





Vol. III.

VICTORIA, B. C., TUESDAY, FEBRUARY 27, 1894.

No. 51

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BRAN, SHORTS.

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**CHOPPED FEED AND GRAIN.**

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Straits (Marine) Insurance Company.  
Sun (Marine) Insurance Company.  
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Laidlaw & Co's Dominion Brand.  
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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Columbia Flouring Mill Co. of Enderby.  
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Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.  
British Columbia Salmon:—Ewen & Co., "Lion."  
"Bonnie Dundee"; Bon Accord Fishery Co's Consuls"; Candaian Pacific Packing Co. "Flagship" brand.

## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.  
Tuesday Morning, Feb. 27.

## VICTORIA.

The month of February is generally one of the quietest months in the year, and the one now drawing to a close has been no exception to the general rule. Certainly March will witness activity in the farming districts, and already preparations are being made toward putting in the crops. It is believed that with clear skies and passable roads trade will take on new life, for dealers in the interior, having been buying lightly for a couple of seasons, will necessarily buy quite freely. Collections are reported only fair both by banks and jobbing houses.

The Vancouver *News-Advertiser* says: "The past week has been a quiet one in every line. Owing to hard times, people are only purchasing actual staples, while the scarcity of ready money makes collections a difficult matter. The change in the weather has permitted outdoor work to be resumed, and consequently a number of those out of work have been provided with employment, though there are still a number of idle men around. Wholesale business has been very quiet during the past week with wholesalers. Retail merchants are carrying such large stocks at present, owing to dull times, and the consequent reduction in public demand, and this of course has its effect on wholesale men."

## GROCERIES AND PROVISIONS.

The California butter market is reported considerably easier, and, in all probabilities, jobbers' prices will be reduced somewhat next week. Quotations at present range from 28½c to 31c for California creamery. Dried fruits of all kinds are advancing rapidly both in the New York and San Francisco markets. Jobbers' quotations are unchanged. Sugar remains the same. R. P. Rithet & Co., Ltd., quote China dry granulated at 4½c, while the B. C. Refinery granulated is quoted by jobbers at 4½c.

## Jobbers quote:

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

## Dairy produce is quoted:

Butter—Eastern Creamery, tubs	29 @	30
Manitoba dairy	00 @	00
California creamery	28½ @	34
Cheese—Canadian, lb	13 @	14
California	16 @	18
Eggs, pickled, case, per doz	00 @	20

## Smoked meats and lard are quoted:

Hams	13½ @	14½
Breakfast bacon	14½ @	15
Short rolls	10½ @	11½
Dry Salt, long clear	10½ @	11½
Backs	13½ @	13½
Pure Lard, 20 lbs, pails	14 @	14½
" " 10 lbs, tins	14½ @	14½
" " 5 lbs	14½ @	15
" " 3 lbs	14½ @	15
Lard Compound, 10 lbs	11½ @	00
" " 20 lbs	11 @	00
" " 5 lbs	11½ @	00
" " 3 lbs	11½ @	00

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

Dry Granulated (China)	43
Extra C, China	43
Australian Granulated	43
Dry Granulated (B. C. Refinery)	43
Extra C	43
Fancy Yellow	41
Yellow	41
Golden C	41
Cubes	53
Powdered	61
Syrups, per lb	3
" 1 gal. tins, American (10)	5 50
" " " (16)	5 35
" 1 " Vancouver	5 50
" 1½ " "	7 00

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

Helmet brand sugar cured hams, medium	0 16
" " " heavy	0 15½
" " " breakfast bacon	0 16½
Fancy Gold Band hams	0 17½
" " " breakfast bacon	0 18½
White Label pure leaf lard, tierces	0 14
" " " 50-lb tins	0 14½
" " " 20-lb "	0 14½
" " " 10-lb "	0 14½
" " " 5-lb "	0 14½
" " " 3-lb "	0 14½
Lard compound (tierces)	0 11½

## FRUITS AND VEGETABLES.

Apples are stiffer and are held by some dealers at \$1.50 per box. A supply of potatoes was received last week from Washington. Alice & Ault received the largest consignment, consisting of 60 tons Prolific and Early Rose varieties. They are quoted at \$25 per ton.

Jobbers' quotations for fruits are as follows:—

Oranges—California navels	2 50 @	3 00
" " seedlings	2 00 @	2 50
Japanese	50 @	65
Lemons—California	3 00 @	3 50
Bananas—New Orleans	3 00 @	0 00
Apples, bxs 1 25 @	1 50	
" Canadian, bbls 5 75 @	0 00	
Cocoanuts	per 100	8 00 @ 9 00

Vegetables are quoted:

Potatoes	per ton	22 50 @ 25 00
Onions—Silverskins	per lb	0 @ 2½

## FLOUR AND FEED.

Oats are reported weaker in Manitoba, but local quotations are unchanged. Jobbers report the market featureless and quotations steady.

The *Portland Commercial Review* says: "There is not much inquiry for flour beyond the ordinary local consumptive demand, and as the mill output is rather in excess of local requirements, and the outside coastwise and foreign inquiry is unimportant, the mills have been forced to lower quotations. We quote standard roller brands at \$2.55 per bbl."

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

Ogilvie's Hungarian	\$4 00
" Strong Bakers	3 80

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

Premier	\$4 00
XXX	3 85
Strong Bakers or XX	3 45
Superfine	3 15

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

Delta	\$4 00
Victoria XXX	4 00

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 4 25 @	0 00
Lon, " "	4 25 @	0 00
XXX	4 25 @	0 00
Premier, Enderby mills	4 30 @	0 00
XXX,	4 25 @	0 00
XX,	3 80 @	0 00
Superfine,	3 50 @	0 00
Ogilvie's Hungarian	4 10 @	0 00
" Strong Bakers	4 25 @	0 00
H. B. C. Fort Garry Hungarian	4 10 @	0 00
" " Strong Bakers	4 25 @	0 00
Oak Lake Patent Hungarian	4 10 @	0 00
" " Strong Bakers	4 25 @	0 00
Regina Hungarian	4 10 @	0 00
" " Strong Bakers	4 25 @	0 00
Benton County, Oregon	3 85 @	0 00
Portland Roller	3 85 @	0 00
Snowflake	3 85 @	0 00
Wheat, per ton	26 00 @	30 00
Oats	30 00 @	32 50
Oil cake meal	12 00 @	15 00
Chop feed	25 00 @	30 00
Shorts	22 50 @	28 00
Bran	20 00 @	25 00
National Mills oatmeal	3 50 @	0 00
" " rolled oats	3 00 @	0 00
" " split peas	3 50 @	0 00
" " pearl barley	4 50 @	0 00
" " Chop feed	23 00 @	25 00
California oatmeal	3 75 @	0 00
California rolled oats	3 75 @	0 00
Corn, whole	per ton	37 50 @ 40 00
Cornmeal	2 75 @	3 00
Cornmeal-feed	per ton	40 00 @ 00 00
Cracked corn	10 00 @	00 00
Hay, per ton	18 00 @	20 00
Straw, per bale	1 00 @	0 00

## RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$ 75 00 @	80 00
Best China rice	80 00 @	100 00
China rice No. 1	68 00 @	70 00
Rice flour	70 00	
Broken rice	30 (0)	
Rice Meal	17 50	

## LUMBER.

There are no charters to report since last week, and but little can be said of the situation. The following from the *Ottawa Journal* will no doubt be of interest: "British Columbia lumbermen are asking Government to try their pine in public works, alleging that it is better than oak and cheaper. They claim that tests made at McGill University show that British Columbia pine has greater strength either for pillars or beams. This is a very important claim, and it would be well worth the Government's while making a series of official tests. True, no test could show which timber is the more durable—time only could do that—but if it can be proved that the Pacific pine is stronger, that alone would be a tremendous advertisement of a great Canadian staple."

