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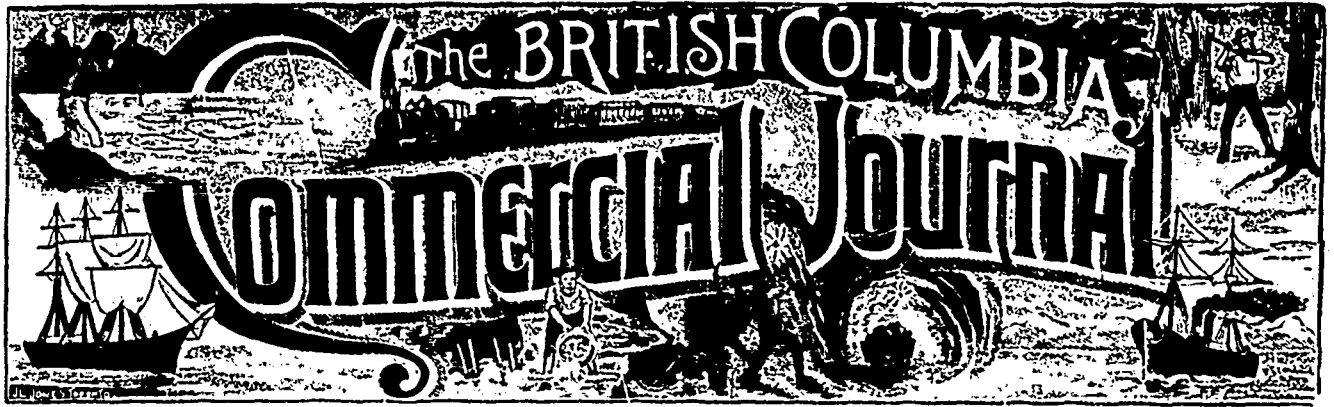
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Vol. III.

VICTORIA, B. C., TUESDAY, JANUARY 9, 1894

No. 44.

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IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of December, 1891:

ARTICLES.	VALUE.	DUTY.
Ale, beer and porter	\$ 1,616	\$ 536 61
Animals	1,287	1,228 50
Books, pamphlets, etc	1,813	102 00
Brass and manufactures of	718	221 10
Breadstuffs grain of all kind	2,293	693 86
Flour	1,571	140 75
Meal, corn and oat	136	21 40
Rice	2,251	1,593 93
Other breadstuffs	3,990	855 63
Bicycles, Tricycles, Velocipedes and parts of	80	21 60
Cars—railway and tram		
Coal, bituminous	112	7 72
Copper and manufactures of	71	15 90
Cottons, bleached or unbleached: not dyed, colored, etc	27	8 01
" bleached, dyed, etc.	181	151 43
" clothing	1,113	337 80
" thread not on spools, yarn, warp, etc.	3	75
" thread on spools	258	61 50
" all other manufactures	875	229 00
Drugs and medicines	12,399	5,271 15
Earthen, stone & Chinaware	533	170 25
Fancy goods & embroideries: Bracelets, braids, fringes, etc	391	117 75
Laces, collars, nettings, etc	45	13 50
All other fancy goods	755	263 20
Fish and products of	1,500	361 08
Fruits and nuts dried	7,013	2,313 17
Green, oranges and lemons	3,313	391 10
All other	1,851	177 66
Furs, manufactures of	82	20 50
Glass, manufactures of—		
" Bottles, jars, etc	625	193 80
" Window glass		
" Plate glass	239	82 96
" All other manufactures	139	31 05
Gunpowder & explosive substances	1,768	535 25
Gutta percha, manuf's of	1,350	183 18
Hats, caps, and bonnets, beaver, silk or felt	102	30 60
" All other	192	57 60
Iron and steel and manuf's of		
" Band, hoop, sheet, plate	1,615	276 92
" Bar iron & railway bars	2,420	391 37
" Cutlery, hardware, etc.	3,265	992 39
" Machines, machinery, etc	1,663	536 90
" Stoves and castings	117	112 00
" Tubing	121	125 05
" All other manufactures	3,573	1,078 11
Jewelry & watches & manuf's of gold and silver	507	98 65
Lead and manufactures of	1,083	201 70
Leather, all kinds	581	110 25
" Boots and shoes	1,173	293 25
" All other manuf's of	45	11 25
Marble & stone & manuf's of		
Metals and manufactures of	195	47 10
Musical instruments	796	322 70
Oil, mineral and products of	3,388	1,297 97
" Flaxseed or linseed	91	25 36
" All other	968	237 21
Paints and colors	329	46 15
Paper, envelopes, etc.	3,007	996 78
Pickles, sauces, capers	451	186 60
Provisions, lard, meats, fresh and salt	1,129	1,231 05
" Butter, cheese	1,107	205 50
Seeds and roots	52	5 30
Silk, manufactures of	1,587	565 35
Soap, all kinds	113	163 47
Spices, ground & unground	65	19 35
Spirits, all kinds	6,525	10,216 61
Wines, sparkling	1,380	760 50
" other than sparkling	1,508	1,208 26
Molasses	28	12 50
Tobacco and cigars	2,853	2,818 32
Vegetables	791	321 36
Wood, manufactures of	1,179	390 15
Wollens: Carpets, Brussels and tapestry	251	63 50
" Clothing	551	256 20
" Cloths, worsteds, etc	511	159 20
" Dress goods	614	180 10
" Knitted goods	123	41 85
" Shawls	108	27 60

ARTICLES.	VALUE.	DUTY.
" Yarns	12	3 90
" All other manuf's	304	123 45
All other dutiable goods	20,461	1,911 00
Total dutiable goods	\$126,785	\$18,813 11
" Free goods	33,022	
Grand total	\$159,807	\$18,813 11

The following are the free goods entered at the port of Victoria for the month of December, 1891:

ARTICLES.	VALUE.
Animals for improvement of stock	\$ 5,507 00
Articles for use of Army and Navy	\$ 613 00
Coffee	
Cotton waste	
Dyes, chemicals, etc	171 00
Fish and products of	
Fisheries, articles for, nets, seines, etc.	211 00
Fruits, bananas, olives, pineapples, etc	936 00
Fur, skins not dressed	3,659 00
Metals—Iron and steel, all other	752 00
" Tin and zinc	1 00
" Other	177 00
Oils, vegetable	343 00
Salt	613 00
Settlers' effects	3,031 00
Sugar	159 00
Tea	1,319 00
Tobacco leaf	11,810 00
Wood, cabinetmakers, etc	497 00
All other free goods	3,113 00
Total	\$ 33,022 00

EXPORTS

From the port of Victoria, for the month of December, 1891—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal	tons 368	1,810
Gold dust, nuggets, etc.		13,711
THE FISHERIES.		
Fish of all descriptions		101,060
Fish oil	gals 2,322	699
Furs or skins of creatures living in the water		50
THE FOREST.		
Lumber—planks, boards, etc		
ANIMALS AND THEIR PRODUCE.		
Other animals		115
Other articles		18,216
AGRICULTURAL PRODUCTS.		
Fruits—green		
Other articles		
MANUFACTURES.		
Iron—pig and scrap, castings, hardware, etc		8
Liquors—spirituous and malt of all kinds		gals
Sewing machines		
Wood—m's of all kinds		113
Other articles		1,551
Grand total		\$ 410,126

Goods, not the product of Canada, for the month of December, 1891:

QUANTITY.	VALUE.
Animals and their produce—	
Other animals	40
Meat of all kinds	20
Agricultural products—	
Fruits—green	703
Malt	12
Manufactures—	
Cottons, woollens, etc	209
Iron—pig and scrap, castings, hardware, etc	
Sewing machines	170
Tobacco, snuff and cigars	30
Wood m's of all kinds	95
Other articles	1,780
Miscellaneous articles	1,916
Total	\$ 7,978
Coin—gold	65
"—silver	328
Grand total	\$ 8,371
Total exports of all kinds	\$118,797

reduced their rate to 5 per cent., which certainly indicates in some degree an easier money market. Bank rate to customers is, however, held at the old figures. Dun's Review reports 1,278 failures for the past year in Canada with assets of \$8,051,695 and liabilities of \$12,456,126. Of this number 828 were manufacturing concerns with assets of \$1,140,643, and liabilities of \$6,686,191; 432 trading with assets of \$3,350,452, and liabilities of \$4,525,119, and 17 miscellaneous with assets of \$515,600 and liabilities of \$1,150,691.

