item depends the success of the whole. The man who shirks, disregards or ignores trifles, will be unsuccessful in the main, for great things are but an aggregation of little things.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

D. M. CARLEY EDITOR
L. G. HENDERSON BUSINESS MANAGER.
Office No. 77 Johnson Street.

VICTORIA, TUESDAY, JANUARY 21, 1891.

THE NANAIMO OUTRAGE.

The audaciousness of those who are supposed to be the paid agents of the Sailors' Union on various parts of the coast has been, to say the least of it, a serious menace to the public peace. At San Francisco, they have prevented, in some cases with force, the employment on ships of non-union men, and have worked serious injury to trade. For some time, they appear to have had Nanaimo comparatively speaking, under their control, but it would now seem as if they had received a serious check. A few evenings since, the crew of the steamship *Bawnmere* were, according to the declarations of some of them, hustled off at the point of revolvers, as it were taken prisoners, and then spirited away. The matter nowever has been brought before the police authorities—provincial as well as city—and steps were taken to deal with the case, the result being the capture in the Gulf of Georgia of a small sloop in which were the missing sailors confined in the hold and in process of transportation—no one knows where. When taken off the vessel, they were, it appears, carried to Newcastle Island and there temporarily held as prisoners. In connection with this matter, the promptness of the authorities has secured several important arrests, one of them in the very meeting of the Seamen's Union, who was, it is reported, identified as one of the guards of the men detained on Newcastle Island. So much having been accomplished, prosecutions are certain to follow, and it is said that the Seamen's Union fully realize that they have received a staggering blow.

THE INDIAN RESERVE.

We observe that Alderman Bragg has formally called upon Mayor Beaven to convene a public meeting for the discussion of the Indian Reserve question. We are not aware at whose instigation the Alderman has adopted this course, but are inclined to think that, important as may be the subject of bringing the property within the city limits, there are other questions calling for more immediate action. It may be all very well to make the Songish property part of the city of Victoria, and secure the removal of the Indians; but who would be the first to be benefitted? A few property speculators, who the moment the property was dealt with in the manner proposed would seek to secure possession of it—if they have not already, in effect, done so and

hold it, as is the case with a great deal of city property, until there is a rise in values, caused not by anything which they have done or may do, but by the enterprise of others.

As far as we can see there is no need of hurrying up city extension in the direction of the reserve, particularly when there is such a programme of operations for the city as it already exists. There are plenty of building lots within Victoria proper, and to a great extent the prices at which they are held are of such a character, that the holder if he saw a prospective purchaser would, despite the tendency to hold on, be disposed to realize. What we require to do now is to improve our streets, whose condition is disgraceful, and never will be much better so long as we have no regularly defined policy regarding them. We require better street lighting, the connection of our drains with the present sewerage system, the adoption of some definite course with respect to sanitation, the establishment of a contagious diseases hospital, and a hundred and one matters of detail which we can hardly afford to be without. Ald. Bragg may not see it; but the indications are that there is a nigger somewhere about the fence surrounding the Indian lands.

THE TARIFF.

Time and again has THE BRITISH COLUMBIA COMMERCIAL JOURNAL, in referring to the national policy, expressed the opinion that the time had about arrived when it was possible when, indeed, it would be the clear duty of statesmanship, to modify the national policy to meet the conditions which have been almost continually changing to a greater or less extent since its provisions were brought into force. In our last issue, we briefly glanced at the speeches delivered at Toronto by the Governor General, the Premier, the Finance Minister and others, all of whom pointed to the wonderful progress which the country has made and to the substantial position which she at present occupies. It was admitted that despite all this some changes would be made, so as to secure that which will be found to be the best for Canada first and best for the Empire next. This is the true idea—Canada first, the Empire next. The reverse has been the order in the past.

The policy which the party in power formerly advocated was that in everything Canadian concerns must be secondary to the wishes and the interests of the people of the Mother Country. It was that idea which impelled us to be content with a tariff for revenue only, the idea of protection, our own industries having had very little weight in the counsels of our administrators and legislators until very late years.

Almost every one feels that, in the endeavor not to sacrifice British interests, we have allowed ourselves to be imposed upon by the Americans whose object all along, under the guise of friendship for the common Mother Country, has been to strike her a severe blow over the back of Canada and force us to feel that we should be better off under the stars and stripes so powerful to injure us or possibly the reverse, than under the British flag which

has been so dilatory in standing by us when her influence alone properly exercised would have effected so much in our behalf. The Conservative leaders have publicly declared that the policy of the future is to do the best for Canada. We trust that this is no announcement merely to catch the ear and that the declaration is not a deliverance of words whose object is to deceive and lull into fancied security.

But what is best for Canada? This Dominion is made up of a number of provinces whose interests are in many respects divergent. How can it be determined what is the best for all? Sir John Macdonald, his colleagues and indeed those who are opposed to him, used to tell us in their non-partisan moments that it was essential that some sacrifices be made for the common good and, in effect, enlarged upon the old idea of "*deus est pro patria mori*." This idea is a beautiful one in theory and in practice also, provided the "dying" is not altogether on one side.