There is at present one vessel of 397 tons, loading at British Columbia ports for foreign. Am. schr. Pioneer, 397 tons, loading poles for Santa Rosalia.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet. \$ 8 00 Deck plank, rough, average length, 35 feet per M 19 00

Dressed T. and G. flooring, per M	15 00
Pickets, rough per M	8 00
Laths, 4 feet 6 in, per M	1 90

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

## BUSINESS CHANGES.

C. Coj, publisher, Kaslo, has sold out.

Thos. R. Cusack, job printer, is opening in Victoria.

William Wadds, jeweller, has started at Vancouver.

John K. Sutherland, druggist, has opened at Vancouver.

Thomas Vincent, restaurant, Victoria, has sold out to Mrs. White.

Huff & Swanson, have succeeded S. Huff, hotelkeeper, New Westminster.

Tenders for the lease of the Kamloops Electric Light Co's plant are being advertised for.

Williamson & Patchett, butchers, Armstrong, have dissolved. John Patchett continues.

Kitchen & Walterhouse, real estate brokers, Nanaimo, have dissolved. Thos. Kitchen continues.

It is reported that John Sampson, photographer, Nanaimo, contemplates opening in the hardware business.

J. Johnson & Co., estate, books and stationery, Victoria, stock offered for sale by tender by assignees.

Charles Boyer & Co., have leased the Westminster Woollen Mills for four years. The mills will be reopened shortly.

Baker & Leeson, commission merchants, Vancouver, have sold out to Stewart, Lethwaite & Co., late of Brandon, Man.

K. Thompson, livery, Kolowna, is out of business. Campbell & Doherty, tailors, New Westminster, contemplate opening in Vancouver.

L. H. Jenns, insurance and real estate agent has opened in Victoria, representing the following fire companies: City of London, Atlas and United Fire, and city agent for Equitable Life.

## BRITISH SALMON MARKET.

The London *Grocers' Gazette* of January 27th says: The Elginshire has arrived from San Francisco with a very small quantity of Alaska salmon, of which there are only a few hundred cases unsold. This is the first ship to arrive from San Francisco with Alaska salmon, and as the stock in London of this kind of salmon is very limited, with an insignificant quantity on the way here, and the ships from British Columbia cannot possibly arrive before the middle of April, or perhaps later, there is scarcely any likelihood of the very low prices now ruling being further reduced. Business for the season is only just opening up, and the demand is very fair without being brisk. Buyers seem to anticipate that prices will be lower, but it is more than likely, as just stated, that their expectations will not be fulfilled.

The Cutting Packing Co's circular, just issued, says of salmon: Trade in this article is of the most meagre description, a carload parcel now and then going out of warehouse to replenish the depleted stock of some jobber, but all of the business is of the "hand to mouth" nature, and, until some pronounced movement of general trade is apparent, conditions must remain the same. People who outside of producers are accustomed to handle the

article, are, according to all accounts, carrying very light stocks, and any revival of trade, such as is to be expected each spring, would cause a very general demand for the goods and would possibly favorably affect prices for sellers, as they are still on a low plane. Preparations are being made for the coming season by those previously interested in the packing of salmon, but prices are too low to offer any inducement for new plants to be established at the present time.

## FRUIT CULTURE.

The fruit development of the Northwest received another impetus at the Convention held last week at the city of Spokane. Among the delegates from British Columbia that attended the Convention was Mr. G. W. Henry, of our own locality. Mr. Henry was immediately placed on the important Committee of Organization. The Fruit Association of this district will always be well represented wherever Mr. Henry is sent as a delegate. His knowledge of fruit, from the planting of the seed until it is marketed in the form of a delicious and paying merchandise, is extensive and comprehensive. Fruit is an important article of food to-day, and it is highly commendable to see the attention that is paid to its culture and development in the new Northwest and particularly in our own vicinity. Our Fruit Association has an important mission to perform during the next few years, and we trust that all the members will be alive to their duties. The generation that is now rising will bless the efforts now exerted to foster the growth and culture of such an article of farm product which is of such an incalculable worth to society at large. How often do we hear the children say, "It is a pity that our parents did not plant orchards here when they first arrived and began to cultivate this soil." Fruit trees grow like all other trees and there is no reason why our land should not be covered with them instead of the wasteless rubbish that in a great many cases cover large areas of it at present. The co-operation of fruit growers and the formation of such associations as ours were strongly endorsed by the Convention.—*Mission City News*.

## FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending February 24:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
19.	Montserrat, str., San Francisco.	1,502
20.	Tacoma, str., Port Townsend ...	73
22.	Crown of England, ss, San Diego	3,502
Total.....		5,077

## INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Feb. 6, 1894, is reported expressly for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

Spade harrow, Joseph Drader, London, Ontario.

Injector, James, Morrison, Toronto, Ontario.

The C. P. R. traffic receipts for the week ending Feb. 21st, were \$580,000; during the same week last year they were \$339,000.

Considerable baled hay is shipped from Vernon to Revelstoke, which finds its way from there to Nakusp and sells at a very high figure.

The old established hardware firm of Messrs. Thomas Wilson & Co., Montreal, is in business difficulties and is endeavoring to effect a compromise at fifty cents on the dollar. The liabilities are \$25,000.

There is every prospect of a pork packing establishment being started at Vernon during the coming season. Such an enterprise would be the means of keeping a lot of money in the district which at present finds its way to the coast and other points.

H. B. Smith, C. E., has completed the work of procuring the necessary data upon which to calculate the cost of the proposed bridge across the Thompson River. The survey he made was most complete, including the depth and width of the stream and the material composing the substratum of the river, upon which the piers would rest.

The *Vernon News* says that the ranchers of Grand Prairie, Kettle river, have of late found a ready cash market for their beef cattle in the mining towns of S. W. Kootenay. They are driven over the old Kootenay trail to Trail. No market can, however, be obtained by them for general farm produce, owing to there being no wagon road or railways.

A telegram to the *Victoria Times*, dated Kaslo, Feb. 25, says: "Fire last night destroyed nearly all Front street between Third and Fourth streets, excepting three stores. All the business portion of the town is destroyed. Thirty buildings in all were burned, including all the hotels, excepting the Leland and Green Bros. and Wilson's stores. Other parts of the town escaped. Front street is the principal street in Kaslo. It contains a number of two-story frame buildings and a large number of small buildings, including real estate offices, restaurants and drug stores. There was very little insurance carried, the rates being very high. Most of the dealers carried very heavy stocks for a small town."