The Vancouver News-Advertiser says: "As is very natural after the rush at Christmas time, business is now a little quiet, though merchants expect that it will pick up during the next few weeks. Collections, too, are reported as being a little better this week. Interviews on trade matters with the leading merchants in this city, were published in yesterday's issue of the News-Advertiser, and from this it will be seen that despite the continual growling of some, the volume of business transacted during the year was far greater than that of the preceding one. Merchants too, are very hopeful for the future, and all agree that the prospects for trade in this year are good. Though it is true that custom collections during the past year show a slight decrease as compared with the collections during 1892, that is accounted for by the falling off in the Chinese revenue. As a matter of fact, the collections on imports exceed those of 1892 so that really the trade of the port has increased. The Inland Revenue and Post Office returns both show a satisfactory increase, thus testifying to the advance made during the year. The large fleet of lumber vessels that were here but a short time ago, have now all sailed with the exception of two, which will not be loaded for some little time. Arrangements are being made for the charter of a couple of vessels which should arrive here this month. The prospects ahead for the lumber trade are not, however, very bright. The shingle manufacturers are now organizing an association to keep up prices, which through competition have been brought down to a ruinous figure. Wholesale business has been fairly steady during the past week, and there is very little to note."

FRUITS AND VEGETABLES.
Quotations in California oranges have been again reduced. The supply of both navals and seedlings is becoming more plentiful, Japanese oranges are nearly out of jobbers' hands only a few remain in stock which are held at 75c per box. Some shipments are expected on the ss. Tacoma, but it is not generally known what is the quantity. The cold weather has stiffened the price of potatoes.

Jobbers' quotations for fruits are as follows:—

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

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Jan. 9.
VICTORIA.

Business houses are getting through with straightening up the affairs of the

old year and making arrangements for the new. Business has been quiet since the holidays in nearly all lines. Money is still reported tight, although there appears to be a little easing in certain directions. Some of the savings banks that have been for some little time paying 6 per cent. for time deposits have recently

Vegetables are quoted :
 Potatoes—Local.....per ton 00 @ 20 00
 Onions—Silverskins.....per lb 2 @ 2 1/2

FLOUR AND FEED.

Wheat for chicken feed is quoted about two dollars a ton lower. Other lines are unchanged. The supply of British Columbia oats is about over, and dealers are looking to the Manitoba and Northwest markets for their supplies. A considerable quantity is also being imported from Washington.

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

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

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

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

Jobbers' quotations to the trade are :

Delta, Victoria mills.....	\$ 1 25 @ 0 00
Lion, ".....	1 25 @ 0 00
XXX, ".....	1 25 @ 0 00
Premier, Enderby mills.....	1 35 @ 0 00
XXX, ".....	1 20 @ 0 00
XX, ".....	3 80 @ 0 00
Superfine, ".....	3 50 @ 0 00
Ogilvie's Hungarian.....	1 05 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
H. B. C. Fort Garry Hungarian..	1 50 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
Oak Lake Patent Hungarian.....	1 05 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
Regina Hungarian.....	1 05 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
Benton County, Oregon.....	1 00 @ 0 00
Portland Roller.....	1 05 @ 0 00
Snowflake.....	1 05 @ 0 00
Wheat, per ton.....	26 00 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	45 00 @ 00 00
Chop feed.....	25 00 @ 30 00
Shorts.....	25 00 @ 30 00
Bran.....	23 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
Corameal.....	2 75 @ 3 00
Cornmeal-feed.....per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills, quote whole-ale :

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

GROCERIES AND PROVISIONS.

Sugar quotations declined 1/2c on Saturday in sympathy with the reduction in raws. Jobbers' quotations for case eggs are a little firmer than last week. Creamery butter in the East is held very firm and almost unobtainable. If the present upward tendency continues in the East and the corresponding lowering of prices in California, it is expected that by the

end of the month our jobbers will secure their stock of butter from the California market in preference to the East. California butter is at present too high, but the dairymen are talking of the season being about three weeks earlier there than last year. Alice & Ault are at present quoting Clover Leaf creamery at 28 1/2c. A new car of November and December make is expected this week and the quotation for the new stock will be 20c. A quantity of prime Nova Scotia Finnan Hattie is quoted by Alice & Ault at \$3.50 per box of 30 lbs. American canned meats, it is said, have a tendency to advance. A large consignment of South Australian canned mutton has been purchased by a local jobbing house. It is a shipment direct from Adelaide and said to be of No. 1 quality.

Valencia raisins.....	per lb \$ 6 @ \$ 7
Malaga raisins.....	per box 3 00 @ 3 25
Currants (barrels).....	per lb 5 @ 6
" half bbls.....	per lb 5 @ 5 1/2
" (cases).....	per lb 5 1/2 @ 7 1/2
Sultana raisins.....	per lb 10 @ 12 1/2
Taragona almonds.....	per lb 11 @ 18
Filberts.....	per lb 11 1/2 @ 11

Dairy produce is quoted :

Butter—Eastern Creamery, tubs.....	26 1/2 @ 29
Manitoba dairy.....	25 @ 60
Cheese—Canadian, lb.....	12 1/2 @ 14
California.....	16 @ 18
Eggs, case, per doz.....	00 @ 23

Smoked meats and lard are quoted :

Hams.....	15 @ 16 1/2
Breakfast bacon.....	16 @ 17
Short rolls.....	13 @ 14 1/2
Dry Salt, long clear.....	12 1/2 @ 13
Pure Lard, 20 lbs, pails.....	11 @ 14 1/2
" " 10 lbs, tins.....	14 1/2 @ 14 1/2
" " 5 lbs.....	14 1/2 @ 15
" " 3 lbs.....	14 1/2 @ 15
Lard Compound, 10 lbs.....	12 1/2 @ 00
" " 20 lbs.....	12 1/2 @ 00

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

Dry Granulated (China).....	5 1/2
Extra C, China.....	4 1/2
Dry Granulated.....	5 1/2
Extra C.....	5 1/2
Fancy Yellow.....	5 1/2
Yellow.....	4 1/2
Golden C.....	3 1/2
Syrups, per lb.....	3
" 1 gal. tins, American (10).....	5 50
" " " " (15).....	5 35
" " " " Vancouver.....	5 50
" " " " " ".....	7 00

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

Helmet brand sugar cured hams, medium	0 16
" " heavy..	0 15 1/2
" " breakfast bacon	0 16 1/2
Fancy Gold Band hams.....	0 17 1/2
" " breakfast bacon.....	0 18 1/2
White Label pure leaf lard, tierces.....	0 14
" " " 50-lb tins.....	0 14 1/2
" " " 20-lb ".....	0 14 1/2
" " " 10-lb ".....	0 14 1/2
" " " 5-lb ".....	0 14 1/2
" " " 3-lb ".....	0 14 1/2
Lard compound (tierces).....	0 11 1/2

LUMBER.