Ontario formerly complained that she had been made the great milch cow at which the other provinces were continually sucking. In some respects Quebec agreed with Canada West, so long, indeed, as she was excepted from the generally accepted list of calves, though she, in fact, was a persistent and most successful sucker. "Ontario! Ontario!" has ever been the cry, and so successful was she that the national policy was inaugurated more in her interests than possibly those of any other members of the Confederation; the sister provinces—British Columbia in particular—having been forced to pay tribute to her manufacturers and producers of almost every sort.

It should be no longer a question of what is best for Ontario, or, indeed, for Quebec. They have been the most specially advantaged and are in no special hurry for tariff changes that must have the effect of more or less reducing the profits of their manufacturers. The question at issue will doubtless form the subject of investigation ere long. The tariff is at present the great dividing line between parties, and all expect that fiscal matters will constitute the main subject of debate at the rapidly approaching session of Parliament.

The ministerial speeches at Toronto foreshadowed this while the leader of the Opposition, Hon. Mr. Laurier, has, in effect, taken up the gauntlet and has declared for a revenue tariff—and he reflects the sentiments of not a few Liberals of the old school. However we may regard the matter, we cannot ignore the fact that something must be done. There is no small amount of dissatisfaction with matters as they are, and we in British Columbia, in view of the heavy incidence of tariff taxation, have good reason to demand changes.

SEALING appears to have been already very successfully carried on off the California coast, and incoming vessels announce that they have come across considerable numbers of seals on their way. We observe that the Japanese Government has been censured by the Opposition for not having taken more rigorous action to prevent sealing in the waters of that country, so that it would appear the idea of the American and Russian restrictions has caught on.

OPENING OF PARLIAMENT.

Thursday will witness the formal opening of two sessions of Parliament—one that of the Dominion, the other, that of the province of British Columbia. The representatives of this city at Ottawa ought by this time to know what duty demands and what the city requires them to do. They had a hearing a few days since before the B. C. Board of Trade and a parable was put in their mouths which it is for them to take up and continually tell until they secure what is wanted. It is outrageous that a province like British Columbia and a city like ours should be treated as at present. If it were favors that were sought, there might be hesitation on the part of the Government and of Parliament to grant the modest requests that are made, but, since they are only matters of right and justice, there ought to be no hesitation about complying with the demands. In the revenue that has been contributed, we have paid time and again for far more than we have ever received.

Per capita we are by far the largest contributors to the treasury, but because we are a long distance off and are only small in numbers, we are utterly neglected. The Ministers and their deputies scarcely think it worth their while to listen to our members, knowing that their votes are all right and that so soon as they have perfunctorily discharged their duties at the departments, they will go about their business—the one to his seat in the House and the other to his club, or some other congenial resort. And so, despite the resolutions and representations of our people and the Board of Trade, matters go on in the same old groove, heavy customs duties are clapped on and rigorously exacted for which the smallest possible return is given. Our members know or ought to realize by this time what is expected from them, and if in the future they do no better for us than they have done, it is certain that an attempt will be made to replace them with better and stronger men.

The British Columbia Legislature will, we expect, have its hands full of business, and we must confess that, under the leadership of Hon. Mr. Davie, we expect that a vigorous policy will not only be outlined but carried out. It would be premature until the Speech from the Throne has been made to say what we shall expect to see in it. By this time it is no doubt drafted; but, when it makes its appearance, we shall be able to express an opinion as to what it should contain and to what it has neglected to refer. We must say that we do trust that the Minister of Education will not be foolish—we would say mad—enough to introduce even the thin end of the wedge of sectarian religious education in our public schools. The curriculum is already comprehensive enough—in our opinion far too much so—and we certainly do not desire to see our little ones practically taught in the classes to hate each other for the love of God. The church and the home can do enough of this if they are so disposed. We want in our legislature something done for the material advancement of the province, and if in their respective spheres the gentle-

men who are supposed to talk to us of brighter worlds and lead the way to them require legislation to strengthen their hands and enable them to act, surely it is time for the public to conclude that their occupation is gone.

FOREIGN CAPITAL.

The Nova Scotia Legislature is at present in session, its principal business being to deal with the proposition of a syndicate—largely composed of Americans—to acquire the coal mines of the Province and, we suppose, work them or not as it may seem expedient. On the face of it it would appear a good thing to have large amounts of foreign capital interested in the development of one of our natural products, but, when it is remembered that in the United States where many of these capitalists live there are extensive coal enterprises largely rivalling those referred to, we shall see that it might be that the move is for the mere sake of creating a monopoly that shall be able to put up the price of coal and increase or diminish the output as may best suit Pennsylvania or Ohio interests which are the main competitors with those of the Maritime Provinces. In the proposition there are involved the revenue of the Province as well as its trade and the employment of its people. It is only to be expected that Premier Fielding and his colleagues will take every precaution against either of these being prejudiced, but there is such a thing as being overreached and therefore the necessity of the greatest precautions being taken. We all of us want to see as much foreign capital as possible employed among us and therefore while looking after our own interests must make all necessary concessions.

EDITORIAL NOTES.

FIRE Underwriters are becoming convinced that a large proportion of the fires that occur and are reported as of unknown origin are due to defective electric wires. The difficulty does not lie with the electric lights themselves nor with that system of lighting, but with the unskillful manner in which interior wiring is done. If the wires are properly insulated they may be strung anywhere, and will give safe conduct to the electric current, but the moment the insulation is disturbed there is danger.