If a train moving at the speed of twenty-five miles an hour, were suddenly stopped, the passengers would experience a shock equal to that of falling from a second floor window; at thirty miles an hour, they might as well fall from a height of three pair of stairs, and an express train would, in point of fact, make them fall from a fourth story.

Metallurgy is tending to become one of the most efficient producers of manures in the world. Twenty years ago 20,000 tons of phosphoric acid were as poison to the 5,000,000 tons of cast iron which England produced, while English ships were ransacking the most distant regions of the globe for phosphoric acid for agriculture. The basic process has been the end of this anomaly.

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## THE ENGLISH CENSUS.

The census of England and Wales for 1891 is only just published. The *London Times* gives a synopsis of the returns, from which we cull the following facts. The population in 1891 was 29,082,585, and the estimate for this year, 1891, was 30,060,000. The total of the United Kingdom was 37,732,922.

An interesting return, which will upset some theories, shows that there has been no depopulation of the rural districts on the whole, though the aggregate increase is not so large as a percentage in rural counties as in others. There are 62 towns in England having over 50,000 inhabitants. The population of London is given as 1,211,743, but by "London" is meant the administrative county of London, which goes wide of what is popularly known as the limits of the city.

The inhabited houses were 5,451,497, which gives 5.32 persons to each dwelling. The males numbered 14,052,901, and females, 14,909,621, the difference being partly accounted for by the number of men and boys absent on military and naval duty, or engaged in the merchant marine service.

A fact of much significance is the very considerable decline in the annual marriage rate in the last ten years. What seems a contradiction is the disparity of numbers between widowers and widows, the former numbering 181,990, the latter 1,121,310. The *Times* explains this to arise from these causes, the life of women being prolonged on an average beyond that of men, and the greater number of widowers who re-marry over those of widows.

Among the oddities of the census are the returns of two women as veterinary surgeons, and 500 as blacksmiths or whitesmiths. Those who have seen women nailers know how deft they can be with a heavy hammer manipulating red hot metal. The United Kingdom covers only 121,669 square miles: the Empire, however, includes 11 million square miles, with a population of 372 millions. That is, the Imperial government holds sway over 1,000 square miles of territory abroad for every one it has control over at home, and for every subject in Great Britain the Queen has 10 in her dependencies. —*Insurance Chronicle.*

It costs the U. S. Government \$1,000 a year to vaccinate the Indians.

The Russo-German commercial treaty has been finally signed.

The death rate of the world is 67 a minute, and the birth rate 70 a minute.

Divers now communicate with persons above the water by means of the telephone, the mouth-piece is located near the lips, so that a slight turning of the head brings the mouth close to it.

W. J. STEIN,

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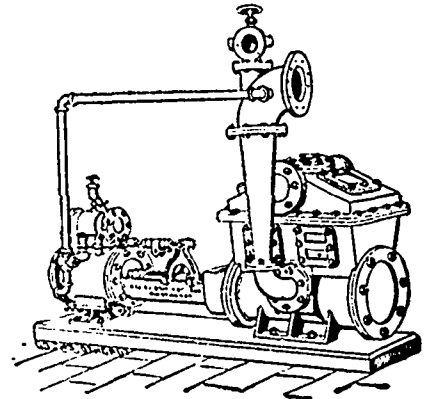
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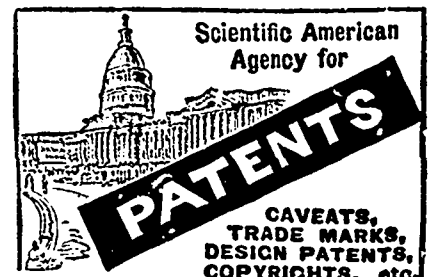
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The Great West Life Assurance Co., Winnipeg and Victoria.  
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."  
The Stoveston Canning Co., Stoveston, Fraser River, "Lighthouse Brand of Salmon."

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**TARIFF REVISION.**

Referring to the remark recently made by Sir Adolphe Caron that the Government were engaged revising the Canadian tariff on the lines of the National policy, the *Monetary Times* says: "It is quite evident that the Government sympathizes with the manufacturers, and will do as little in the way of a general reduction of duties as it can. With its large majority, it can, in the meantime, do nearly what it likes; but unless it takes account of the bent of public opinion, it must pay the penalty when the day of reckoning comes. From all the indications, the Government has given of its intentions, it is prepared to take a heavy risk." It is admitted that the reversal of a tariff like ours is a matter of some difficulty, since those who benefit or think they benefit by it, pull one way, and those who suffer or believe they suffer by it pull the other.

**FEBRUARY PAYMENTS.**

That the financial depression which has been so acutely felt in the United States for some months past would, to some extent, be reflected upon this country, and would exhibit itself in the payments falling due on the 5th February, was a cause of anxiety to not a few interested in the notes maturing on that date. For some time past, business men have complained that business was dull and from the hand-to-mouth order, and this led to an anticipation that the demand for renewals would be large. The fifth has come and gone, however, and the calamities which the pessimists were predicting have not matured. Payments have, on the whole, been fairly met. The results have not been alike in all parts of the country, for while in this country there was a satisfactory result, in some parts of Ontario the results were disappointing, while in others expectations were more than realized. In Ottawa, where the large lumbering business of that district centres, it is shown that payments were comparatively good, and in Winnipeg the bankers realized that there was not that stringency which had been predicted would result from the low price of grain. Taking the results as a whole, Canada occupies a much better position than does the neighboring republic, which will take some time to recuperate from the results of the depression, while Canada has yet to learn what that depression is. There is



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no stringency in the money market, and this augurs well for the future. On the fourth of March, which is another settlement day for notes given to our wholesale houses, other payments will be due, and if that date be passed over with satisfactory results, the April payments are not likely to cause much anxiety. There is more real wealth in Canada to-day than ever. Money is plentiful, and our bankers are prudent and careful. With advantages such as these, much may be avoided which would otherwise be inevitable. As it is, we look for an active spring business, and for the exercise of that caution in business undertakings which our bank managers are constantly inculcating on those who aspire to climb the royal road to wealth.—*Montreal Shareholder.*

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VICTORIA, TUESDAY, FEBRUARY 25, 1891.

## A LONG SESSION.

The passage of the Provincial estimates through committee has, we observe, been the occasion of a trial, not of party strength, but of ability to stay, as between the Opposition and the Government. The former, it is stated, openly boasted—at least some of them are reported to have done so—that the estimates should not be allowed to pass until they had made a holy show of the Government, even if it should take all summer to do so. The Premier accepted their challenge and the House sat all through Friday night until close upon two o'clock on Saturday afternoon, making a twenty four hours session. Needless to say the estimates passed, and though there was some pretty severe talking during the criticism and defence of the items on the whole, the sitting was a good humored one. There is, of course, the step of consentance to be taken; but that is not likely to be a protracted one, and therefore it cannot be long before the Distribution Bill and a few other matters on the Ministerial programme will be disposed of. Then, from one end of British Columbia to the other, will be heard the parties' calls to arms, followed soon after by the general elections.