There are no changes to report since last review. Business for the new year does not seem to have developed much yet. The American schooner Pioneer, 307 tons, Capt. Hughes, has been chartered for a cargo of poles from Millbay, Cowichan, to Santa Rosalia for a lump sum. The Am. barkentine Wrestler, 47 tons, Capt. Bergman, now on the way from Honolulu to San Francisco, is not expected

here until March, when she will load for Australia. Advices from Cape Mudge say that mostly all the logging camps in the north are closed down, as there is no demand for logs. There are not less than 12,000,000 feet in the water awaiting a raise in the price. The Vancouver shingle mill proprietors have formed a combine under the name of the British Columbia Shingle Manufacturers' Association, with the object in view of working together for mutual interests. It is expected that the other manufacturers of the Province will in a short time join as they realize the benefit that will likely accrue from such an organization.

There are at present two vessels aggregating 2,986 tons, loading at British Columbia ports for foreign. At Vancouver. Am. ship Eclipse, 1,526 tons, for Cork, U. K. Nor. ship Beaconsfield, 1,450 tons, for Coak, U. K.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in lengths to 10 feet inclusive, per M feet... \$ 8 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.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending January 6 :

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
2.	Tyce, str., Port Townsend.....	31
1.	Montserrat, ss, San Francisco.....	1,454
5.	Kildonan, str, Whatcom.....	355
Total.....		1,841

Nine hotels at Vancouver, where liquor was sold have been closed by the license commissioners.

The German bark Gutenberg, 627 tons Capt. Zepelin, from Glasgow August 10, for this port is now due. She is out 152 days.

Carscaden, Peck & Co., wholesale clothing, Winnipeg and Vancouver, have dissolved. J. D. Carscaden retires. John W. Peck & Co. continue.

The British bark Archer, 789 tons, Capt. Dawson, from Liverpool August 4, is now out 158 days for this port with a general cargo consigned to R. P. Rithet & Co., L'td.

The Victoria Athletic Grounds Association, L'td., has been incorporated with a capital stock of \$10,000. W. H. Ellis, Thos. H. Alice, W. J. Smith, W. H. Cullin and W. G. Mackenzie are trustees.

It is semi-officially announced that the Dominion Parliament will not meet for the dispatch of business before February 15, in order to give time for the Wilson Tariff Bill to be brought down in the U. S. Congress, it being difficult to prepare the Dominion Budget until something is known as to the fiscal policy of our American neighbors.

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TORONTO.

AN OLD GROCER'S WORDS

"One of the hardest things to teach a clerk," remarked an old grocer the other day, "is to do more than one thing at a time. Grocers, as a rule, do not employ special floor walkers, and it is essential that one's clerks shall keep an eye out for incoming customers and see that they do not grow impatient while waiting for some one to take their orders. A word in season—a simple 'I'll wait upon you in a moment,' would propitiate a customer's self esteem and save his or her patronage. Instead of this, however, many clerks look up with a cross, forbidding sort of expression, and never go near the visitor—just as though it was not their business to invite and encourage custom by every means at their command. Truly speaking, every customer should be treated as a guest—with scrupulous politeness.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Dec. 12, 1883, is reported expressly for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

John Abell, Toronto, steam engine.

George Coxon, Toronto, seat spring.

David A. Grant, Raleigh, land roller.

Charles J. McLennon, Toronto, agitator for mixed paints. (3 patents).

Charles J. McLennon, Toronto, strainer for mixed paints.

James Robertson, assignor of one-half to A. B. Rudd, and H. H. Neilson, Perth, sash holder.

Augustus R. Woodyatt, Guelph, lawn-mower.

Total issue, including designs, trademarks and reissues, 507.

Exploration in the Himalayas has revealed a new food grain of some value, called kownee.

A London journal believes that Europe will be beaten by the United States in the brewing of beer next year.

In a recent test in Berlin, various fire resisting materials were exposed to the heating and other adverse conditions that occur at conflagrations. The most important results were obtained with a fire resisting glass made by Messrs. Siemens of Berlin. It was demonstrated that this glass will resist a temperature of 1,300 C. for half an hour, bearing all kinds of shocks and strains without appreciable injury, and the judge highly recommended it for skylights or windows in fire proof walls. Some of the so-called fireproof floors of iron girders and concrete were quickly destroyed, while iron and brick floors as well as those of the "Monier" construction, stood very well. For fireproof doors, nothing proved better than double oak covered with asbestos cloth and thin sheet iron.

W. J. STEIN,

Chartered Accountant and Auditor,

513 COLUMBIA ST., NEW WESTMINSTER,

—AND—

P. O. Box 636, VANCOUVER.

ALLICE & AULT,

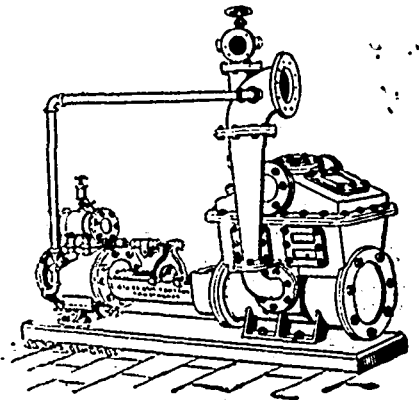
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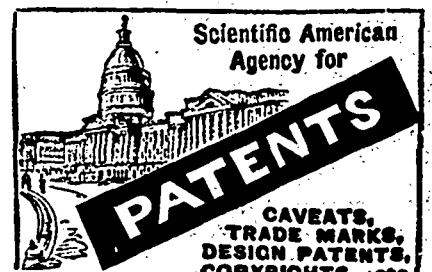
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The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."
The Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

64 YATES ST., VICTORIA.

PRICES OF FOODS ABROAD.

The price of food varies as greatly in European as in American cities. Prime beef averages in Vienna sixteen cents a pound, in Prague fourteen cents a pound, in Rome and Buda-Pesth seventeen cents, in Paris twenty-four and thirty-two cents, in Lillie thirty-four cents. Flour in Buda Pesth sells for two and one-half cents; for five cents in Paris, Frankfurt and Florence; for four cents in Berlin; for four and one-half cents in Lillie. Bread in Lillie costs two and three-quarters cents a pound, and in Berlin four and one-half cents. Potatoes are under two cents a pound in all the cities except Hamburg. Rice ranges from two and one-quarter cents a pound in Brussels to ten cents elsewhere. In Brussels coffee is had from the Dutch colonies for twenty-eight and one-quarter cents a pound, while in Berlin it is thirty-two and three-quarters cents, and in Paris roasted—sixty cents.

WEAKNESS OF IRONCLADS.