CHIEF JUSTICE BÉGIN'S decision in the Oscar and Hattie case, while it has more than realized the expectations of the Americans has to a corresponding degree disappointed, if not disheartened, the Canadian scalars. It is pointed out that under this judgment while the present *inchoate title* is in force any schooner caught inside Behring sea will be subject to confiscation if the owners cannot prove clearly that she did not seal in prohibited waters during the season. They are all assumed to be guilty, and must be ready with very strong proof of their innocence.

ACCORDING to the *Canadian Trade Review* some 1,300,000 feet of square timber at Quebec are being held over this winter

against 5,300,000 feet last year. As the stocks of timber being wintered along the Ottawa are said to be hardly 500,000 feet, against 2,500,000 feet last year, this will leave a considerably large difference in the stocks being held this year as compared with 1901-02. It is calculated that between 2,500,000 and 3,000,000 feet will be taken out of the Ottawa district before spring, and about 1,500,000 feet from the St. Lawrence, making a total of from 4,000,000 to 4,500,000 feet, which will still leave the available supply below the average.

THE Victoria Marine Hospital, according to advices from Ottawa, is to be done away with and provision for sick seamen made in the city hospitals. Whether this action be taken on the grounds of economy or to secure greater efficiency we are unable to say, the ways of the Department of Marine being so devious. We trust, however, that it will result in better service—not that the gentleman who has had charge of the establishment has been in any way to blame. He certainly did the best that was possible under the circumstances; but he was restricted not only to a beggarly salary, but to the most niggardly allowances for the maintenance of the place.

THE Great Northern has become a trans-continental railway factor. It has established its connection with the Pacific coast and President Jim Hill is now at Seattle making certain important arrangements. How he and the Northern Pacific will come out of their controversy has yet to be seen; in any event we in Canada shall have still another alternative route for Mr. Hill with his characteristic enterprise will certainly desire to cultivate the trade of British Columbia. What President Harrison may do is as yet uncertain; he has sent to congress another splenic message whose carrying out will be but the gratification of his own personal feeling, and its effects whatever they may be, will it is certain be only temporary.

TO ALL appearance, judging from the representations that have been made on the subject, the matter of an insolvent law bids fair to be a prominent feature of the work of the ensuing session at Ottawa. Several drafts of bills have been made and transmitted to the Government, and not a few members have received special intimations as to how the trade organizations of their constituencies desire them to act. If there is to be an insolvent law, let its provisions be as stringent as possible; but let it be provided that the lowest but unfortunate debtor be dealt with as leniently as can be. We do not say that all of them should be allowed to begin business again, since there is such a thing as business incapacity that is quite as bad, in a sense, as criminality, and though not punished, it should be restrained from further manipulations of other people's capital and goods. We require above all an equitable distribution of insolvent estates, and that by a process as little complicated as possible. If the combined legislative wisdom of the country will bear in mind a few simple points they can do a great amount of service.

BOARD OF TRADE.

An open meeting of the Council of the British Columbia Board of Trade was held last Tuesday morning. The chair was occupied by the president, Mr. T. B. Hall, the other members present being Colonel Prior, M. P., Thomas Earle, M. P., Messrs. Robert Ward, E. A. McQuade, C. E. Renouf, W. F. Bullen, A. B. Gray, R. P. Rithet, J. H. Todd, A. C. Flumerfelt, M. T. Johnston and D. R. Ker.

Mr. Bullen, chairman of the committee on manufactures, reported as to the cedar for making lead pencils, about which some enquiries had been made. The different millmen in the province had not seen any wood of the kind. The report and samples of the cedar that could be had were forwarded to Mr. H. C. Beeton, London, financial agent for the province.

A discussion on two important points in commercial law followed, first as to the proposed insolvency act, and second as to the registration of co-partnerships. Mr. Robson, secretary of the New Westminster Board, wrote, notifying the British Columbia Board of Trade that in their opinion such an act ought to be secured if possible. On motion of Mr. Robert Ward, the question of the registration of co-partnerships was held over until a copy of the bill proposed by the Vancouver Board of Trade should be examined.

The secretary of the New Westminster Board of Trade forwarded a copy of a resolution passed by the Board urging upon the Dominion Government the necessity of building a dredge to be used to keep the Fraser River clear, so that at all times the river would be navigable.

Mr. Earle stated that, as a member of the Dominion Parliament, he had endeavored at different times to get appropriations for all parts of the Province, and if, after consideration, he came to the conclusion that the money would be spent to advantage, he would use his influence in support of the efforts of the New Westminster member to get the allowance.

After some discussion, Mr. Robert Ward moved, seconded by Mr. D. R. Ker, that the Board endorse the resolution of the New Westminster Board and any other scheme that would be favorable to the navigation of the Fraser.

After some general discussion on the exchange rate and insurance commissions, Mr. Thos. Earle said he would like to hear what the Council of the Board of Trade thought about the requirements of the city. He said that for two years he had been endeavoring to have the quarantine station improved, and the Government had now promised to put the British Columbia station on the same footing as the one at Grosse Isle. Mr. Gamble, the agent of the Public Works Department here, having been called to Ottawa to receive instructions. The new buildings would cost about \$250,000. He and his colleagues had been urging, and would continue to urge upon the Government, the necessity of erecting new customs, post office and other buildings here. He had proposed to the Government, two years ago that they should use the present custom house for the marine department and build a new custom house and post office, but the price asked for suitable sites was a drawback. He considered

that about \$500,000 would be needed for these new buildings, and he knew it was hard to obtain such a large appropriation. The Government, however, had promised to erect the new buildings, if not immediately, at least before Mr. Earle retired from the House.