## SEALING MATTERS.

The Supreme Court of Canada has, we are well satisfied to learn, allowed the appeal in the case of The Oscar and Hattie which had been declared to be forfeited for violation of the provisions of the *modus vivendi*. It was shown that she had not wilfully offended, nevertheless the Admiralty Court here took what were regarded as an unnecessarily harsh view of the case. However she has been set at liberty, which, we think, will be considered as the proper course to be pursued under the exceptional circumstances of the case.

With regard to the sealing schooner Henrietta which within the last few days has returned to Victoria after an absence of two years, it may be well to review the circumstances of her case. She had been seized in Bering Sea in September, 1892, by the steamer Yorktown, for violation of the *modus vivendi*. She had never been warned that the *modus vivendi* had been renewed. Later it was learned by officials that the Henrietta had transferred her spring catch of 152 skins to the schooner Kate, which came here disabled and she was next charged

with an infraction of customs regulations. After protracted official correspondence the U. S. secretary of state admitted that there was no grounds for seizure and that the naval officers had erred in not turning the vessel over to British war ships immediately after her seizure, as the *modus vivendi* act provided.

The schooner was then ordered to be turned over to the British authorities, but the nearest officials were at Victoria, thousands of miles away. Meantime her owner Mr. Charles Spring had failed, and an endeavor was made to induce his creditors to send for her; but this idea did not work, and finally she was given up to her former commander, Captain Pinckney, unconditionally, he having returned North. The vessel was, however, heavily in debt and was not in sailing condition. To pay her way and fit her out he pledged about 100 of the sealskins on board her and started for this city.

On her arrival Captain Pinckney and the crew attached the vessel for their wages, and now for her possession there is likely to be considerable litigation between the creditors of her owner and the people who now hold her. The creditors moreover, have put in a claim for \$26,000 on account of illegal seizure against the U. S. government. The prospect is that there will be "a monkey and a parrot" time before the matter is settled.

## FIRE PROTECTION.

The Canadian Fire Underwriters' Association, which recently held its annual meeting in Toronto, made a new classification of towns or rather a redefinition of standards. A standard town, it is held, must be free from abnormal incendiary, and must not show an undue loss rate. It must not have more than 25 per cent. of wooden buildings in its business quarter, and must possess by laws restricting wooden buildings, etc. It is somewhat remarkable that the advantage possessed by a town using chemical engines is withdrawn. Experience was believed to have showed that where chemical engines were used not only were incipient fires more easily disposed of, but that the damage to the goods or other things contained in a building was much smaller than if they had been thoroughly drenched with water. It is understood that the changes in classification above referred to are sufficient to make municipal officers take due precautions as to the supply and quality of the appliances which they possess.

We observe that at the late convention of fire chiefs held at San Francisco, Chief Deasy, of Victoria, presented an instructive as well as interesting paper on "the importance of insurance companies discriminating in favor of all cities, large or small, having paid fire departments." He showed how that for lack of proper protection Seattle, Vancouver, Spokane, Ellensburg and other places had been wiped out; but, with their reappearance, there had been a changed condition of things. Trained men with modern appliances took the place of volunteer firemen with old-fashioned apparatus, the result having been a remarkable decrease in the amount

of loss. He added that during 1886, under the volunteer system, the loss by fire in Victoria, British Columbia, had amounted to \$126,000; that during 1887, under the paid system, the loss was reduced to \$12,000, a saving of \$114,000, while from 1887 to 1891, the average yearly loss amounted to \$17,000.

It was shown that wherever well paid fire departments exist the city is hopeful and the insurance companies do a good business, and that at rates much lower than where the reverse obtains. These reductions, combined with a profitable business, they are enabled to make because—to quote Mr. Deasy: "Trained men with horses and every appliance for fighting fire, are at all times ready to answer the electric alarm. Discipline is enforced, and fires are suppressed by men who have made this a profession. Approved protection is afforded by the construction of waterworks and the purchase of modern apparatus. Heads of fire departments and municipal authorities are constantly devising means for the prevention and suppression of fires. Ince diarism, the bane of insurance companies, and the cause of a majority of fires, is usually frustrated by the prompt work of the paid firemen."

## "HARD TIMES."

The question is very properly asked by the *Insurance and Finance Chronicle* if this cry has not been somewhat overdone. We are inclined to think that it has, and that the process of cutting down has been carried to extreme lengths in directions where it should not have been attempted. It is well known that the higher the salary the less is its receiver injured by a percentage of reduction. However, a commencement has been made, where reductions have been attempted, among the people receiving low wages. These have had five, ten and twenty per cent. taken off earnings that were barely sufficient to support them while their superior officers have mostly been left alone.

The *Chronicle* says: "There is some danger of the cry of 'hard times' being overdone. How many people have curtailed their drink bill? How many have reduced the number of cigars they smoke or the quantity of tobacco they consume? After all, times are to a great extent what people make them. However hard they are, an Irving or a Patti can always extract thousands of dollars from the people's purses, wherever they go—to say nothing of such brutal exhibitions as the late prize fight."

May we not once more ask with our contemporary if this cry has not been overdone, and is it not time to resume the payment of the ordinary wages and salaries? In almost everything that the individual or the family consumes there has been no reduction in cost. Food and clothing still continue at the old prices, and though in some cities they have gone to the—what we consider in some cases the unjustifiable—length of reducing the salaries of officials and work people, the taxes remain the same and are almost, if not quite, as regularly collected. Rents, too, are well maintained. It is said, too, that in some quarters it is contemplated

to bring down the salaries of school teachers. The school tax and grant from the Province have been in no way reduced, and the men who would make such a proposition as the one we have just mentioned ought to be branded as "mossbacks" in the largest of characters and never again be allowed to stand in the way of securing the best qualified and at least adequately paid teachers for the rising generation which is expected to occupy a still more honorable position than that of the aforesaid "mossback," no matter how rich he may be. Moreover, it is worthy of remark that some of the people who are credited with desiring to drag down the teachers are those who are anxious to pose as the friend of the workman.

#### BUSINESS BUILDINGS.

It cannot be said that we have yet arrived at a stage in Victoria when, as is the case in New York, it has been found necessary to draft a bill to forbid the erection of buildings of an excessive height. The Architectural League have condemned this class of edifice as insecure and dangerous to public health, while, at the same time, they are held to be in artistic. In Germany buildings are obliged to be proportioned in height to the width of the streets on which they are put up so as not to interfere with light or ventilation. For our parts we only wish it were possible to suppose that there was a probability of our reaching at an early date anything approaching a condition of things such as that of which complaint is made in New York. We have very few of what might legitimately be termed business buildings; but the rental of them constitutes a very expensive feature of the merchants' outlay. Vancouver is ahead of us in this particular, and now, when there is not so very much stir, might possibly be a convenient time to go to work and improve some of those structures that are the most substantially founded.