Sir William Armstrong, at a meeting of the shareholders of his company, delivered himself of the following regarding the construction of big ironclads:

"The ram of the Camperdown, although striking with a restricted momentum, was buried deep into the side of the Victoria, and it cannot be doubted that while armor is in a great measure effective against projectiles, and netting against torpedoes, nothing can withstand the power of the ram. But although in the case of this dreadful accident the blow of the ram was inflicted with incomparably less force than that due to the full speed of the ship, the damage done to the ramming vessel was such as to place her in imminent danger of following her victim to the bottom. It appears, therefore, that the strength and stability of the prow and ram of the Camperdown are quite insufficient to enable her to deliver an effective stroke against an adversary without at the same time imperiling her own flotation. This is like having a great gun that cannot be fired for fear it should burst, and I apprehend that what implies to the ram of the Camperdown would apply equally to the ram of every great battleship in the British service."

People in England are fined \$10 for walking on a railroad track.

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CRESCENT STAR VARNISHES, ETC., ETC.
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THE A. G. PEUCHEN CO'S,

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A. LEOFRED,

(Graduate of Laval and McGill.)

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

MINES, MINERAL PRODUCTS

Sentiment in favor of Government ownership of railways is spreading in England.

Next year the use of the decimal system of weights and measures in all pharmaceutical matters will become compulsory throughout Russia.

Seeing the conditions under which coal miners work in hot and dust laden atmosphere and their terrible liability to fatal accident, it might naturally be expected that their death rate would be excessively high. As a matter of fact, this is far from being the case. Even when fatal accident is included, their death rate is by no means an excessively high one, and putting accidents aside the death rate from disease alone is exceptionally low, being almost exactly the same as agricultural laborers.

A late number of the Adelaide, Australia *Observer* has the following pointer: "Of late there has been quite a plethora of startling crimes in and around Adelaide, and the detectives and police are being severely taxed in coping with the offenders. It would seem as though during the last few months there has been a large addition to the criminal classes in our ordinarily quiet colony, and that we are suffering from the presence of some gangs of marauders from the Eastern colonies, which are now suffering from financial depression more acutely than is South Australia."

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L. G. HENDERSON BUSINESS MANAGER.
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VICTORIA, TUESDAY, JANUARY 9 1891.

THE MUNICIPAL ELECTIONS.

In view of the fact that the City of Victoria is at present occupied with its municipal elections, it may not be out of place to refer to what has been not improperly termed the peculiar position in which the City of Winnipeg has been placed under similar circumstances. The result there was that the full council of twelve aldermen now consists of five lawyers, three real estate and insurance agents, two wholesale merchants, one contractor, and one member who cannot be described as belonging to any particular business or profession. Winnipeg claims to be a commercial city, the natural distributing centre of a vast territory. Indeed, its existence as a city depends upon its jobbing trade. Albeit, instead of having a majority of business men, wholesale or retail, to direct its affairs, only onesixth of the members are representatives of its most important interests. It will of course be said—and doubtless has been said already—that it is the fault of the business men themselves if they have not more adequate representation, and that is a remark which will equally apply to Victoria.

Still, there is no disguising the facts as they stand here, and this is about a fair presentation of them:—Victoria has had during the year as its Mayor a retired merchant and property owner—a very worthy citizen on general principles—who is also a member of the Provincial Legislature, in which he occupies or is supposed to occupy the leadership of the Opposition party. His experience in Parliament as the chief of a Department and as an ordinary member, one would suppose, ought to have made him a very useful Mayor, but as we have heretofore pointed out we consider for a variety of reasons that the occupancy of a seat at the Council Board and in the Provincial Parliament at one and the same time are incompatible with efficient and effective service in either. Moreover, Mr. Beaven has striven, and to a certain extent has succeeded, by his constant amendments to the Municipal Act in constituting the Mayor a comparatively irresponsible officer, or rather has contrived to create such an impression.

Besides, for one reason or another not having been called at election times to fight the strongest man who could be brought out against him, he apparently supposes that the Mayoralty of Victoria is for him a permanency and that should he be defeated for the Legislature there will still remain for him one office of honor and emolument. It is to be hoped, however,

that when they are called upon to cast their votes, as Returning Officer Bull invites them to do on Thursday, the electors will remember that Mr. Beaven must be held to his full share of responsibility for all the misgovernment and mismanagement on account of which Victoria has suffered during the last two years. In many respects Mr. Beaven is the class of man who should be represented in the council, but individually he, in our opinion, has lamentably failed to reach the standard required.

Then, as to the nine aldermen, this city is proportionately worse off than even the City of Winnipeg. Out of the nine members, Messrs. McKillican, Bragg, Baker, Robertson and Styles may, we suppose, be classed as contractors, while Messrs. Munn and Harris are real estate men. To the avocations of the other two we raise no objections; one is a lawyer, whose profession should make him useful as a municipal legislator, and the other has behind him important business and other interests. We take it, however, that one lawyer is sufficient in the council. It is to be hoped that if some of the candidates who have already sat in the council do not retire before polling day they will be rejected by the electors, while, as regards some of the new blood which it is proposed to infuse, it can be very readily dispensed with. We trust that the voters will do their duty to themselves and their fellow-citizens when they go to the polls, and then, even if the changes are not so radical as the situation demands, the result will be that we shall have a better council than the one which retires. We would, however, remark that we trust that no individual who enjoys the franchise will leave to other people what he ought himself to do—that is, to take a vigorous hand in the contest.

B. C. BOARD OF TRADE.

At the quarterly meeting of the B. C. Board of Trade, held on Friday, there was a considerable amount of interesting business taken up. Among other matters was discussed the subject of lights and buoys on the British Columbia Coast. The inadequacy of the system was conclusively demonstrated by gentlemen who spoke on the subject and were in a position to know what they were talking about. Among others who discussed the subject was Mr. Robert Ward, who made no hesitation about declaring that whereas it was stated that the Eastern Coast of Canada was the best lighted coast in the world, the Western Coast is, on the contrary, the worst. This subject, with that of the necessity for a Dominion Insolvent Act, was specially commended to the attention of the members in the Dominion Parliament, which is shortly to assemble at Ottawa, and with whom it is proposed to have a conference before their departure. It was also resolved to telegraph to Ottawa for a copy of the proposed Insolvency Bill, which, it was understood, had been drafted.

It was not at all surprising that a deliberative body of mercantile men, such as the British Columbia Board of Trade, should have paid a considerable amount of attention to the matter of transportation, the fact being that neither Victoria nor Vancouver can supply certain British

Columbia points on terms as favorable as those offered by Eastern cities. Winnipeg, it was said, could sell canned goods cheaper than Vancouver. It was also alleged that the Canadian Pacific railway are quite willing to so arrange matters that British Columbia's needs can be supplied by British Columbia merchants, and some such move was considered necessary as the appointment of a committee to study tariff rates, so as to put our cities in a better position to compete on equal terms with Eastern merchants. Particularly is this necessary if this Province is to retain trade with the Kootenay district, in any articles which can be imported from the East. The respective relationships of landlord and tenant were considered in their various phases, and a committee was appointed to draft a Bill to be submitted at the forthcoming meeting of the Legislature. As to the tax on mortgages, it was announced that Hon. J. H. Turner, Provincial Finance Minister, had promised to give full consideration to the representations of the Board, while Hon. Robert Beaven and Dr. Milne, M. P. P., had promised to support them in the House.

If brevity be the soul of wit, Mr. James Huddart, manager of the Canadian-Australian steamship company, may be considered to be the embodiment of that characteristic, for he embodied to the Board on the subject of the Warrimoo difficulty and the dismissal of Capt. Arthur! "The subject matter received from the first my attention, though I have not answered you previously." It would appear from the summary action of Mr. Huddart that his wit or grim humor consisted in the fact that he, to use a familiar expression, "hanged" Capt. Arthur first, but was ready to try him afterwards. Mr. Huddart does not seem to have gained anything by this communication, as he has only intensified the feeling against him by his contemptuous treatment of the representations of the Board. There were other topics which the members had under consideration but those mentioned are among the most prominent.

