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Cash security given if required, and satisfaction guaranteed.

P. O. Box 507. Cable: Soule.

Vancouver

British Columbia

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Oct. 1.

VICTORIA.

Bradstreet's report says: "The Canadian Dominion, including Newfoundland, reports 1,287 mercantile failures to Bradstreet's for the past nine months, as contrasted with 1,320 in a like period of 1891, the decrease being only 33, but the general improvement in commercial conditions across the line is more particularly shown in the reduced total of liabilities, the aggregate being \$9,200,000, against \$11,139,000 in the preceding year, a decline of nearly 17 per cent. Each of the provinces of Ontario and Quebec reduced its failure total this year, the former to a marked degree. This year's decrease of the total liabilities of those failing in Ontario amounts to 32 per cent., Quebec, to 22 per cent, while Prince Edward Island, Newfoundland and the Northwest Territories also show a radical improvement in this direction. In Nova Scotia, as in Manitoba and British Columbia, the increased liabilities shown, as compared with last year, are due to the relatively heavy failures early in this year. During the past quarter a marked improvement has been shown in this direction." Special telegrams to Bradstreet's indicate that general trade has fallen off somewhat in the Province of Quebec, but the volume is increasing in dry goods, and hardware merchants have made large sales. In Ontario a very fair trade is reported in the staple lines with excellent prospects. Stocks of wheat at the railway and country elevators are increasing. Export steam rates to Europe from Montreal are low. At Halifax, Montreal and Toronto the bank clearings this week, aggregate \$15,877,000, a decrease of 2.6 per cent. from the total week before, but an increase of 2.8 per cent. from the aggregate of the same week a year ago.

The leading feature in commercial circles last week was the activity in connection with the sealskin trade. The S. S. Coquitlam, released by the U. S. authorities in Sitka, returned to port and commenced discharging stores and sealskins. Of the latter she has some 6,500 on board, which, it is expected will be put on the market almost immediately. They are valued at about \$70,000. During the past week a local banking house paid out about \$150,000 for sealskins, purchased by New York houses, through their local representatives. It is expected that \$150,000 more will be paid out this week on the same account, making a total of \$300,000, for the fortnight. There are still a large number of skins in the city unsold, and it is believed that they will be offered to buyers almost immediately.

Friday, Sept. 30, was the last day allowed to make payments to the Government, for land purchased under the old regulations. It is said that there was considerable financing done to enable purchasers to meet their payments.

At Vancouver trade in all lines during the week showed a strong upward tendency. This was particularly noticeable in the fruit market, which was active, the volume of business being almost double

what it was last year. The demand for eggs far exceeds the supply, owing to the scarcity of the home article, which always prevails at this time of the year.

FLOUR AND FEED.

The situation is unchanged since last week, and trade is generally reported steady. Flour is about as low as it will go, seems to be the general opinion of dealers, who say that it is sold so close that there is very little in handling it. Oats are being brought forward in large supply, which, together with the low prices, is cutting down the imports from the Northwest. Jobbers' ideas of wheat are somewhat easier than they were last week, and they have lowered quotations \$2 a ton. Chop feed is also easier and quoted \$2 a ton less than last week. All other products are unchanged.

The Portland *Commercial Review* says: "The flour trade is not in a condition satisfactory to millers, competition being active and prices weak. While flour is depressed and very weak at present, the general impression among millers is that prices are now at the lowest notch and no further decline is anticipated. Shipments have been light and stocks on hand are quite large. We quote standard brands, both Valley and Walla Walla, at \$3.75 per bbl. The demand for Millstuffs has been fair throughout the week, but offerings have been equal to the call, and the best that can be said for the market is that no decline has occurred. We quote bran, per ton, \$10, shorts \$10 and chop barley \$21."