#### MEAT SUPPLIES

"This year British Columbia should be able to supply all the beef required for consumption in this Province," was the remark recently made by Mr. Hull, the well known cattle man of this Province and the Canadian Northwest. We have in the past, from force of circumstances, been compelled to bring in by far too much beef from the Northwest and the state of Washington and it is to be hoped that now it is realized that we can supply ourselves we shall avail ourselves more largely of the home article, thus keeping at home the money which the cattle cost. Mr. Hull thinks—and we have on several occasions suggested a similar idea, that a cold storage establishment with a capacity of say 3,000 cattle should be established in the interior so that a sufficient stock could be kept on hand to supply consumption during March, April and May when the range herds are not in the best condition. Mr. Hull remarked, in regard to the Northwest, where he is largely interested as well as in this Province, that there never was a better year than last, the shipments having been

greater than in the three previous years. He added that at present the outlook was wonderfully bright, indeed he had never known it better.

There was, he continued, reason to believe that the British embargo on Canadian cattle would be taken off before a great while, and the time was not far distant when refrigerators will be established and cold storage shipments be made from Montreal or Quebec to Europe. Moreover, there were good reasons for believing that the Dominion Government, which, two years ago, gave notice of its intention to cancel the leases of the cattle men, would reconsider their decision and renew those leases and, moreover, would do what they had not done before—protect the ranching interest from the small cattle men who picked out and settled upon the watering places, fencing out the herds of the lessees, which had the effect of rendering leaseholds useless from the want of proper watering facilities.

#### EDITORIAL COMMENT.

TWO BILLIONS annually is estimated to be the amount of business annually done at Lloyds, the premiums being something like \$25,000,000.

In the U. S. House of Representatives, a bill has been introduced by Mr. McCreary designed to carry into effect the award made by the Behring Sea arbitrators and to regulate sealing in the manner recommended in the regulations.

E. B. HARPER, president of the Mutual Reserve Fund Life Association, is spoken of as being ambitious of becoming the Republican candidate for Governorship of New York State. Should Mr. Harper have the temerity to run his chances for the Governorship of New York, he would doubtless hear a great deal that he would not like to have given special prominence as to the omissions and commissions of the institution of which he is the head.

THE B. C. Agricultural Association have made a proposition to the Victoria City Council, which is at present under consideration, to transfer their property to the latter, provided it will advance \$25,000 so as to free it of debt. There are, of course, drawbacks as well as advantages to the proposal which will no doubt be considered by the Council. Meanwhile, it is recognized that the property of the Association is worth far more than the City is asked to advance.

ERASTUS WIMAN, formerly of the Commercial Agency of Dun, Wiman & Co., was, several days since, arrested in New York charged with forgeries covering something approaching \$250,000. One of his accusers is Mr. R. G. Dun, the head of the agency. Mr. Wiman, it will be remembered, took a prominent part in the commercial union agitation. He affirms his confidence that he shall come out all right, and, meantime, it is in order to await his version of the case.

THE Provincial Building and Loan Association, who were recently licensed to

do business in this Province, have established a local board of directors to control their business in this city, Esquimalt and district, with C. E. Renouf as president, Frank Brown, vice-president, and Messrs. H. Fuller, V. L. V. Howard (Esquimalt), F. W. McCrady, John Taylor and Herbert Kent, directors. Joshua Holland fills the position of valuator; Thornton Fell, that of solicitor, and J. St. Clair Blackett, that of secretary-treasurer and agent.

A DEPUTATION from Westminster and other cities has waited on the Provincial Government to ask for aid toward the construction of the Delta, Westminster and Eastern Railway and the Fraser River bridge. It was contended that this enterprise would be of special advantage to the city of Victoria, but the Provincial Government does not see its way clear to take action this year. The Government do well in not being too hasty about a matter of this kind, inasmuch as there are not a few business men who have large interests at stake, in whose opinion the Delta railway is not necessary, and, moreover, whose main object they hold is to compete with a well established and reliable service on the part of which no bonus or Government favors have ever been sought.

"A FARMER" takes exception to our remarks as to the proposal to establish a creamery at Comox, and the intimation that there are other places as well fitted as that for the above industry. We cannot imagine why he should do so. We never said nor even intimated that Comox was not an excellent location, but what we stated was that there were other places equally as suitable. Would "A Farmer" have it understood that the cows kept in the vicinity of Comox are the only ones there are or are likely to be on this Island? If so, he is laboring under a great misapprehension. With the numbers of farmers there are in other parts of the Island, there are many other places that could be served were good modern creameries established elsewhere.

AT the last meeting of the Council of the Board of Trade an important report was presented by the special committee on the lighting and buoys of the coast of British Columbia, which will be transmitted to the Department of Marine to be taken action upon. In connection with the loss of the steamer Estelle, complaint was made that the Dominion Government, when called upon to do so, had not at once despatched the Quadra in search of the missing craft. The reply received was that if Captain Gaudin believed there was reasonable hope of the Quadra saving the lives of the Estelle's crew the steamer could be taken. Capt. Gaudin did not think there was any hope, and so the steamer did not go. After some discussion it was resolved that the Board express to the Dominion Government its surprise that the Quadra had not been available on the occasion referred to, and emphasize the absolute necessity for the passage of a departmental order making the use of the Quadra possible without any reference to Ottawa in the event of emergency arising.

## CANADIAN AUSTRALIAN STEAMSHIP SERVICE.

Mr. James Huddart, of the Canadian-Australasian Steamship Line, has been working like a Trojan, both in England and Canada, not only to work up interest in and business for his steamers, but to secure an Imperial grant so as to enable him to put on three vessels instead of two. According to present intentions, the *Miovera* and *Warrimoo* will be enlarged and improved and, in addition, fitted up with coal storage. Rumor says, however, that now it has been shown that the prospects of the line are good, a movement is on foot under which objection will be taken to the vessels now on the line as being neither fast enough nor sufficiently well appointed. The object is said to be practically to freeze out the existing company so as to have their vessels replaced by vessels more nearly resembling the *Empresses* and to be owned by parties not far removed from the gentlemen or the concern to whom they belong. It may be that a suspicion of something of this kind has caused Mr. Huddart to exert himself as he has been doing.

## SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Feb. 17, as follows: "During the week there have been the following arrivals: From the Coast mines, 19,418 tons; from foreign sources, 5,358 tons. The liberal arrivals to date this month are keeping the jobbers busily engaged taking deliveries, and coal teams are in demand. There is a very light list of foreign coal vessels to arrive here in the next 60 days, so that stock then in yard will be very light, and during the next two months our winter consumption must be very large. There are now four vessels in port, recent arrivals from Japan with coal, which has been a pronounced success for gas producing. Large orders have been secured for future loading for our principal local and interior gas companies, which stamps it as a profitable gas producer. Very few orders are being taken for future loading in Great Britain, partially because the original f.o.b. quotations are high there, but principally on account of the uncertainty attached to the Senate tariff recommendation in re coal. Awaiting this, very few orders are going forward, the wholesale dealers and large consumers preferring to take no risks."