LAST YEAR.

In speaking of the business of the Province of British Columbia during 1889, we remarked last week that the Province had much to be thankful for, and that, despite certain unfavorable circumstances, there had been a steady progress. As regards the lumber trade it may be mentioned that though the local trade for the year has been to a considerable extent depressed a large export trade has been opened up and the prospects for the future are very favorable. To our mind what we have especially to fear is, as we have before remarked, the exhaustion of our forests by our American neighbors and others at presently low prices, they themselves, in the meantime, reserving their own supplies until values are higher. Meantime, our policy ought to be to hold on as long as possible to our unmanufactured and standing timber, confining a good share of our attentions to its manufacture and to the export of the manufactured products for which Australia and other countries would seem to offer a good

market. Last year large quantities of this, one of our leading products, were shipped in the log to Puget Sound, our own people having had no hand in its conversion into a merchantable product.

As respects mining for the precious metals, within the last two years a materially augmented interest has been manifested in it and much capital has been invested in the opening up of new claims and the still further development of others already operated. For this reason the present year gives promise of being an important one in the history of this interest, with the investment of capital—home and foreign—to an extent of which but few have any idea. Railway enterprise particularly in the mining section of the mainland has made considerable advances, the financial stringency that has prevailed having had much to do with retarding other important works. As to the sealing catch it was during 1893 more than fifty per cent in excess of that of 1892, the Japanese waters which have been largely exploited having proved very remunerative. During 1893 there were only 55 Canadian vessels engaged in sealing, while in 1892, 63 were employed. The British Columbia catch of the respective years was as follows:

	1893.	1892.
British Columbia side.....	23,613	30,581
Asiatic side.....	11,123	14,804

Total.....69,711 45,385

The total American and Russian catch was in 1893, 60,930 seals, of which 50,637 were landed on the American side, the remainder having been discharged at Hakodate, Japan. Of the sealskins landed on the American side, 43,304 were delivered at San Francisco, 6,386 at Seattle, 37 at Astoria, 280 at Alaska, and 260 at Victoria.

With regard to the shipping of the port of Victoria we find that the entries of the past year were: deep sea 835 and coastwise 1,391, while in 1892 the deep sea were 1,051 vessels and the coast wise 1,277. The clearances were in 1893, deep sea 804, coastwise 1,418, and in 1892, deep sea 1,137, and coast wise 1,315.

INSOLVENT LEGISLATION.

The subject of unfair preferences to certain favored creditors is, we are glad to notice, still being dwelt upon with considerable force in the Eastern Provinces, and hence is deduced the necessity of a general insolvency law for the Dominion. The various laws in the Provinces respecting the relations of debtor and creditor are in a word so divergent as to require the services almost of a Philadelphia lawyer to enable the distant creditor to understand the position he occupies towards the estate of his insolvent debtor. At a largely attended meeting of merchants, recently held in Montreal, it was held that the Homestead laws of Manitoba are injurious to creditors while, in the United States, though the Federal constitution prohibits the passing of any law to impair the obligations created by contracts, large amounts in value are reserved from seizure under the Homestead laws. It was held at the Montreal meeting that three-fourths of the creditors of an estate should be em-

powered to grant discharges unless there be reason to suspect dishonesty.

Business is done on the assumption that debts will be paid at the rate of 100 cents on the dollar, and if any bad laws or local usages throw doubt on that being done, every transaction must be subjected to extra charges for goods to cover the risk. In the Dominion there are seven Provinces and it is an intolerable anomaly for a merchant in one Province to be subjected to conflicting varieties of law affecting his business. A recent decision of the Privy Council has determined the non-existence of the right of a Province to enact an insolvency law. In the Maritime Provinces a trader who designs a robbery of his creditors arranges some fictitious debt, to secure which he creates a preference creditor, who cleans out the assets, and the rest of the creditors get left.

In connection with the Insolvent law which it is announced is being prepared provision must, the *Trade Review* urges, be made not only for the welfare and the protection of honorable traders, whose interests must be supreme; but those interests imperatively demand such an Act as will give creditors ready means of stopping reckless operators, an economical mode of equitably dividing all insolvent estates, and providing for the early discharge of the honest but unfortunate traders, and the just restraint and punishment of those who have abused the confidence of creditors.

MINING MACHINERY.

The *Canadian Manufacturer* comments on the item in the schedule of the Tariff under which mining machinery imported within three years after the passage of the Act which is at the time of its importation of a class or kind not manufactured in Canada is admitted free. This original Act, it goes on to say, was passed in March, 1890, and it adds that since its passage large quantities of mining machinery have been imported into Canada free, which, in its opinion, should have paid duty, the Customs officers in some districts holding that the words "class or kind" mean brand or name. It holds that the effect of the construction placed on the Act by the Customs officials is to admit pumps and other machinery free, if not made in Canada; but if a foreign manufacturer established a branch of his works in Canada, or if a Canadian manufacturer engages in such an enterprise, he is handicapped by this free foreign competition. The tendency of this ruling is to discourage Canadian manufacturers, and to prevent foreign manufacturers from establishing branches of their works in Canada.

It is added that while, importers of mining machinery have had no difficulty in getting their goods in free of duty, there have been cases where they failed to do so, and it was in consequence of this that the mining associations of several Provinces have at the invitation of the Government prepared a list of machinery made in Canada. But this list, says our contemporary, has been drawn up entirely in the interests of the users of mining machinery, while the protests of the Canadian manufacturers have gone entirely unheeded, and the

upshot will be most disastrous to the Canadian mining machinery industry.

To some extent we agree with the *Canadian Manufacturer*. The Canadian tariff was drafted and has been amended in the interests of the Canadian manufacturers. Its object was to encourage home industry—not manufacturing alone; but in every sphere of activity. Now, as we and others of contemporaries have time and again pointed out, consumers of all descriptions of manufactured Canadian products on this side of the continent are in no way advantaged under the Canadian protective tariff; nevertheless for what we consume we are obliged to pay our full share of the duties imposed without receiving our corresponding benefit.

We therefore trust that in the event of the views of the manufacturers of Canadian mining machinery being met in the direction demanded by our contemporary care will be taken to make exceptions in favor of the mining men of this Province, who, owing to the locality in which they carry on their operations, would be able to obtain their machinery to greater advantage from the United States than from the more distant Canadian centres of industry.

BUSINESS CHANGES.

J. W. Wilson, baker, is opening at Courtenay.

The Light Publishing Co. have opened at Vancouver.

Wm. Jordan, baker, Victoria, is reported to have left town.

Chas. Robson, livery, Courtenay, has retired from business.

John Matzen, baker, New Denver, has removed to Spokane.

Mrs. C. Fisher, saloon, Esquimalt, has sold out and left town.

Robert Hall will shortly open a large new hotel at Cape Mudge.

Henry Brown, Swan Lake hotel, near Victoria, has been burned out.

Mrs. Louisa O'Brien, livery, Nanaimo, has sold out to Roderick Dunlop.

O. and H. Lewis, bakers, Revelstoke, have dissolved. Lewis Bros. continue.

W. S. Hampson & Co., dry goods, etc., are succeeded by the Stanley House Co. Ltd.

Theodore Tyler has been appointed agent for *Bradstreet's* at Vancouver, vice C. Z. Perry.