Mr. R. Wood suggested that the Victoria members should point out to the Dominion Government the large drain on British Columbia's resources and the very small return made. The Government obtained a big revenue from British Columbia, but did very little in return.

Colonel Prior, M. P., said he had pointed this out to the Government time and time again. He had written to the Government, interviewed them personally and spoken on the subject in the House. The city received about 40 per cent. of her revenue in the way of improvements. The Government knew what was required, but did not see fit to do anything. All the British Columbia members would unite in urging upon the Government the necessity of making improvements required.

Mr. Ker drew attention to the James Bay flats, and hoped that the City's representatives in the Dominion House would urge upon the Government the importance of having something done to remedy the evil as it now exists. If the flats were filled up and a wall built instead of the bridge, it would be of great advantage to the city.

Col. Prior—The Dominion Government won't build the wall for you.

Mr. Ker—We don't expect that they will.

Mr. Earle—When it was proposed by the City to build the wall, they wanted some six or seven feet more than their property. You must dump the stuff there, and from outside, and I'm sure the Government will have no objection to that.

Mr. Ker—But I understand there is some difficulty about foreshore rights.

Mr. Renouf said that such was the case. Mr. Weiler put in a claim showing that the filling up of the flats would injure his business, but Mr. Pendray offered to forego any claims which he might have. Until the question of foreshore rights be definitely settled, it was useless to talk of filling in the flats or building a wall.

Mr. Ward There can be no doubt whatever as to the right of the city to those mud flats at James Bay. I have seen that the corporation claimed the credit of securing them I believe when Mr. Fell was mayor; but the fact is that it was this Board of Trade that got them from the Government, as can be shown from papers here.

Mr. Renouf I understand there is part of this property which belongs to the Local Government.

Mr. Ward You will find the letters on file to substantiate what I say. When Mr. Purdy, the engineer, was here, he made the remark "You are filling up those flats with dirt. Had the Government known that was your intention, you would not have got them."

A discussion ensued as to the proposed Merchants' Exchange in the new Board of Trade buildings.

Mr. Rithet hoped that the apartment

would be preserved, as it would be of great advantage to business men and visitors.

A committee consisting of Messrs. Ward, Ker and Renouf was appointed to draw up by-laws for the regulation of the Merchants' Exchange, and ascertain what support such a branch of the building would be likely to have, after which the Council adjourned.

NEATNESS IN STORES.

Many storekeepers, not very successful ones, however, appear to think that the disordered appearance of their store puts no figure in the quantity of trade they transact. Especially in large cities will the style and appearance of a store often serve as much of a drawing card as anything else that can possibly be done. A neat floor and a choice selection of goods with bright tables, artistically arranged, form a picture that attracts the attention of trade that would never have entered but for that expedient. Looks commands the appetite and loosens the purse strings to purchase the coveted article.

Some of the most successful storekeepers can readily substantiate the fact that nothing has assisted them as much in building up a trade as has the neatness and appearance of their store and its surroundings. Does any one suppose that when a store is kept in an untidy condition, with soap and ham, coal oil cases and butter boxes, bread and potatoes all intermingled and thrown together, that the customers do not become disgusted with such state of affairs? Those grocers who think so generally find plenty of time to wait on the trade they have.

It is different, however, with the practical storekeeper who manages to find a proper place for all grades of goods and keeps his store neat. Customers are attracted to it and it is the by-word of the neighborhood that Mr. Alwaysneat has a very nice store and fresh goods and one recommends the other to give him a trial. The storekeeper himself seems in a more contented mood when his surroundings have a lively and business-like appearance. As for clerks, it is one of the best recommendations that he can possibly have that he is neat and has a tasty manner of arranging the goods on the shelf, and many of them who are now in business for themselves managed to command extra salary on that account and were retained in situations as long as they wished to remain. To keep the store neat is within the power of every man, and none need have their place of business otherwise.

S. F. Retail Grocers' Journal.

Vernon is to be congratulated on its acquirement of municipal rights, thus becoming the fifth city of our province. The event will doubtless be followed by a similar incorporation of Kamloops, which has far too long lagged behind in the quest for local self government. Nelson, too, will, we expect, follow the example, and we shall not be greatly surprised if even the young but lusty town of Kaslo should seek and obtain a charter within a twelve-month. Many who should know aver that ere '13 is out, so great and rapid will be the development of the rich surrounding mine country that Kaslo will almost, if not quite, equal the Royal City in population.—*Commonwealth.*

NEW GOLD AND SILVER MINES.

If it were not for the remarkable production of silver from the new mines in the western part of this continent, the coinage problem would solve itself. The yearly production of gold is increasing. The annual supply is about \$120,000,000, of which the United States furnishes \$31,000,000. There has been a remarkable development of the auriferous mines in South Africa, the product from that part of the world having reached the sum of \$25,000,000 a year. The supply from Australia is increasing. New Guinea is producing \$2,000,000 a year. There is a report that immense new gold mines have been opened in Arizona. The possibilities of great gold discoveries in this country should be considered when alarm is created by an unusually large gold shipment to Europe.