## THE LONDON COAL RING.

The correspondent who has kept the *Pall Mall Gazette* informed of the progress of the battle between Colonel North and the coal ring states that the matter has now reached an interesting stage. For the last six weeks, the ring has persistently declined to buy or sell coal from the Navigation Collieries, and the local vendors, acting under instruction, have been doing all in their power to persuade the public not to purchase "North's coal." In the meantime, Colonel North, ignoring the ring, has completed the arrangements for the delivery of his coal in London, and purchasers now have their supplies drawn to their own doors. The principal diffi-

culty hitherto has been to meet the demand; but fresh shafts have been sunk, and within a short period now the North Company will be in a position to supply another five or 600 tons a week. The ring has reduced the price of best coal, but Navigation supplies are 6s. a ton cheaper. It now remains to be seen whether, given a good article at a fair price, the ring has the power to successfully boycott a colliery owner who declines to be coerced. Colonel North is not a man who surrenders easily, and his opponents may yet discover he has power enough to win the fight, notwithstanding the heavy odds of combating a perfectly organized corporation that has for years defeated all comers. To the public, the quarrel should be of absorbing interest, says *Harbware*, for upon the issue of the battle depends whether citizens are to have the price of fuel permanently reduced several shillings per ton, or whether they are to continue at the mercy of the ring, and be compelled to pay in the future, as in the past, just what price per ton may suit that organization.

## THE CONSUMPTION OF TEA.

In reference to the relative increase of tea and coffee consumption in this country, a correspondent says: "Despite statistics, my experience is that the use of tea is spreading. Thirty years ago you could not get a cup of tea at any ordinary railway restaurant—coffee only being provided for the public, and I was often told that nobody ever asked for tea." It is certainly true that there has been a visible increase in the use of tea at restaurants and hotels within the past twenty or thirty years, and yet, according to the records of imports, the per capita consumption for the whole country has increased very little, and much less than that of coffee. There being no domestic production, the record of imports, less the amount of re-exportations, ought to give at least an approximate showing as to the amount of consumption. A possible explanation would be the adulteration of tea after its importation into this country, but there is no reason to believe that this abuse is or has ever been so prevalent as to affect the figures. The import and export statistics may not be accurate, but there is little reason to suppose that they are less so in one year than another so as to account for facts materially different from those shown.

The increase in consumption of tea per capita is smaller than might be reasonably expected, and suggests that we are becoming more and more of a coffee-drinking people, but the small relative increase in tea consumption is doubtless due at least to some extent to the persistence with which reports of tea adulteration have been circulated, and to the pains taken of recent years to improve the methods of preparing and retailing coffee, thus bringing it into the more convenient reach of people who are comparatively indifferent as to which beverage they drink. It is quite possible that a vigorous effort on the part of customs officials and of the tea trade to set at rest the reports of adulteration, would result in an increased consumption of tea.—*N. Y. Journal of Commerce*.

## COMMERCIAL SUMMARY.

It has been definitely settled that England is to buy the trunk line telephones.

West Virginia, it is said exports annually 300,000 pounds of ginseng to China.

Governor Mackintosh, of the Northwest, is advocating a territorial exhibition this year.

The Russian Government has determined to impose a tax upon the rental of occupied houses, to be paid by the tenants.

The Hon. Mr. Bowell says that only a few years ago Canadian agricultural machines were unsalable in Australia, but last year, no less than 3,622 implements were sent there by one Toronto firm, which, last week, were cabled for 500 cultivators for that market. Such developments of new markets are most cheering.

A late circular from the U. S. Department of Agriculture calls attention of farmers to the probable value of flax and hemp as farm crops, as they import large amounts of these fibers and produce but little. For the year ending with June last the imports of flax reached 6,696 tons, valued at \$1,879,152; while the imports of hemp were 4,817 tons, valued at \$685,485.

An exchange has a convincing article to the effect that a trader can't get along without a trade paper. The article is a good one; but when we come down to the bottom fact, he can. A man can get along without soap; he can get along without a clean shirt; without a comb; without a handkerchief. O, yes, a man can get along without a paper; but he's a chump all the same, and, if he doesn't know it, everybody else does.

Arrangements are being made through Lord Swansea for a trial shipment of British Columbia ore. It is to be shipped from Vancouver, and will go to England by the Cape Horn route. The smelting will take place at Swansea. It is the expectation of the shippers that a large market will be found in England for this ore. A company is also being formed to develop certain British Columbian mines. The samples of ores from these mines now exhibited in London are creating much interest in mining circles.

The *Canadian Gazette* takes occasion to remind those who once chided Canada for their alleged neglect of her Imperial duties that according to Finance Minister Foster's statement, the Behring Sea arbitration entered into by Great Britain to assert, as Sir Charles Russel put it, the freedom of the high seas, cost Canada during the last fiscal year no less than \$60,000—say £13,800—to which \$2,000 must be added for the collection of data for the use of British counsel respecting fur seals in the Northern Pacific. The Alaskan Boundary Commission, which is doing work imposed previously upon the Imperial authorities, cost Canada last year \$31,972, while the patrol of the Atlantic coast-line, devolving upon the Fisheries' Protection Service, relieved the Imperial Navy of duties at a cost of \$106,425.

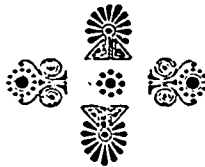
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### BUSINESS IS A STUDY.

The following from the San Francisco *Retail Grocers' Journal* is well worth the perusal of the persons who should be most interested: Those tradesmen who imagine that the patronage which others have gained came of itself, unsolicited and without great effort on their part, are far from the correct solution. There are yet localities where men can accumulate a competency without devoting any study to their business, but such chances are few and no competition is there to be found. Such places, however, do not remain undiscovered for any length of time, because the very arrogance and seemingly independent manner of the local dealer will cause one or more of his patrons to commence a search for some person who will come to their rescue and open an "opposition" store, as the already established tradesman will call it. He will even set the length of time that the opponent will remain in business, so confident is he that there is room only for himself in that particular locality.

What is his astonishment, however, when he finds his trade gradually disappearing; and what is worse, witnesses the opposition store becoming the recognized center of trade. It is a mystery to him why he should be no longer patronized; he is an old resident and tries to do what is right. But just here is where the rub comes in. What he thinks is right and what is right are two different things altogether. While he

had the field to himself his dictate was law in so far as his business was concerned. It was either to purchase from him or go without it. The purchaser had no choice, and therefore the merchant became all the more imperious in his dealings with patrons.

The true business man recognizes the fact that one of the principal precepts to a successful business career is to avoid as much as possible complaints from his customers, and if unavoidably it ever occurs that cause for dissatisfaction has been given, his first duty is to effect a satisfactory arrangement tending to rectify the unintentional wrong that happened. The handling of good goods at reasonable prices, keeping your stock clean, have packages made up tidy and neat, and couple with all of the above a desire to please customers, and all opposing influences will not avail to deter the progress of the merchant who so conducts his business.