H. E. Crossdale & Co., insurance and real estate, Victoria, have sold out to Robert S. Day.

H. Barwick and F. J. Hart, of New Westminster, have formed a partnership as insurance agents.

G. R. Ashwell & Son, general merchants, Chilliwack, have admitted Geo. H. W. Ashwell into the firm.

Sherman & Hinchcliff, general merchants, Port Guichon, have merged their business into the Fisherman's Cannery Co., Ltd.

The Cumberland hotel has been opened at Union. A. Lindsay, formerly manager of the company's store, has charge of the restaurant department.

CANADIAN PRODUCTS IN ENGLAND.

A correspondent of the *Toronto Empire* who has shown an earnest and commendable solicitude for the advancement of Canadian trade strongly advocates the opening of shops in London and other centres of population in Great Britain for the sale of Canadian food products exclusively, such shops to be established and controlled by the Canadian Government. As one reason for this he points out that the bulk of the profit in the export meat trade of Canada is pocketed by extortionate butchers and middlemen in England, who demand and receive the same price for the imported article as they charge for home-reared beef, though the former is purchased in bulk at a much lower figure.

The *London Standard* and the *Daily Telegraph* have been giving the subject of the meat supply some attention of late, and from these we glean considerable information. It has been clearly shown that not only do meat dealers and butchers represent the imported beef and mutton which they offer as "Prime English," but that they exact the highest penny from purchasers, charging in many instances, as shown by the investigation by Lord Onslow's committee, which reported upon this branch of trade last summer, more than double what they paid the exporter. It is true that these butchers purchase by the carcass and that in retailing the meat there is much waste, the loss on the inferior portions having to be made up by charging more for the best cuts, but this does not justify them in doubling the price to the consumer. Here are some butchers' purchasing prices from *The Standard*: Mutton, per pound, 5d.; beef, 5½d. and 6d.; lamb, 7d.; and here are the prices at which the meat reached the consumer: Mutton, 8d. and 9d.; beef, 9d., 10d. and 1s.; lamb 1s. and 1s. 2d. These are excessive profits, from which the public have no protection.

In this view there is something for consideration in the correspondent's suggestion that shops should be opened in London for the sale of Canadian beef as such, but it would be contrary to principle for the Canadian Government to embark in such a business. It is a rule in legislation, as well as in administration, that it is inexpedient to interfere with private enterprise unless the public interest clearly demands it. But there is no reason why private persons should not embark in this profitable business. Canadian cattle exporters are well aware that before the embargo was placed upon their shipments and they had the privilege of entering their stock on the hoof, the purchasers of store cattle were middlemen, who bought at low figures, transferred the stock to pastures in the interior where the fattening process was effected, and thence sent the heaves, now in fine condition, to market as home-reared cattle. These middlemen were often accused of combining to keep down prices so that they might have an advantage over the Canadian exporter as well as over the British consumer. The profit made in this business has been enormous, but with few exceptions the exporters have lost money.

At present all cattle imported to Great Britain from Canada and the United

States are slaughtered at the port of entry, but the British consumer does not get the advantage of this cheap food, nor does the Canadian exporter derive the profit which he should. One way to overcome this disability and to equalize matters would be for some enterprising business man to open shops in London or elsewhere and offer this fine Canadian beef for sale at a slight profit and at a lower price than the English butchers exact, or the Canadian exporters could combine for the establishment of food supply depots in London where consumers could purchase without being submitted to extortion. These places could handle beef, mutton, pork, cheese, butter and eggs, honey and apples, in the production of which Canada has won deserved distinction, and as there would be no middlemen the profit would come directly to the exporters, whose only expense would be the maintenance of these shops. An opinion, an unwarranted opinion, yet one diligently fostered by the middlemen exists in England that Canadian beef, mutton, cheese, butter and other products are greatly inferior to home products of similar nature, but this argument is used by middlemen only when they buy, never when they sell. As soon as the cheap colonial product passes into their hands it loses its colonial stamp altogether and is ranked with the finest and most expensive home products, which, through their fancied superiority, always command prices which their quality does not warrant. Dealers who were not ravenous for gain, but who were content with small but sure profits, could handle these cheap Canadian products so as to rout the extortioners and win the gratitude of the consumers.

The subject is well worthy the attention of Canadian exporters and other business men.

ALUMINUM.

The prospective decline in the market price of aluminium is likely to be followed by considerable increase in the use of that metal for various purposes. Improvements in the processes of manufacture are increasingly favorable to lessen cost, to which the bulk of product is more than likely to be in direct response. It is in the line of probabilities that this really valuable metal will soon be produced in comparatively enormous quantities and at prices likely to develop new uses. It is reported by a contemporary that a prominent producing plant in Switzerland will be ready in January next to place its aluminium on the market at forty-five cents per pound. This price, taking the low specific gravity of the metal into consideration, places it in matter of bulk as actually less than that of tin at the present time. Under the conditions stated, the prospects of aluminium in extended forms of service are considerably brightened.

The longest reach of railway without a curve is claimed by travellers to be that of the new Argentine Pacific Railway, from Buenos Ayres to the foot of the Andes. For 211 miles it is without a curve, and has no cutting or embankment deeper than two or three feet.

ANNUAL COAL REPORT.

In J. W. Harrison's annual coal report we find the following: "The quotations for coal this year have been very steady, the highest and lowest values have not varied over 50cts. per ton. Importers have profited by last year's experience, and at no time has the market been overloaded by the arrival of unsold cargoes. Business for the moment has come to a standstill, and will show no vitality until we shall ascertain whether bituminous coal shall remain dutiable or not. It really appears a travesty on common intelligence to justify the maintenance of 75 cts. per ton duty on an article which costs only 10 cts. per ton more to produce in Pennsylvania, of which 46 millions of tons were produced last year. Coal should never have appeared on the tariff, as outside of California the revenue collected from it is merely nominal. There will be less than one million dollars collected for duties on coal in the United States this year (1893), and we in California will contribute at least \$200,000. Who are the principal sufferers? Our shipbuilders, gas companies, rolling mills, nail and iron factories, foundries, and railroads. These combined pay fully \$600,000 this year more for their fuel than they should. Yet there are some rabid politicians with their party lines drawn so tightly around them, that they fear to advocate the abrogation of this unjust tax on coal. The various sources from which we have derived our supplies are as follows:

	1892	1893
	Tons	Tons
British Columbia	551,000	588,527
Australia	314,280	262,017
English and Welsh	210,660	151,269
Scotch	21,960	18,869
Easter (Cumbria and anthracite)	35,720	18,950
Franklin, Green River and Cedar River	161,930	167,559
Carbon Hill and South Prairie	218,390	261,435
Mount Diablo and Coos Bay	63,150	63,169
Japan, etc.	4,220	7,758
Total	1,363,850	1,479,785

To arrive at a correct statement of the entire consumption of the State, I have also included all the arrivals (by water) at San Pedro, Port Los Angeles, and San Diego amounting to 100,919 tons. The imports of coke (all foreign) this year were 29,615 tons. Pig iron (foreign) 3,538 tons; last year, 7,374 tons. Scrap Iron, this year, 305 tons; 1892, 11,113 tons, and in 1891, 21,885 tons. This is a very distressing showing for our rolling mills, foundries, nail works, etc.; 305 tons scrap iron were imported in 1893, against 21,885 tons in 1891. These are the results of protection (so-called); annihilation is more applicable. Dividends have long since become unknown quantities among our industrial interests, notwithstanding the millions invested in lands and plants, and in most cases under very prudent management. It is most singular that with the present depression among manufacturers, that the employers and employees are not actively, earnestly and unitedly soliciting the present administration to secure them some relief for their grievances. Such a favorable opportunity may never occur again."