The Columbia Flouring Mills quote Enderby flour in carload lots:

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

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 5 00 @ 0 00
Lion, ".....	5 00 @ 0 00
Premier, Enderby mills.....	5 45 @ 0 00
XXX, ".....	5 35 @ 0 00
XX, ".....	5 05 @ 0 00
Superfino, ".....	4 05 @ 0 00
Ogilvie's Hungarian.....	5 55 @ 0 00
" Strong Bakers.....	5 25 @ 0 00
H. B. C. Fort Garry Hungarian.....	5 55 @ 0 00
Benton County, Oregon.....	5 20 @ 0 00
Portland Roller.....	5 20 @ 0 00
Snowflake.....	5 30 @ 0 00
Royal.....	5 00 @ 0 00
Wheat, per ton.....	28 00 @ 35 00
Oats.....	25 00 @ 30 00
Oil cake meal.....	40 00 @ 45 00
Chop feed.....	28 00 @ 30 00
Shorts.....	26 00 @ 28 00
Bran.....	24 00 @ 25 00
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	30 00 @ 0 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	3 75 @ 3 85
Corn, whole..... per ton	37 50 @ 40 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed..... per ton	40 00 @ 50 00
Cracked corn.....	40 00 @ 45 00
Hay, per ton.....	17 00 @ 18 00
Straw, per bale.....	80 @ 1 00

RICE.

The Victoria Rice Mills quote wholesale:

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

FRUITS AND VEGETABLES.

The receipts of California fruits and vegetables from San Francisco by steamship City of Puebla, Sept. 20, comprised the following: For Victoria—568 cs grapes, 93 cs pears, 102 cs peaches, 110 cs apples, 40 crts bananas, 7 scks coconuts, 15 cs lemons, 15 crts nutmeg melons, 22 cs tomatoes, 12 cs quinces, 71 scks onions, 19 cs plums, 12 scks sweet potatoes, 1 cs garlic, 1 crt watermelons, 10 cs oranges, 2 cs peppers; total, 1,175 pkgs. The receipts by previous steamers were as follows:—Sept. 24th, 1,270 pkgs; Sept. 10th, 1,104 pkgs; Sept. 14th, 1,110 pkgs; Sept. 5th, 1,250 pkgs; Sept. 4th, 1,618 pkgs.

The fruit trade is declining as the season advances, and the supplies of fresh fruit are falling off. Prices on the whole show changes only in a few lines. Peaches are a little stronger. Pears are up to \$2.25 a box. Sweet potatoes are slightly cheaper. There are no more cantilopes in San Francisco, as the season for them is over. A car of Sicily lemons is due to arrive to-day, for a local wholesale house, which will quote them at \$7.50 to \$8.00 per case. They are the first of the new season's fruit and have come direct from New York.

Jobbers' quotations for fruits are as follows:—

Oranges—Santa Barbara.....	\$0 00 @ 0 00
Tahiti Seedlings.....	4 50 @ 4 75
Riverside Seedlings.....	0 00 @ 0 00
Lemons—California.....	8 00 @ 8 50
Sicily.....	7 50 @ 8 00
Australian.....	7 00 @ 0 00
Bananas, crato.....	2 50 @ 3 75
Plums, box.....	1 25 @ 0 00
Peaches.....	1 65 @ 1 75
Pears.....	1 75 @ 2 25
Quinces.....	1 50 @ 0 00
Apples—Red.....	1 60 @ 1 75
" Green.....	1 25 @ 1 50
Crap apples.....	1 25 @ 0 00
Grapes.....	1 35 @ 1 65
Pine Apples, doz.....	5 00 @ 0 00
Coconuts, doz.....	1 00 @ 0 00
Watermelons, crato.....	4 50 @ 0 00
Musk ".....	0 00 @ 3 50
Nutmeg ".....	1 60 @ 0 00

Vegetables are quoted:

Potatoes—California, sweet.....	2 1/2 @
Local..... per ton	15 00 @ 00 00
Onions—Red California.....	1 1/2 @
California Silverskins.....	1 1/2 @
Tomatoes, bx.....	1 00 @ 1 10

GROCERIES AND PROVISIONS.

A carload of Eastern Townships Creamery butter received last week by a local jobbing house is quoted by them at 27c for large and 28c for small tubs in quantities. Generally the trade ask 1/2c to 1c per lb more for small lots. Eggs continue scarce and quotations have advanced from 1c to 2c per doz. The American market for cured meats is very unsettled at present, but on the whole quotations show a slight advance on last week, but it is probable that they will decline toward the middle of this month. The experience of former years is that the meat market declines in the fall, or as the winter season approaches. Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 15 1/2c per lb; heavy hams, 15 1/2c; choice breakfast bacon, 14 1/2c; short clear sides, 13 1/2c, and dry salt clear sides, 12 1/2c. Armour's white label pure lard, 1c lb. pails, 13 1/2c per lb.