Notwithstanding all the work of prospectors, the Cordilleras are still practically unexplored. It is possible that the golden wealth of that mountain range has been only touched. In the hillsides that have been passed by hundreds of experts and adventurers, under the frost and snow of winter, or under the verdure and blossomy of summer, there may be concealed the yellow glisten of gold deposits inestimable in value. It is impossible that the gold supply of this country should be tending toward a period of exhaustion. The inner centres of the mountains, where volcanic heat has melted the ore from the baser metals, are yet golden bonanzas. Some day, possibly not far distant, will see them opened by science and labor. In many other parts of the world, new gold discoveries are extremely probable. The Mountains of the Moon, in Central Africa, where are the sources of the rivers that bore the auriferous sands to the gold coast, must contain in their thin ledges of rock more gold than ever has been sifted out by the attrition of the waters or exposed by the crumbling processes of atmospheric exposure. Nature's wealth has not begun to disappear. Nature's vast treasury of sunless wealth will not be emptied so long as its contents shall be needed for human uses. For years after the discovery of gold in California and Australia, silver was at a premium over the proportionate coinage value of gold. When silver was demonetized in 1872, this difference in value was decidedly perceptible. Gold was made the sole standard then because it was the cheaper metal, as the silver men now want to establish, substantially, silver as the sole money standard. The recent enormous increase in the output of silver is creating the difficulty. The new riches of some of the silver deposits have caused owners to look with dissatisfaction on mines which, thirty years ago, would have been regarded as the sources of boundless wealth. From the new rich ores, the silver can be extracted so easily that the cost of production has vastly decreased. The lead ores are no longer profitable, and thousands of mines have been abandoned. If it were not for the extraordinary prolific harvest of silver, the increased production of gold soon would restore the equilibrium in value between the two precious metals. There is so much more silver produced

than is covered by the demand that those holding the surplus are almost as badly off—or think they are—as if they had none. —*West Coast Trade.*

BUSINESS MATTERS IN 1892.

In reviewing business interests in 1892, the *New York Financial Chronicle* says: The year 1891 was singularly free from great and unexpected disasters in the manufacturing, mercantile and banking community. Late in 1890 the great Baring crisis had occurred, and in 1891 the effects of that reaching over, together with the lack of business from the small crops of the previous summer, led to so many failures in the first three quarters of the year as to make the total amount of liabilities for the whole year 1891, almost exactly the same as in 1890, the figures for each year being nearly \$190,000,000, notwithstanding the great improvement in the last quarter of 1891. But in 1892 the circumstances were reversed, and in the first part of the year, in all sections of the country except the South, the stimulus furnished by the great crops of 1891, was clearly perceptible. The failures diminished greatly in comparison with the previous year, and even in the later months, when business was dull and the balance of foreign trade was so little favorable as to the permit gold exports to keep up at the unusual season of the year, the failures did not increase, and the total for that quarter fell much below the same time in 1891.

Taking a general view of the dealings at the leading Exchanges, we find that on the New York Stock Exchange there was no season of extraordinary buoyancy and activity after the great Reading deal in February. The chief movements of the year were in special stocks, and largely in the so called industrial stocks, which were boomed for one cause and another peculiar to themselves. But if the year was not equal to some others in large profits, it was remarkably free from heavy losses and failures of bankers or stock brokers. The total sales of stocks at the N. Y. Stock Exchange were \$5,575,002 shares, against \$9,031,680 in 1891, and of railroad and miscellaneous bonds \$185,857,400, against \$38,715,000 in 1891.

At the Produce and Cotton Exchanges in New York, and the Boards in other cities throughout the country, dealings were somewhat affected by the Anti-Option Bill pending in Congress, which ceased to be an obstruction only when Congress adjourned in July. Our Produce Exchange had a large business in the early part of the year with the varying prospects of the new crops at home and abroad and with the large crops of 1892 to handle. But the tendency of prices during the year was downward, and the losses on the decline of wheat must have been very large. The total sales of all grain, including flour reduced to bushels, amounted to only 1,585,151,365 bushels, against 2,231,075,537 in 1891.

The Cotton Exchanges North and South had a lively business. In the first half of the year all was depression, and the price of cotton declined to abnormally low figures as the size of the great 9,000,000 bale crop was unfolded from month to

month, and middling uplands touched 6 11-16c in New York early in April. All kinds of business in the South felt the losses on cotton and failures in that section were relatively large. In the autumn months there was a great improvement; cotton jumped up rapidly on a speculation based on the small crop reports, and much money was made by holders and speculators on the bull side. The total sales of the year at the N. Y. Cotton Exchange were 43,359,500 bales, against 26,022,300 bales in 1891.

MARINE INSURANCE.