Austrian members of Parliament get \$1 a day.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

Contains a large percentage of Gas, a high illuminating power unequalled by any other Bituminous Gas Coals in the world, and a superior quality of Coke.

THE "SOUTH FIELD" COAL

now used by all the leading Steamship Lines on the Pacific.

THE "NEW WELLINGTON" COAL

Which was introduced early in the present year, has already become the favorite fuel for domestic purposes. It is a clean, hard coal, makes a bright and cheerful fire, and its lasting qualities make it the most economical fuel in the market. The several Mines of the Company are connected with their Wharves at Nanaimo and Departure Bay, where ships of the largest tonnage are loaded at all stages of the tide. Special dispatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

COMMERCIAL SUMMARY.

Great Britain paid off \$33,000,000 of its national debt last year.

An omnibus propelled by stored electricity is in successful use in London.

Nanaimo's real estate assessment for 1892 was \$1,684,496, all improvements being exempted by by-law.

At the time of the Crimean war the combined armies of Europe numbered about 3,000,000 men. Now they number fully 20,000,000.

A London electrician has demonstrated that the hardest wood may be readily sawed with a platinum-plated steel-core wire, made red-hot by electricity.

Apples grow wild in the forests of the Sandwich Islands. A recent traveler says he saw an apple forest there ten miles wide and twenty miles in length.

During the last year the property in London insured by fire insurance companies and by the underwriters at Lloyds amounted to more than \$400,000,000.

The speed of the fastest railway train is only a little more than one-half the

velocity of the golden eagle's flight, the bird having been known to make 140 miles per hour.

The December foreign shipments of coal amount to 58,719 tons, of which 18,339 were from the New Vancouver colliery, 22,509 tons from Wellington, 10,778 from Union, and 2,083 from East Wellington.

If the average man was offered \$50,000 in gold with the proviso that he must carry it 200 feet, shoulder high, not one in 1,000 could accomplish the feat. Fifty thousand dollars in gold weighs almost 220 pounds.

Victoria's Customs duties for December amounted to \$53,480, as against \$64,780 in 1892. Imports for the month amounted to \$199,887, of which \$33,022 were free of duty. Exports were \$448,927, as against \$551,383 for the same month of 1892.

In Russia the consumption of beer is smaller, for each person, than in any other nation. The favorite beverage is a sort of whiskey made from rye, called vodka. A spree based on that lasts about three days, and it is almost a week before the toper's head comes down to its original size.

The largest contract ever made in the shingle trade of the Province has been closed by the Royal City planing mills, of New Westminster. They have contracted to supply an Ontario firm with fifteen million cedar shingles. The price has not transpired. The order will fill 100 cars.

A new method of producing steel has been suggested to M. Jules Garnier by M. Moisan's diamond making experiments. He claims that it is successful. The steel is instantaneously made by placing a bar of iron and a stick of charcoal together in a parallel direction in an electric fire brick furnace of a temperature of 1,000 degrees and subjecting them to a strong current.

B. C.'s output of gold dust, as reported through the banks dealing in the same, shows a decline of value from \$323,000.49 in 1892 to \$302,340.57 last year. The apparent fall is, however, unreal, as much gold was shipped from the Kootenay country via Spokane, whilst some from the far Yukon went direct to San Francisco. It cannot, therefore, be doubted that B. C.'s real output of gold dust for 1893 would, if fully tabulated, record a moderate advance on the results of 1892.

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SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck	930	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	
Ger ship.	Sirene	1437	Sauermilch	October 19	Victoria	London	56,553	232,790	
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	153,535	
Br bark...	Jessie Stowe	615	Blanchet	October 14	Fraser River	Liverpool	30,000	137,112	
Br bark...	Ladstock	816	Williams	October 19	Fraser River	Liverpool	35,773	173,865	
Br bark...	Formosa	915	Kain	November 18	Victoria	London	38,125	191,880	
Br bark...	City of Carlisle	823	Hughes	November 18	Victoria	Liverpool	37,381	185,905	
Br ship...	Candida	1222	Kece	December 22	Victoria	Liverpool	50,318	219,523	
Br bark...	Harold	1307	King	December 22	Victoria	Liverpool			
Br bark...	Primera	557	Gardner	December 17	Victoria	London	21,000	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	806,038	7,844	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 4	Vancouver	Plymouth	923,038	9,882	May 20	52s 6d
Nor. bark	Fritzo	1078	Rolfson	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am. bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,637	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	836,663	15,537	June 23	Private...
Chil. bark	India	933	Funke	Jan. 11	Moodyville	Valparaiso	738,732	7,169	March 30	owners ac
Br bktn	Bittern	339	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,820	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	2154	Swanson	March 23	Vancouver	Cork	1,628,330	17,500	July 27	50s
Chil. ship.	Hindostan	1442	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 11	owners ac
Am. bark	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,966	April	Private...
Am. ship.	Ivy	1131	Lovell	April 22	Vancouver	Wilmington	731,914	10,497	Aug. 23	Private...
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577	June 23	35s
Br ship.	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	964,863	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 Ene	2600	Schnauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Bairhoyle	1231	Gray	June 1	Vancouver	Sydney	913,633	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	633,000	5,296	Aug. 26	35s
Nor. bark	Sigurd	1530	Anse	May 21	Vancouver	Port Pirie	1,426,000	10,633	Aug. 31	40s
Chil. ship	Atacama	1245	Caballero	May 13	Moodyville	Valparaiso	967,364	7,762	Aug. 19	owners ac
Br ship.	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	4,958	Oct. 4	55s
Br bark	Doehra	966	McJerrrow	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship.	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,436,123	12,465	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,982	Oct. 11	38s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,015,008	7,896	Aug. 29	Private...
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville	Ticuisin	735,951	8,625	Sept.	55s
Am bark	Sonoma	928	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,229	Nov. 27	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	Dec. 8	52s 6d
Nor bark	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,256,192	10,288		36s 3d
Br bark	Gainsborough	185	McPhail	Sept. 7	Moodyville	Valparaiso f.o	702,153	5,524		33s 9d
Chil. bark	India	933	Funke	Sept. 10	Moodyville	Valparaiso	799,267	7,000		owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916	Nov. 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. 28	Westminster	Sydney	688,632	6,649	Nov. 18	28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 14	Cowichan	Sydney	871,305	7,614		27s
Am bark	Hesper	664	Underwood	Oct. 12	Vancouver	Adelaide	779,338	5,886		37s
Am schr	Wm. Bowden	728	Fjerin	Oct. 18	Victoria	Adelaide	861,692	6,031		37s 6d
Br bark	Elizabeth Graham	528	Anderson	Oct. 24	Moodyville	Melbourne	524,681	3,969		Private...
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	511,228	4,157		27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	657,974	6,066		40s
Am bktn	Robert Sudden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,503	4,646		37s 6d
Am schr.	Salvator	444	Wells	Oct. 29	Westminster	Port Pirie	527,040	4,216		37s 6d
Am schr	Louis	820	Hatch	Nov. 8	Vancouver	Iquiqui	863,445	8,604		40s
Am schr	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,802	10,800		28s
Nor ship	Germanic	1223	Sunde	Dec. 29	Vancouver	Cork, U.K. f.o.	910,483	9,973		60s
Am. schr.	Reporter	373	Mackie	Nov. 24	Vancouver	Nagasaki	366,294	10,000		Private...
Am bark	Snow & Burgess	1573	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113		Private...
Am ship.	Benj. Sewall	1361	Sevall	Dec. 28	Vancouver	Cork, U. K. f.o	1,021,624	13,135		56s
Am bark	Colorado	1360	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656		37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911		35s
Am schr	W. H. Talbot	776	Bluhm	Dec. 23	Vancouver	Cape Colony	804,183	6,031		75s
Am ship.	Eclipse	1536	Peterson		Vancouver	Cork, U. K. f.o				60s
Nor ship	Beaconstfield	1430	Bastiansen		Vancouver	Cork, U. K. f.o				

A—Also 100 spars.