Canadian meats are quoted f. o. b. Victoria: Hams 14 1/2c, breakfast bacon 15c, long

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J. HERBERT MASON, PRESIDENT & MANAGING DIRECTOR.

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Total Assets.....P. 12,091,772

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Victoria Brewing and Ice Company,

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THE ATTRIBUTES OF A MERCHANT.

Chief among these is to note what a community is most in need of, and to supply the need most capably, without resort to trickery of any kind

The cunning man is less clever than he thinks, and is not the one to win confidence in the long run.

The art of buying and selling goods at retail requires at least as much study as any one of the handicrafts or professions, and he who would come to the front must count among his attributes at least a smattering of philosophy into the bargain.

CHINA SILK TRADE.

The steamer *China*, says the *San Francisco Herald of Trade*, the latest arrival from Hong Kong, brought some interesting news concerning the condition of the silk trade. She had on board, as part of her cargo, 1,730 bales of silk and eighty-six packages of silks. Most of this large and valuable consignment of raw silks is for the factories in New Jersey and Connecticut. Our own California silk mills will soon give some increased demand for the raw product. The new mills at Petaluma of the Carlson Currier Co., will soon be in operation. Their mills are now located in this city and give employment to a large number of operatives, besides making a demand for a large quantity of raw silk every year. The *Japan Mail* of a late August date, says:

A very heavy business has been done, and sellers have been masters of the situation. Prices rise apparently with every fresh sale made, and buyers seem ready to pay whatever holders ask. Best

grades are again about \$30 dearer on the week, and stand at \$200 more per picul than they did this day last year. Of course we have now a lower exchange; but when all allowance is made for this, the difference in the two markets is very pronounced. A great failure in the trade this year is the very large business done for Europe so early in the season. This proves that a good quality of silk must be at a premium in Europe, as best Filatures destined for Lyons have weighed up at \$800. Medium grades have also been pushed up considerably in price and are now more nearly approaching their relative value, as compared with the best silks.

The use of kerosene oil for sweeping purposes, says an American contemporary, is highly recommended by many storekeepers in different sections where it has been used. The custom is evidently new to most storekeepers, and if the insurance companies do not put in objections, it promises to be widely followed. This is a simple explanation of its use: Take a shallow pan and partly fill with the kerosene oil, then dip the broom into the oil, turning the broom handle to the floor a minute or two, long enough to allow the oil to run into the broom. You may have to dip the broom three or four times. After sweeping a few times you will have no dust, and your floor will be white and clean. The smell of the oil soon passes off. Other methods of sweeping out a store result so often in spoiling delicate goods by the dust being stirred up and sent floating through the atmosphere of the room, that any way that promises to obviate this objection is worthy of general adoption. At Council Bluffs, Iowa, the custom attracted the attention of some of the large insurance companies.

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

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Eric Preerving Co., St. Catharines; McAlpine Tobacco Co., Toronto; Thos. Symington, Edinburgh, Scotland; Stanway & Bayley, Toronto.

EVOLUTIONS OF FASHION.

Nothing is more strange, writes the Paris correspondent of the *Warehouseman and Draper*, than to watch the evolutions of fashion, the birth, growth and fall of each new idea, or its gradual transformation. Nowadays, fashion proceeds by gradual development, rather than by fits and starts, as it used to do, and those who care to study the productions of all seasons will find therein the germs of future styles as well as the reflection of those that have preceded it. Thus, in the materials prepared for early winter, we find chameleon-like combinations of colors which may easily be traced back to that most successful novelty of last season, the Velours Russe, which was, on its side, an outcome of the ribbed cloths and crepons on the one hand, and of shaded and shot silken fabrics on the other. At the same time, the vogue for plaids, which increases as the summer wanes, has had a marked effect on the fabrics brought out for autumn and early winter. One class of woollen shows these plaids in their usual brilliant tones and broad outlines, whereas another exhibits them in a soft and blending form, recalling the shaded and shot tissues of last spring. But even the former are not servile imitations of those that have gone before; British tailors and others—especially dressmakers, who provide the costumes of our little folk—will use a certain amount of tartan, more than commonly, doubtless, but the choice of the majority will fall in preference on the new French adaptations of the plaid form. These consist for the most part of the materials stripped in wide bands of black and navy blue, black and bottle green, or of dark green and blue interwoven with crossed lines of bright colors, scarlet and yellow predominating, with now and again a narrow line of white. The texture itself affects the corded style. We have here woollen reps, Lyons poplin, poplins proper and Sicilienne, both of French manufacture. As for the crossed lines, they are sometimes of wool with a satin finish, but more often of silk thread, which adds to their brilliance. The less severe styles of plaid made of the softly blended tones deserve special attention from their greater novelty. At times, the semi-defined plaid appears as a background to equally misty stripes, detached patterns of a very simple order of design and diagonal weavings. Now the stripes will be composed of dotted lines, now of consecutive bands made up of several shades. The patterns are generally woven in relief, often in silk, and will exhibit a rudely formed spot, star or flowerlet; while the diagonal interweavings are usually little ribs or shaded twilled lines, running right across the material in a sloping direction, and are similar to those that appear in the chevrons of last year, when the lines met in a single point in the centre of the breadth, or were carried from selvedge to selvedge in zigzag. In some cases, the relative position of the two designs is reversed, and the plaid stands out more or less clearly on a mottled or curiously shaded chevronne or diagonal background. Somewhat the same effects are reproduced in silk, prominent stripings of which pile, or satin overlaying ghostly-looking tartans or plaids, lines cutting up