The history of marine insurance for the year 1892 is not bright reading for those who are interested in this once lucrative business. The prosperity of companies in the sixties is only equalled by their adversity in the nineties. The causes of this are not far to seek. During the years previous to 1889, when trade was brisk, a universal rate cutting competition began amongst underwriters, which continued until recently. The evil results of this undue competition were not so apparent when business was brisk, when the small profits realized were counterbalanced by quick returns. As soon as the tide of business began to slacken, however, the pinch began. The underwriters responsible for this state of things are chiefly the more irresponsible ones (who act in a private capacity), certain foreign companies hailing from all sorts of inland Continental fastnesses, and Celestials holding out the inducement of bonuses. There was nothing left for the more respectable underwriter to do but to lower their rates to the level of their competitors (so as not to lose their connections) and to live on their reserves until matters improved. This state of affairs culminated in 1890-1, and though it would be premature yet to prophesy as to the results of 1892 business, still we fear that no very great improvement will be observable, and any profits made by companies will redound more to the skill of its underwriter than to the possibilities of the business. The reduction of rates to an inadequate figure precludes any reasonable probability of profits being realized, and tends to reduce the business to a merely speculative character—that of the mere chance of escaping losses. This year, however, has shown some encouraging signs. There has been a distinct tendency to reduce competition to reasonable limits, and we doubt not but that the future results of the marine companies will permit of a fair return being made on the large capital invested in this business. The fire underwriters have set a good example in protecting themselves from outside risk snatchers, and we trust that the marine underwriters will follow suit, and by association and co-operation protect themselves within reasonable limits.—*Liverpool Journal of Commerce.*

The Falls of Montmorenci, Que., are frozen solid, something that has never been known to occur before.

So far cattle on the ranches in the vicinity of Ashcroft have done very well and there has been little loss.

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SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Martha Fisher	511	Meadowcroft.	Oct. 18.	Victoria	Liverpool	34,002	\$163,454	
Br bark	Glengarry	892	Davidson	Nov. 3.	Westminster.	Liverpool	37,352	186,700	
Br bark	Chill	678	McKenzie	Dec. 12	Victoria	Liverpool	30,000	103,061	
Br bark	River Gauge	612	Budge	Dec. 19.	Victoria	London	29,461	117,305	
Br bark	The Frederick	812	Simpson	Dec. 18	Victoria	London	32,403	167,896	

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	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
Am bark	Hesper	664	Sodergren	Feb. 20	Vancouver	Shanghai	754,924	7,781	April 21.	50s
Br ship	Angerona	1215	Anderson	Feb. 26.	Vancouver	Valparaiso	834,357	7,095	May 20	42s 6d
Nor bark	Czar	1324	Christophers'n	March 4.	Vancouver	Adelaide	1,046,611	10,476	June 7	57s 6d
Nor bark	Agnes	814	Hofgaard	Feb. 20.	Chemainus	Antofagasta	602,509	6,413	June 11	40s
Nor ship	Kathinka	1463	Klevenberg	March 12	Vancouver	Melbourne	1,228,925	9,251	May 28	60s
Chill bark	India	953	Funke	Feb. 22	Vancouver	Valparaiso	803,291	7,018	May 10	owners ac
Br bark	Glenberrie	890	Groundwater	March 24	Vancouver	Iquiqui	631,810	7,689	June 8	37s 6d
Br ship	British India	1190	Lines	March 31	Vancouver	Valparaiso	863,866	9,315	July 11	37s 6d
Am schr	W. H. Talbot	776	Bluhm	March 14	Vancouver	Tientsin	1,021,876	10,272	May 28	67s 6d
Am schr	Reporter	333	Dreyer	March 3.	Chemainus	San Pedro	416,386	3,476	March.	Private.
Br bark	Hiversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 28.	47s 6d
Br bark	Miliceto	821	Smith	April 21	Vancouver	Wilmington	70,275	7,986	Aug. 31	\$16 00
Br bark	Craigend	2218	Lewthwaite	April 18.	Vancouver	Iquiqui-Callao	1,908,000	19,351	July 11	27s 6d & 30s
Br bark	Toboggan	676	Porter	May 20	Vancouver	Wilmington	652,823	9,330	Sept. 11	\$15.00
Br bark	Thermopyle	948	Winchester	June 2.	Vancouver	Yokohama	328,576	8,949	July 22	Private.
Nor bark	Fritzoe	1078	Rolfson	May 29	Chemainus	Melbourne	983,124	8,072	Aug. 9	45s
Br ship	Burmaah	1617	Newcombe	June 2.	Moodyville	Valparaiso	1,289,359	9,883	Aug. 23	35s
Br ship	Crown of Denmark	2029	Smith	June 24	Vancouver	Melbourne	1,850,725	15,435	Sept. 23	37s 6d
Nor bark	Ursus Minor	935	Johnson	June 1.	New Westminster	Sydney	481,214	4,393	Aug. 3	37s 6d
Br ship	Karl Granville	1449	Flack	June 16	Cowichan	London	853,337	12,338	Nov. 5	62s 6d
Chill bark	Antonietta	499	Stack	June 27	Chemainus	Valparaiso	836,358	9,015	Dec.	owners ac
Ger bark	Palawan	977	Van Heuvel	July 8.	Vancouver	Iquiqui	688,831	7,521	Sept. 27.	33s 9d
Chill bark	Leonor	891	Jenatsch	July 8.	Moodyville	Antofagasta	637,375	6,520	Oct. 13.	owners ac
Chill bark	Clancivere	991	Glennie	Aug. 6.	Chemainus	Valparaiso	762,662	7,612	Oct. 28	owners ac
Am bktn	Robert Sudden	433	Uhlberg	Aug. 3.	Vancouver	Valparaiso	771,110	8,797	Nov. 26	40s
Br bark	Indostan	1543	Walsh	Aug 7.	Moodyville	Valparaiso	1,232,386	11,471	Oct. 28.	owners ac
Chill ship	Zo-lina Gowdy	1087	Manning	Sept. 5.	Vancouver	Wilmington	853,218	10,125		\$13.00
Br ship	Atacama	1223	Caballero	Aug. 21.	Moodyville	Valparaiso	991,491	9,089	Nov. 1.	owners ac
Br ship	City of Quebec	708	Carnegie	Sept. 6.	Vancouver	Adelaide	517,409	4,048	Nov. 30.	40s
Lc bark	Starvich	1171	Broadfoot	Sept 3.	Vancouver	Sydney	951,900	9,287	Nov. 8.	owners ac
Am schr	Robert Searles	1270	Piltz	Sept. 8.	Vancouver	Port Pirie	815,321	5,962	Nov. 23	41s 3d
Am ship	George Skonfield	1276	Hunnig	Sept. 20	Vancouver	Valparaiso	931,346	81,781		40s
Chill bark	Lake Lemay	1075	Boya	Sept. 22	Moodyville	Valparaiso	763,839	6,610		owners ac
Br bark	Seannell Bros.	1218	McFarlane	Oct. 15.	Vancouver	Wilmington.	907,354	11,768		\$11.00
Am schr	Alcei Cook	732	Penthallow	Oct. 5.	Vancouver	Sydney	919,900	8,338		30s
Nor ship	Morning Light	1310	Johansen	Nov. 3.	Vancouver	Liverpool	939,193	10,000		56s 9d
Br bark	Columbus	621	Melhuish	Nov. 16.	Vancouver	Adelaide	567,730	4,539		37s 6d
Am schr	Lyman D. Foster	730	Dwyer	Nov. 5	Moodyville	Sydney	892,838	7,809		30s
Nor bark	Benj. Haugs	1118	Hjorness	Dec. 20.	Vancouver	Sydney	785,085	10,015		48s 2d
Br bark	Fernbank	1338	Poyd	Nov. 25.	Moodyville.	Valparaiso f.o.	600,900	4,728		36s 3d
Br bark	Gransee	1246	Carter	Dec. 25.	Vancouver	Valparaiso f.o.	911,688	10,370		36s 3d
Am ship	Edward O'Brien	1725	Taylor	Dec. 10.	Vancouver	London	1,257,628	15,000		50s
Br bark	Geo. Thompson	1128	Young	Jan. 13.	Westminster.	Sydney	384,818	7,844		owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 4.	Vancouver	Queenston UK	971,058	9,882		32s 6d
Nor bark	Fortuna	1332	Mikelsen	Dec. 17.	Moodyville	Valparaiso f.o.	1,263,729	12,088		35s 3d
Br ship	Absena	979	Black	Dec. 29	Vancouver	Port Pirie	775,110	4,708		37s 6d
Nor bark	Fritzoe	1078	Rolfson	Jan. 10.	Vancouver	Port Pirie	879,360	8,031		36s 3d
Am bark	Colorado	1026	Gilson	Jan. 19.	Vancouver	Valparaiso	870,000			37s 6d
Br bark	Highlands	1236	Owen	Jan.	Cowichan	Valparaiso f.o.	894,663			Private.
Chill bark	India	953	Funke	Jan. 11.	Moodyville.	Valparaiso	308,782	7,169		owners ac
Br bktn	Bittern	320	Stronach	Jan. 20.	Vancouver	Frenantille Au	202,950	4,201		owners ac
Ger ship	Katharine	1630	Spille		Moodyville.	Valparaiso f.o.				
Br bark	Sabrina	747	Organ		Vancouver	Valparaiso f.o.				37s 6d
Br ship	County of Yarmouth.	2154	Cain		Vancouver	U. S. f. o.				50s