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VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	British General	1754	Tulloch	Oct. 31	Samarang	Vancouver	B C Sugar Refinery Co	70
Br bark	Archer	789	Dawson	Aug. 4	Liverpool	Victoria	R. P. Rithet & Co., Ltd	158
Ger. bark	Gutenberg	627	Zepelin	Aug. 10	Glasgow	Victoria	J. Crawford	152
Br ship	Ainsdale	1725	Owens	Oct. 9	N. Liverpool	Victoria	R. P. Rithet & Co., Ltd	92
Br ship	Astoria	1335	Dagwell	Oct. 13	G. London	Victoria & Van	Turner, Becton & Co.	88
Br ship	Benmore	1160	Scott	Dec. 22	L. Liverpool	Victoria & Van	R. P. Rithet & Co., Ltd	18
Br ship	Borrowdale	1197	Gordon	Dec. 22	L. Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	18
Br bark	Thermopylae	918	Winchester	Dec. 22	Hong Kong	Victoria	Victoria Rice Mills	18
Am bktn	Wrestler	447	Bergman	Dec. 18	B. Honolulu	Royal Roads fo	Robert Ward & Co., Ltd	22
Br ship	Ballachullish	1806	Gowdey	Nov. 22	A. Java	Vancouver	B. C. Sugar Refinery Co	48
Br ship	River-Idle	1590	McCully	Nov. 22	Newport, Eng.	Vancouver		48
Br bark	Northernhay	1221	Miller	Dec. 5	C. Cardiff	Esquimalt		35
Br ss	Empress of Japan	3003	Lee	Dec. 27	E. Hong Kong	Victoria & Van	C. P. S. S. Co.	14
Br ss	Warrimoo	1897	Perry	Dec. 18	H. Sydney	Victoria & Van	C. P. S. S. Co.	22
Br ss	Tacoma	1662	Hill	Dec. 12	F. Hong Kong	Victoria	Dodwell, Carlill & Co.	28
Br ship	Astracana	1572	Jones	Dec. 21	I. London	Vancouver	Evans, Coleman & Evans	19
Br ship	Romola				London	Victoria & Van	A. L. Russell	
Br bark	Duke of Argyle	960	Golightly	Dec. 16	Honolulu	Royal Roads		21
Br ship	Mogul	1827	Johnson	Jan. 2	D. Hong Kong	Victoria	Dodwell, Carlill & Co.	7
Am schr	Pioneer	397	Hughes		J. San Francisco	Cowichan	Robt. Ward & Co., Ltd	
Br ship	Eaton Hall	1779	Lowrison		K. London	Vic and Van	Robt. Ward & Co., Ltd	

N—Spoken Oct. 14 lat. 49° N., long. 10° W. Nov. 13 lat. 7° S., long. 31° W. To load grain at Tacoma. G—Oct. 18 passed Deal. Oct. 18 passed Prawn Point. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13° N., long. 26° W. B—Via San Francisco; chartered for lumber to Melbourne, Adelaide or Port Pirie; terms private, March loading. A—To sail in March with sugar. E—Via Yokohama Jan. 5. F—Via Yokohama Dec. 21. H—Via Suva and Honolulu Jan. 1. C—Dec. 14 put into Falmouth with loss of some sails; Dec. 30, sailed again. G—To load grain at Tacoma. I—Dec. 23, passed Deal. D—Via Yokohama Jan. 13. J—To sail Jan. 15; chartered for cargo of poles to Santa Rosa; terms private. K—Jan. and Feb. loading. L—Dec. 26 arrived at Holyhead.

FREIGHTS.	VESSELS IN PORT.	NEW WESTMINSTER.																								
<p>The market is very dull, and there is almost nothing doing at present.</p> <p>Grain freights from San Francisco to Cork, U. K., f. o. are quoted 1s 3d less than last week. Lumber freights are unchanged.</p> <p>Freights from British Columbia 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, 55s Shanghai, 37s 6d; Tientsin 55s.</p> <p>Grain freights from San Francisco to Cork, U. K., for orders, usual options are quoted at 2s 9d to 25s; from Portland 2s 6d nominal, and Tacoma 3s 3d.</p> <p>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.</p>	<p>(January 8, 1894.)</p> <p>VANCOUVER.</p> <p>Am. ship Eclipse, 1,536 tons, Capt. Peterson, arrived Nov. 27, loading lumber for Cork, U. K.; on account of Robert Ward & Co., Ltd.</p> <p>Nor. ship Beaconsfield, 1,450 tons, Capt. Bastiansen, arrived Dec. 11; loading lumber for Cork, U. K.</p> <p>Br. steamship Empress of India, 3,003 tons, Capt. Marshall, sails Jan. 8.</p> <p>Br. ship Dunboyne, 1,390 tons, Capt. Neill, arrived Dec. 28 from London, with general cargo; Evans, Coleman & Evans consignees. To load grain at Tacoma.</p> <p>WELLINGTON SHIPPING.</p> <p>Am. bark Matilda, 819 tons, Capt. Swanson.</p>	<p>Am. ship John C. Potter, 1,182 tons, Capt. Meyer.</p> <p>Am. ship Glory of the Seas, 2,100 tons, Capt. Freeman.</p> <p>Am. bark Enoch Talbot, 1,827 tons, Capt. Johnson.</p> <p>NEW WESTMINSTER.</p> <p>Br. bark Harold, 1,307 tons, Capt. King, arrived Nov. 16, loading salmon for Liverpool, on account of Robt. Ward & Co., Ltd.</p> <p>RECAPITULATION.</p> <table border="1"> <thead> <tr> <th>Ports.</th> <th>No.</th> <th>Tonnage.</th> </tr> </thead> <tbody> <tr> <td>Vancouver</td> <td>4</td> <td>7,300</td> </tr> <tr> <td>Nanaimo</td> <td>4</td> <td>5,937</td> </tr> <tr> <td>New Westminster</td> <td>1</td> <td>1,827</td> </tr> <tr> <td>Total</td> <td>9</td> <td>15,133</td> </tr> <tr> <td>Previous week</td> <td>12</td> <td>18,176</td> </tr> <tr> <td>Correspond'g week last year</td> <td>24</td> <td>31,375</td> </tr> <tr> <td>" " 1892</td> <td>11</td> <td>14,871</td> </tr> </tbody> </table>	Ports.	No.	Tonnage.	Vancouver	4	7,300	Nanaimo	4	5,937	New Westminster	1	1,827	Total	9	15,133	Previous week	12	18,176	Correspond'g week last year	24	31,375	" " 1892	11	14,871
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