fancy materials into large squares. The great idea seems to be to introduce as many colors as possible, the result, so far as woollens are concerned, being that the general tone is soft and restful to the eye; the silks, though brighter, are equally harmonious, being iridescent or of metallic radiance. Shaded velvets have suggested shaded woollen and mixed fabrics, the shadings, as in the former, growing from light to dark every six or eight inches. Many of the new woollens are rough, and there seems to be a tendency also to make them thick; thin, plain cloth will be reserved for special purposes, and no longer used as a dress material, its place being taken by coarse grained serge and a hairy make of Indian cashmere, both of which are produced with running lines of color and floral sheerings, as well as plain. Among the rougher woollens are sometimes interwoven with dotted lines formed of knotted threads, but influenced by this general tone of fashion they follow a certain order and comprise sketchy stripes and plaids.

THE AUSTRALIAN INLAND SEA.

A scheme to connect Lakes Eyre and Torrens—in Australia—with the ocean by means of a canal has been laid before British capitalists in London. A correspondent, writing on the subject, says:

"This scheme has not been much noticed of late years, and yet by its means the whole climate and character of Australia from north to south may some day be destined to be thoroughly changed, turning what are now arid deserts into a huge inland sea, surrounded by cultivated shores, and extending over hundreds of miles of now useless uninhabitable country. It is not generally known that Lakes Eyre and Torrens and the small lakes surrounding them are salt, and are situated at the bottom of a great depression which extends for miles east and west of Lake Eyre and for hundreds of miles in a northerly direction. Yet such is the fact, this depression being many feet below sea level. By levels already taken, the land in the immediate vicinity of Lake Eyre is known to be over 40 feet below the level of the sea. There is no doubt that the sea once flowed freely in the centre of Australia, and that some convulsion of nature having cut off the entrance of the sea, the water which was left in the centre has gradually disappeared owing to the enormous evaporation which takes place there. It is supposed that the entrance was somewhere near where it is now proposed to cut a canal, i. e., to say, Spencer Gulf. The country between Spencer Gulf and Lake Torrens is composed of a chain of small lakes and creeks. From Lake Torrens to Lake Eyre it is intersected by water-courses, which by deepening would join the waters of the two lakes. The greater part of the land in this depression is of no value, being either salt marshes or bogs, or else arid deserts covered with stones, as witness the Great Stony Desert; but on the margins of the depression, the soil is most fertile, and during the rainy season will grow anything. What can be more feasible than to cut a canal as proposed and let in the sea, and so utilize all this present waste land?

"On and around Lake Eyre, the evapor-

ation is as great as one inch per diem. Consider some hundreds of miles of country covered with water several feet deep and subject to a heat which would evaporate one inch of water per diem. What would become of the thousands of tons of moisture taken up into clouds? It must be precipitated again, and where? Somewhere in Australia. At present, the coast ranges intercept all rains coming from the sea inland, and so they never reach the interior. If rain be produced in the interior, it will be stopped by the coast ranges from going out to sea, and will render the rainfall more frequent and more regular, and so swell the present inland creeks into permanent rivers.