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending January 21:-

Date.	Vessel and Destination.	Tons.
16.	Wanderer, str., Port Townsend	50
16.	Tyce, str., Port Townsend	55
17.	Wilmington, str., Portland Or.	110
19.	Bannmore, str., San Francisco	2,961
19.	Collis str., Port Townsend	60
20.	J. B. Brown, ship, San Pedro	2,432
10.	Holyoke, str., Port Townsend	35
Total.....		5,700

PAINTS, VARNISHES, ETC.,

MIXED PAINTS, DRY COLORS, CALSOMINES, COACH COLORS in oil & Japan, COACH VARNISHES,

Window Glass, Plate Glass, Ornamental Glass and all kinds of Painters' and Artists' requisites

A. RAMSAY & SON. ESTABLISHED 1842. **MONTREAL.**

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SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Chil. bark	Eritrea	1069	Sorra		P Callao	Moodyville.	R. P. Rithet & Co., Ltd.	
Br bark	Mary Low	513	Robertson	Oct. 5	B Liverpool	Victoria	R. P. Rithet & Co., Ltd.	111
Br ship	Kinkora	1799	Lawrence	Nov. 15	B Liverpool	Victoria & Van	R. Ward & Co. & Bell-Irving & Paterson	70
Br ship	Moray-shiro	1428	Mowatt	Oct. 21	Q Java	Vancouver		45
Br schr	Americana (new)	870	Denny	Nov. 5	C Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	80
Br str	Salado	1403	Crouch	Sept. 13	C Newport, Eng.	Victoria		130
Br ship	Blair Athole	1097	Taylor		R Java	Vancouver		
Br bark	Java	897	McGregor	Oct. 3	R Cardiff	Esquimaux	Naval Storekeeper	
Br bark	Dochra	1016	Scott	Dec. 19	G Liverpool	Victoria	Robert Ward & Co., Ltd.	113
Chil bark	Entella	633	Mangini		W Callao	Moodyville	Moodyville Sawmill	38
Br ship	Gryfe	1063	Roberts	Nov. 21	W Cardiff	Esquimaux	Naval Storekeeper	63
Br ss	Flintsh ro.	1871	Dwyer	Dec. 30	D Hong Kong	Victoria	N. P. S. Co.	25
Br ss	Empress of China	3003	Tillet		D Hong Kong	Vancouver	C. P. S. Co.	
Chil. ship	Hindustan	1542	Weish	Dec. 26	A Hong Kong	Moodyville.	R. P. Rithet & Co., Ltd.	28