Merchants are but the purchasing agents for their patrons, and these latter look to them to perform this duty properly. When one fails to do so, his goods remain on his hands, and he becomes a back number in the mercantile world. In transacting business, it should always be remembered that the merchant is expected to please the purchaser. This is true no matter how high you look into mercantile transactions.

When a merchant can please himself is when his store is closed up, and for the time being he becomes the purchaser of others who occupy the same position he

did prior to closing up his place of business. The time when success could be acquired by conducting business in any haphazard method has passed. The man who now becomes prominent in commercial circles is the one who concedes that "business is a study."

### RISKS OF SCIENCE.

In 1801 Tyndall performed the experiment of separating light from heat. In the course of the investigations which enabled him to do this he made one of the most daring experiments that ever a scientific man ventured on. Mr. Jeans said: Knowing a layer of iodine placed before the eye intercepted the light, he determined to place his own eye in the focus of strong invisible rays. He knew that if in doing so the dark rays were absorbed in a high degree by the humors of the eye the albumen of the humors might coagulate; and, on the other hand, if there was no absorption the rays might strike upon the retina with a force sufficient to destroy it. When he first brought his eye undefended near the dark focus the heat on the parts surrounding the pupil was too intense to be endured. He, therefore, made an aperture in the plate of metal, and placing his eye behind this aperture he gradually approached the point of convergence of the invisible rays. First the pupil and next the retina were placed in the focus without any sensible damage. Immediately afterward a sheet of platinum foil placed in the position which the retina had occupied became red hot."

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	930	Russell	October 9.	Victoria	Liverpool	38,601	\$201,875	
Ger ship	Sirene	1437	Sauermeich	October 19.	Victoria	London	56,558	282,790	
Br ss	Grandholm	871	Masson	October 19.	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	615	Blanche	October 11.	New Westm'r	London	30,000	137,112	
Br bark	Ladstock	816	Williams	October 19.	New Westm'r	Liverpool	35,773	178,865	
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,880	
Br bark	City of Carlisle	823	Hughes	November 21.	Victoria	Liverpool	37,381	185,905	
Br ship	Candida	1222	Kee	December 22.	Victoria	Liverpool	50,318	249,523	
Br bark	Harold	1307	King	January 18	New Westm'r	Liverpool	61,091	321,511	
Br bark	Prinera	597	Gardner	December 17.	Victoria	London	24,666	123,350	

A - Other cargo value \$1,316.

## B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13.	Westminster	Sydney	806,938	7,844	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,832	May 20	52s 6d
Nor bark	Fritzo	1078	Holfsen	Jan. 10.	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am bark	Colorado	1036	Gibson	Jan. 19.	Cowichan	Valparaiso f.o.	882,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 25.	Vancouver	Montreal	885,663	15,537	June 23	Private
Chil. bark	India	953	Funke	Jan. 14.	Moodyville	Valparaiso	786,782	7,169	March 30	owners ac
Br bktn.	Bittern	339	Stromach	Jan. 20.	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7.	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindo-tan	1542	Welsh	March 6.	Moodyville	Valparaiso	1,196,826	10,242	July 14	owners ac
Am bark	Seminole	1429	Weeden	March 19.	Moodyville	Santa Rosalia	1,040,913	7,966	April	Private
Am ship	Ivy	1181	Lovell	April 22.	Vancouver	Wilmington	791,914	10,497	Aug. 28	Private
Br bark	Assel	793	Gilmour	March 6.	Moodyville	Antofagasta	631,165	6,577	June 23	35s
Br ship	Natuna	1106	Grahn	April 30.	Vancouver	Port Pirie	961,863	7,718	Sept. 22	42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark	John Eua	2900	Schmauer	June 2.	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Hairhoyle	1201	Gray	June 1.	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 24.	Vancouver	Pisagua	663,000	5,296	Aug. 28	35s
Nor bark	Sigurd	1330	Anse	May 21	Vancouver	Port Pirie	1,426,000	10,688	Aug. 31	40s
Chil. ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,364	7,762	Aug. 19	owners ac
Br bark	Wythop	1248	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1069	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark	Heinrich	923	Henne	June 7.	Vancouver	Holland	577,537	4,908	Oct. 4	55s
Br bark	Doehra	966	McJarrow	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1739	Lawton	July 29	Vancouver	Callao	1,436,128	12,465	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	896,989	7,962	Oct. 14	38s
Am bark	Seminole	1429	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,008	7,896	Aug.	Private
Am schr.	Puritan	584	Warner	Aug. 4	Moodyville	Tientsin	725,951	8,625	Sept.	55s
Am bark	Sonoma	988	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 2	30s
Br ship	Gunford	2108	Wier	Sept. 6.	Vancouver	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1.	Vancouver	London	924,554	10,300	Jan. 20	52s 6d
Nor bark	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288	Jan. 20	36s 3d
Br bark	Gala-borough	985	McPhail	Sept. 7.	Moodyville	Valparaiso f.o	792,153	5,524		33s 9d
Chil. bark	India	953	Funke	Sept. 10	Moodyville	Valparaiso	739,267	7,000	arrived	owners ac
Chil. bark	Elisa	915	Harken	Sept. 2.	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,946	Nov. 28	37s 6d
Am bktn.	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private
Am bktn	Hilo	642	LeBallister	Sept. 26	Westminster	Sydney	688,652	6,649	Nov. 18	28s
Am schr.	Lynan D. Foster	725	Dreyer	Oct. 14.	Cowichan	Sydney	871,303	7,614	arrived	27s
Am bark	Hesper	634	Underwood	Oct. 12.	Vancouver	Adelaide	779,398	5,886		37s
Am schr.	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,692	6,031		37s 6d
Br bark	Elizabeth Graham	588	Anderson	Oct. 24.	Moodyville	Melbourne	524,631	3,969		Private
Am brig.	Geneva	471	Nelson	Oct. 15.	Vancouver	Sydney	541,223	4,157	Dec. 19	27s 6d
Am schr.	Aiua	507	Anderson	Oct. 14	Moodyville	Shanghai	637,974	6,000	arrived	40s
Am bktn	Robert Sudden	585	Ulberg	Oct. 25.	Vancouver	Port Pirie	714,608	4,646	Jan 23	37s 6d
Am schr.	Salvator	444	Wells	Oct. 29	Westminster	Port Pirie	527,000	4,216		37s 6d
Am schr.	Louis	620	Hatch	Nov. 8.	Vancouver	Iquiqui	853,445	8,601	Jan. 28	40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,802	10,800	Jan 21	28s
Nor ship	Germanic	1269	Sunde	Dec. 29	Vancouver	Cork, U. K. f.o.	910,483	3,973		60s
Am. schr	Reporter	333	Mackie	Nov. 21	Vancouver	Nagasaki	366,294	10,000		Private
Am bark	Snow & Burges	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U. K. f.o	1,021,621	13,135		55s
Am bark	Colorado	1360	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656		37s 6d
Am bark	Tempar	910	Lee	Dec. 26.	Vancouver	Callao	567,001	4,911		35s
Am schr.	W. H. Talbot	776	Bluhm	Dec. 28.	Vancouver	Cape Colony	804,189	6,031		75s

A - Also 160 spars.