A NEW SOURCE OF RUBBER SUPPLY.

Isoprene was first discovered to be among the volatile compounds resulting from the action of moderate heat upon oil of turpentine some eight years ago, by Dr. Tilden, a well known specialist. Previous to this, however, the substance had been identified among the products of the destructive distillation of crude rubber. These two discoveries showed that there was a distinct relation between turpentine and rubber, but since then it has been ascertained that this isoprene can be reconverted into true elastic rubber by the action of strong acids, such as muriatic.

The discoverer of the first mentioned fact, Dr. Tilden, recently investigated the subject more thoroughly. He produced from turpentine a quantity of isoprene which was kept a few weeks, and in that time became thick and syrupy, with hard, elastic lumps floating about. The lumps were found to be rubber in its crude state, supposed to have resulted from the accidental presence of acid, acetic or formic, in the solution. In every particular, this rubber, so it is claimed, was found to be the true product, and stood every test, including that of vulcanization.

Following up the discovery, experiments have been made to investigate the practicability of extracting rubber from turpentine in sufficient quantity and at a cost that will make it a commercial product in competition with the sap of rubber trees.

If the results reached as above by Dr. Tilden are reliable and not highly colored, there is an exhaustive field for experimentation opened up. If turpentine contains the properties of rubber in its make-up, why not other resinous substances as well? If not rubber itself, some equally valuable product may be found which will be of great utility. In any case, if pure rubber can be extracted from turpentine at a moderate cost, with any measure of success, it will lessen the probabilities of a rubber corner and the inadequacy of the rubber supply. Whether practical or not, it is interesting.

In some parts of China opium is used as a medium of exchange.

Krupp's great gun works at Essen consume 1,666 tons of coal and coke a day.

The Dominion Government has been advised that F. Mendenhall, chief of the Coast and Geological survey of the United States, has been appointed United States commissioner in the Alaska boundary matter by the American authorities.

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LIQUOR LICENSES.

It would appear that a certain class of the community and we have a considerable amount of respect for the clergy and the views which many of them entertain, and which are shared by not a few lay members of society—are disposed to allow their personal convictions to lead them into the commission of acts of injustice in connection with the license question. The advocates of prohibition have not yet succeeded in working up public sentiment to such an extent as to give the slightest expectation that a plebiscite would endorse the total abolition of the traffic. In a number of towns and townships in Eastern Canada the Scott Act has been voted upon in some cases endorsed and in others rejected, while some of the communities that have given it a fair trial have refused to continue it any longer. The system of local option, which practically obtains, is sufficient for all purposes for the present, and the proper course for those to pursue who object to the traffic, with its many admitted evils, is not to put themselves in the position of obstructionists, and as persecutors of bad and good people alike, but to work up public sentiment by the powerful means which are already at their disposal. As we have intimated, they make a dead set against the reputable as well as the disreputable citizen, instead of attacking the system in a proper and effectual manner. This they do, as in this city, before the License Court, appealing to absurd technicalities, and making themselves and their movement unpopular and therefore unsuccessful.

It is held by many that so long as the License law exists no one of good character should be refused, for if too many licenses be granted, some of their holders will be forced out of the business by the inevitable rules that govern supply and demand, while no more liquor will be consumed. Let, we say, the license fee be fixed at a good round sum; let the provisions of the law be enforced with all possible strictness, which is not the case at present; for, despite the Sunday law, there is no scarcity of liquor during the hours prohibited. Who is to blame for this? Are the advocates of temperance doing their duty? By looking out for breaches of the law and seeing to the punishment of the offenders they would be effecting much more than by haunting the License Court and persecuting men who have been accustomed to conduct well regulated establishments, in that way

playing into the hands of less worthy applicants, who, despite their offenses, not unfrequently obtain what is refused to much more worthy people.