P—To load lumber for Valparaiso on owners' account. B—Spoken Oct. 11. lat. 41° N., long. 15° W.; Nov. 5, lat 5° N., long. 21° W.
 Q—Cargo of 2,100 tons raw sugar. Chartered to load lumber at Vancouver. R—To sail in February with 2,300 tons raw sugar. W—To load lumber for West Coast of S. A. D—Sailed from Yokohama Jan. 10. A To load a return cargo of lumber on owners account. C—St. Vincent, C. V., Sept. 26; arrival Buenos Ayres Oct. 15; in port Nov. 1 for B. C.

VESSELS IN PORT.		FREIGHTS.	
(January 23, 1901.)		<p>Freights are duller than ever and the business reported is at or near previous rates. A large vessel has been chartered to Cork f. o. with grain at 20s nothing less direct, which shows a steadier market.</p> <p>Lumber freights from British Columbia or Puget Sound are quoted as follows:— Valparaiso for orders, 35s; direct porton West coast, South America 32s 6d; Sydney 30s; Melbourne, Adelaide or Port Pirie, 35s; United Kingdom, calling at Cork for orders, 50s; Shanghai, 50s; Yokohama, nominal.</p> <p>Grain freights from San Francisco to U. K., Cork for orders, 20s to 22s 6d; from Portland, 27s 6d; Tacoma, 25s.</p> <p>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.</p>	
<p>Br. bark Thermopylae, 948 tons, Capt. Winchester, arrived from Hong Kong Nov. 24, Victoria Rice Mills, consignees.</p> <p>Br. ship Crown of England, 1,753 tons, Capt. Milman, arrived Dec. 5 from Higo, seeking.</p> <p>Br. bark Assel, 795 tons, Capt. Gilmour, arrived Jan. 22 from London, with general cargo, R. P. Rithet & Co.'s consignees.</p>		<p>Am. ship Wachusett, 1,519 tons, Capt. Williams.</p> <p>Am. ship Rufus E. Wood, 1,406 tons, Capt. Ryder.</p> <p>Am. bark Oregon, 1,364 tons, Capt. McCartney.</p> <p>Am. bark Sea King, 1,430 tons, Capt. Pierce.</p>	
<p>VICTORIA.</p>		<p>WELLINGTON SHIPPING.</p>	
<p>Br. ship County of Yarmouth, 2,154 tons, Capt. Cain, to load lumber for U. K. for orders.</p>		<p>Am. ship Invincible, 1,391 tons, Capt. Howland.</p> <p>Am. bark Highland Light, 1,265 tons, Capt. Herriman.</p> <p>Am. ship Columbia, 1,339 tons, Capt. Nelson.</p> <p>Am. ship John A. Briggs, 2,033 tons, Capt. Kalch.</p> <p>Am. ship Big Bonanza, 1,339 tons, Capt. Bergman.</p> <p>Am. bark Gatherer, 1,509 tons, Capt. Nervick.</p>	
<p>VANCOUVER.</p>		<p>EAST WELLINGTON SHIPPING.</p>	
<p>Br. bark Highlands, 1,236 tons, Capt. Owen, arrived Dec. 6, loading lumber for Montreal.</p> <p>Ger. ship Katharine, 1,630 tons, Capt. Spille, arrived Dec. 27, loading lumber at Moodyville for West Coast S. A.</p> <p>Br. bark Sabrina, 747 tons, Capt. Organ, arrived Jan. 9 from London, with general cargo, to load lumber for Valparaiso.</p> <p>Br. steamship Empress of Japan, 3,003 tons, Capt. Lee, arrived Jan. 18.</p>		<p>COMOX SHIPPING.</p>	
<p>NANAIMO.</p>		<p>RECAPITULATION.</p>	
<p>NEW VANCOUVER COAL CO'S SHIPPING.</p>		<p>Ports. No. Tonnage.</p> <p>Victoria..... 3 3,496</p> <p>Vancouver..... 5 8,770</p> <p>Nanaimo..... 12 17,005</p> <p>Comox..... 1 1,182</p> <p>Total..... 21 31,143</p> <p>Previous week..... 16 20,778</p> <p>Correspond'g week last year 13 14,812</p>	
<p>Haw. ship Hawaiian Isles, 2,027 tons, Capt. Kustel.</p>		<p>The property of the Laura Hydraulic Co. of Rock Creek, was sold by sheriff at suit of Blair & Co., for \$350, about the value of the value of the sawmill, which will be removed from Rock to Kettle River. Hugh Cameron, Malcolm McCuaig and James Haddicon were the purchasers.</p>	



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