## B. C. LUMBER FLEET, 1894.

Am ship	Eclipse	1536	Peterson	Jan. 20.	Vancouver	Greenock	1,072,820	10,720		60s
Nor ship	Beaconsfield	1450	Hastingsen		Vancouver	Cork, U. K. f.o	1,055,411	13,491		
Am schr	Pioneer	337	Hughes		Mill Bay	Santa Rosalia				Private
Am bktn	Wrestler	447	Bergman			Australia				Private

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	T&S	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Ger. bark	Gutenberg	627	Zeplein	Aug. 10	O Glasgow	Victoria	J. Crawford	201
Br ship	Ainsdale	1725	Owens	Oct. 9	N Liverpool	Victoria & Van	R. P. Rithet & Co., Ltd and H. Bell-I. & Co	111
Br ship	Astoria	1335	Dagwell	Nov	G Liverpool	Victoria & Van	Turner, Beeton & Co. and H. Bell-I. & Co	108
Br ship	Benmore	1460	Scott	Dec. 22	L Liverpool	Victoria & Van	R. P. Rithet & Co. and B.C. Iron Works	67
Br ship	Borrowdale	1197	Bolderston	Dec. 22	L Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	67
Br ship	Ballachulish	1806	Gowdev		A Java	Vancouver	B. C. Sugar Refinery Co.	
Br bark	Northernhay	1221	Miller	Dec 5	C Cardiff	Esquimalt		84
Br ship	Astracana	1572	Jones	Dec. 21	1 London	Vancouver	Evans, Coleman & Evans.	68
Br ship	Eaton Hall	1779	Lowrison		K London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	
Br schr	Norma	53	Walker		Pentryn Islnd	Royal Roads		
Chil. bark	India	953	Funke		Valparaiso	Moodyville	Moodyville Sawmill Co	
Br ship	Lisnore	1598	Ferguson		London	Victoria & Van		
Am. schr	Aida	507	Anderson		B San Francisco	Moodyville	R. P. Rithet & Co., Ltd	
Br ss	Empress of India	3003	Marshall	Feb. 21	E Hong Kong	Victoria & Van	C. P. S. S. Co.	6
Br ss	Tacoma	1662	Hill	Feb. 27	H Hong Kong	Victoria	Dodwell, Carhill & Co	
Chil. ship	Hindustan	1542	Welsh		F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	
Chil. ship	Atacama	1235	Caballero		F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	
Br ss	Warrimoo	1797	Perry	Feb. 15	S Sydney	Victoria & Van	C. A. S. S. Co	12
Am. ship	C. F. Sargent	1638	Boyd		H Honolulu	Nanaimo	Geo. Plummer	
Br ss	Empress of Japan	2043	Lee		M Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br ss	Mogul	1827	Johnson		D Hong Kong	Victoria	Dodwell, Carhill & Co	

N—Spoken Oct. 14 lat. 49° N., long. 10° W. Nov. 13 lat. 7° S., long. 34° W. To load grain at Tacoma. G—Spoken Dec. 13 lat. 4° 35' N., long. 28° W. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13° N., long. 26° W. A—To sail in March with sugar. C—Dec. 14 put into Fairmouth with loss of some sails; Dec. 30, sailed again. G—Spoken Dec. 13 lat. 4° 35' N., long. 28° W. To load grain at Tacoma 1—Dec. 23, passed Deal. Spoken Jan. 18 lat 3° N., long. 28° W. To load grain at Tacoma. K—Jan. and Feb. loading. L—Dec. 26 arrived at Holyhead. Jan. 3rd sailed. B—Chartered for lumber to Shanghai at 40s. E—Via Yokohama March 2. H—Via Yokohama March 10. F—To load a return cargo of lumber. S—Via Sauva and Honolulu. M To sail March 21. Via Yokohama March 30. D—To sail March 29. Via Yokohama March 31.

#### VESSELS IN PORT.

(February 26, 1891.)

##### VICTORIA.

Am. schr. Pioneer, 307 tons, Capt. Hughes, to load poles at Mill Bay for Santa Rosalia, on account of Robert Ward & Co., Ltd.

Am. bark Wrestler, 447 tons, Capt. Bergman, under charter to load lumber for Australia, went ashore during the gale. Robt. Ward & Co., Ltd, consignees.

Br. bark Archer, 789 tons, Capt. Dawson, arrived Feb. 12, from Liverpool, 192 days, with general cargo, R. P. Rithet & Co., Ltd, consignees.

Br. bark Thermopylae, 948 tons, Capt. Winchester, from Hong Kong with paddy, Victoria Rice Mills, consignees.

##### VANCOUVER.

Br. ship British General, 1,754 tons, Capt. Tulloch, from Java with raw sugar, chartered to load grain at Tacoma.

Br. ss. Empress of China, 3,003 tons, Capt. Archibald, arrived Feb. 13. Sails March 5.

##### NANAIMO.

##### NEW VANCOUVER COAL CO'S SHIPPING.

Am. bark Oregon, 1,384 tons, Capt. McCartney.

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

##### UNION SHIPPING.

Am. ship Richard III., 951 tons, Capt. Howard.

Am. ship Occidental, 1,470 tons, Capt. Morse.

##### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	2,581
Vancouver	2	4,757
Nanaimo	4	5,307
Total	10	12,645
Previous week	8	9,762
Correspond'g week last year 18		24,467
" " 1892	17	22,808

#### FREIGHTS.

From San Francisco rates for grain are steady at previous quotations. To Cork for orders 26s 3d, and 1s 3d less to a direct port are the current rates. There is some inquiry for tonnage from Tacoma at about 32s 6d for grain home ward.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 37s; 6d; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie; 37s 6d; United Kingdom, calling at Cork for orders, 60s Shanghai, 40s; Tientsin 55s, nominal, South Africa 60s.

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

The Union Ice Co., of Tacoma, contemplate putting in a cold storage plant at New Westminster.

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# THE BRITISH COLUMBIA

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## COMMERCIAL JOURNAL.

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## THE COMMERCIAL JOURNAL

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1894.

MEN'S  
Furnishings.

**BRITISH COLUMBIA SPRING TRADE, 1894**

*Newest Styles Selected for Spring Trade.*

AGENTS FOR WOODROW'S HATS.

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

**MONTREAL.**

*The Largest Factory of its Kind  
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REGISTERED TRADE MARK.

**LION 'L' BRAND**  
Pure Vinegars,

Manufactured Solely under the Super-  
vision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies  
and Preserves

—PREPARED BY—

**Michel Lefebvre & Co**  
**MONTREAL.**

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and Bronze Medals. 20 1st  
Prizes.*

**BAGS**

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

**BAGS FOR ORES,**

(Overhead dry or double cotton sewn)  
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**CANADA JUTE COMPANY, LIMITED**

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Storage, Bonded and Free.  
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Vancouver

**J. & T. STEPHENS,**

Manufacturers of

**Fine Boots & Shoes,**

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B. C.

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