The Prohibition Commission established by the Dominion Government has recently been taking evidence in Montreal and will soon be on its way to this coast. Among late witnesses, have been two clergymen—one of the Methodist church, the other belonging to the Church of England. The latter, who took the stand first, no doubt opened the eyes of some of the "unco guid." He agreed with previous witnesses as to the bad moral effect of having laws on the statute book that could not be enforced, adding that if the proper class of men were put in charge of public houses, and the magistrates were severe, the moral effect would be undoubtedly good, and the public house keepers made to form a highly respectable class. To his mind, licenses should be restricted in proportion to population, but he did not approve of the system by which it was necessary for an applicant for a license to procure twenty-five signatures. A limited number of licenses should, he held, be granted, and the magistrate granting them should have full discretion. With regard to Sunday selling, he considered, assuming that the traffic was to be allowed at all, that there should be some Sunday selling allowed. There is a good deal of sound common sense in this. The Rev. gentleman emphatically denied that the use of wine at the communion had any effect in encouraging a taste for liquor, yet, on the other hand, prohibitionists considered wine and fermented drinks evil things and not gifts of God; nevertheless, they used them for sacramental and medicinal purposes.

The Methodist minister had no hesitation in saying that the liquor traffic was indefensible in almost every way, and as a preliminary step to prohibition, tending to educate people to that end, he would commence by closing the saloons, then cancel all shop licenses, and abolish bars in hotels. The law, he said, could forbid a man to sell liquor, as it forbade him to sell tainted meat, and there was no interference with the liberty of the subject there. There are, it may be remarked, many people equally as well posted as, and possessed of far more chemical and hygienic knowledge than, is the Rev. gentleman, who are not disposed to place liquor in the same category as tainted meat.

A most important statement was made by a prominent member of the Dominion Alliance and this was that prohibitionists did not wish to interfere with the right of individuals to purchase liquor for private consumption in their own houses. He was, however, forced to admit that if the manufacture of liquor were prohibited, individuals could be prevented from procuring it. We make this reference to the subject in view of the fact that the Royal Commission will, before long, take the sense of Victoria on the subject, and we would therefore remind both sides to have their case ready, as the subject is of too vital importance to allow nothing more than a one-sided view of the matter to be considered.

THE CHOLERA.

The action of the Government in appointing Dr. Davie permanent health officer, is a matter of congratulation for the entire province. The service rendered this city at the most critical period in its existence by that gentleman will not soon be forgotten, and now that we are exposed to a visitation of cholera, if not this year perhaps next, his position at the helm will result in a feeling of security on the part of those who have not had much faith in the capability of the City authorities.

All over the continent, the situation is regarded as serious, and we read that cities even so far inland as Minneapolis are making active preparations to battle with the dreadful disease in case it should make its appearance. The extent of the epidemic will depend on the care with which it is looked after. In this connection, it would be well for the public to awake to a full realization of the necessity for a close observance of the laws of hygiene and sanitation on the part of each individual and society in general. The best authorities say that Asiatic cholera is a filthy disease carried by unclean persons to unclean places. It does not travel by waves or blasts. People can drink cholera and catch cholera, but they cannot catch cholera in the sense in which they can catch measles, scarlatina or whooping cough, so that with proper appliances the sick can be moved without fear of the nurse catching the disease. Cholera is carried by persons in their clothing and the secret is along the lines of human intercourse.

The home of cholera is India. Wherever, as in Calcutta and Madras, the water supply has been purified and the soil scavenged, cholera has been kept out, but the filthy habits of the native who, contrary to his religion and his sacred books, drank from the tank in which he bathed and washed his clothes had to be stopped. Hamburg, which has been poisoned by immigrants and other travelers from Russian ports, has unhappily presented filthy conditions not inferior to those which have invited the devastations recently of Russia, and of late years of Naples, Sicily, Spain, Marseilles, Toulon and the mild outbreaks of Paris, all epidemics spread by filth in water and soil, of which most of those cities have learned the lesson and taken it to heart more or less completely; to the extent to which they have done so they will have relative immunity in the future.

No doubt Dr. Davie will see to it that there will be a strict observance of sanitation and hygiene, and Victorians who have been taught the fallacy of placing their dependence in pothouse politicians, will give him all the assistance in their power to carry on the good work. The inefficiency of the preventative measures, taken by the city authorities were quite apparent; but in pleasing contrast were the thoroughly decisive measures adopted by Dr. Davie.

It is announced that the Canadian Pacific Railway Telegraph Company have made another reduction in their rates. This the interested public will hail with satisfaction and with the hope that it may be the precursor of a further diminution.

SEALERS IN BEHRING SEA.

In connection with the reported sending to the Russian side of Behring's Sea of a British cruiser from the China Station, the London *Morning Chronicle*, one of the organs of the Gladstone Government, says: "The first duty of the cruiser is to rescue the destitute sailors; reprisals are not intended. If such had been the intention, a solitary cruiser would not, by any means, have been chosen as the sole force sent to the Sea by the British Government. Lord Rosebery is clearly content to adopt the more reasonable course of awaiting the explanations from St. Petersburg." Our sealers are anxiously awaiting these expected explanations, which cannot be supplied too soon. What with the action of the Americans and the Russians, the cup of the British Columbia sealing industry is about running over, and our people have but little confidence in the foreign policy of the Gladstone clique, who have given it to be understood that everything will have to take second place to Irish Home Rule.

It is only fair to state that on the face of the matter and of certain statements made by dissatisfied sailors it is true—there does appear to be a possibility that some of the Canadian sealers have gone within the generally recognized limits, and, like the notorious Capt. Hansen, have raided the rookeries. For such there can be no sympathy, and their punishment is only what they have brought on themselves. The commander of the cruiser *Zabiaka*, if he be correctly reported, has, however, made most preposterous claims as to the jurisdiction of his country. On the other hand, we heartily desire to have the offenders, if there are any, punished, but there is a fear that the "peace at any price" Gladstonians will give away too much and make the Canadian position even worse than it otherwise would be.

THE U. S. COAL REBATE.

The customs laws of the United States, prior to the adoption of the McKinley tariff, granted a rebate of 75 cents a ton on imported bituminous coal which was afterwards used for fuel on American coasting vessels. This was held to be done away with under the high protective policy at present obtaining, and, in consequence, in numerous instances, the rebate was refused, to the great disadvantage and prejudice of the British Columbia product which was generally admitted to be a much superior article. However, it being the policy of the country to protect the home product, many consumers used the inferior native coal. In this, however, as in the case of one of the U. S. Government survey steamers, they have run considerable risk because of the liability of the American coal to explode.

Some people, however, were not to be legislated into using an article in which they had no confidence, and so they paid the duty that was demanded. One of the parties, considering himself aggrieved, took the matter to the courts, the decision of the U. S. District Judge at Seattle being that the right to the 75 cents rebate still existed. The plaintiff, a dealer whose name was Allen, had imported bituminous

coal from Nanaimo, B. C., and afterwards sold it for fuel to the steamer *Humboldt*. This decision will, it is said, necessitate the repayment to San Francisco coal dealers of something like \$200,000, and until the collected wisdom of Uncle Sam determines to stop it, the trade will yet be of considerable benefit to the mining industry of Nanaimo and Wellington.

COTTON STRIKE THREATENED.

To all appearance a big storm is brewing in the Lancashire cotton trade. The master spinners resolved on account of, as they claim, the necessities of the situation to reduce wages—a decision which has been met by the announcement that the operatives will not submit. They are, it is said, splendidly organized, better, probably than any other union, and have a large reserve fund, being, moreover, in the mood for a long struggle. Experience has shown that controversies between capital and labor in the cotton industry are exceedingly serious affairs, and are not lightly to be thought of. Strikes in this line have, in the past, been characterized by incendiarism and bloodshed, while the commerce and industry of Lancashire, and of the city of Manchester in particular, have been absolutely paralyzed. It is to be hoped that an adjustment between the parties will be arrived at, but the fear is that, from their own standpoints, both parties have counted the cost and will not be deterred from going on with what is sure to be a long and fierce struggle.

THE COMING CROFTERS.

It is announced from England that the plans for the establishment of a colony of Scottish Crofters on Vancouver Island, B. C., are all complete and the agreements between the Imperial and Provincial Governments and the Syndicate have been signed. The syndicate will bring out the company with a capital of £1,000,000, though the present issue will be for £500,000 only. The company will be called the Commercial Company of British Columbia. This is the enterprise which received incorporation and provincial assistance at the last session of the British Columbia Provincial Legislature. It was in connection with it that the late Premier went to Great Britain. To all appearances the scheme is a well digested one, and is calculated, if properly administered, to advance the material interests of the Province, settling up certain sections of country and to develop in an organized manner the fishing industry, which so far has been left to develop itself.

EDITORIAL NOTES.

THE Winnipeg police have instituted legal proceedings against certain fruiterers who, it is alleged, have been selling decayed fruit. It would be well for Victoria authorities to turn their attention to some of the city fruit dealers, as it is said there is just cause for similar complaint.

In view of the early completion of the Canadian Sault Ste. Marie Canal and the enlargement of the St. Lawrence canals,

permitting a continuous passage of a vessel with fourteen feet draught of water from Lake Superior to the Atlantic Ocean, American journals are it is announced discussing the desirability of negotiating a new treaty arrangement with Canada.

THE seized steamer *Coquitlam* having given to the authorities at Sitka the necessary bonds, has been released and has returned to Victoria, leaving the legal issues to be determined by the courts. As Capt. Webster, of the Union S. S. Co., tersely put it, "they have our bonds, we have our vessel." Nothing more can be known until the return of the company's Counsel from the North.

It was most unfortunate that the unfavorable weather should have interfered with the success of the exhibition. As it was, however, the exhibits were most creditable, and the attendance sufficiently large to show that the efforts of the management and directorate were highly appreciated. The new board is composed of men who will, no doubt, work hard for the success of next year's exhibition.

In its market report the *Canadian Trade Review* makes the following reference to the druggoods trade: "The indications so far point to the fulfilment of the hopes entertained that a prosperous period is in store for the large houses engaged in this line. There is a gratifying fewness of failures reported, and remittances, while they might be larger in amount, exhibit a disposition on the part of retailers to put forth honest efforts to meet engagements."

MR. MULLALL, the well known English statistician, gives the total manufactures of the world in 1883 as \$22,370,000,000, or 22½ billions. Of this amount the figures for the principal nations are: Austria, \$1,265,000,000; France, \$2,425,000,000; Germany, \$2,915,000,000; Great Britain, \$5,100,000,000; Russia, \$1,815,000,000; United States, \$7,215,000,000. Until recently the motherland was the greatest manufacturing country in the world, but the United States manufactures 65 per cent. more than Great Britain.

WHILE differing from the policy which has caused the Oriental steamships of the Canadian Pacific Railway Company to practically give Victoria the go-by, it must be admitted that they are entitled to a great deal of credit for the class of steamships which they have employed and the time from port to port which they have made. It is noteworthy that on the last voyage completed on Friday, the *Empress of India*, with a numerous passenger list and 2,900 tons of freight, made the fastest voyage yet made, being ten days and six hours actual steaming time from Yokohama to Victoria. The company are manifestly determined to make the element of speed a prominent factor in their competition with the Northern Pacific line and the steamships to San Francisco, and of this it behooves their rivals to take note.

THE BRITISH OPIUM TRADE.

It has been computed that no fewer than forty millions of persons are addicted to opium-smoking in China. The latest edition of the "Encyclopedia Britannica" places the number somewhat lower; but the personal experience of English speaking persons who have resided in that country for many years goes to contradict the assertions of the writer of that article. The reason which impels us to refer to the subject is that we should like to call attention to what is, perhaps, the only blot upon England's fiscal policy. The opium vice is not now restricted to China, where it originated. It has spread to Java, Borneo, Sumatra, and the other islands of the archipelago, and even into French Cambodia, Tonkin, and Siam. Formerly the sale in India was regulated by restrictions. But no restrictions exist now, and it is the shame of Great Britain that she should keep up the iniquitous traffic in order to raise a revenue sufficient to pay for the expenses of government. In order to derive a revenue from it, the Indian government actually issues licenses for the sale and consumption of the poisonous drug in known resorts in all the large cities, and these licenses are issued with the proviso that the holder of it must sell a stipulated quantity, or pay a forfeit. This is a phase of the opium trade which Canadians must be pardoned if they think it really a scandal.

The opium production in Bengal is practically a government monopoly, and the area under cultivation in 1884 was 463,829 acres in Behar, and 412,625 acres in Benares. Any one in these districts who chooses may engage in the industry, but the opium must be sold exclusively to the government agent. The government sells the opium for the foreign trade at auction, subject to a reserve price; and, having a monopoly of the trade, it is able to secure its own price from the shippers. To those who purchase licenses for the sale of opium in India and Burmah it is supplied by the government, subject to prescribed regulations.

It is thus manifest that the Indian government has absolute control of the whole opium production of India, and of its export to other countries. It can, in the exercise of its power, forbid its growth in British Territory, and by its imperial jurisdiction over the protected States, it can enforce the prohibition of its production in them. It is simply a question of finance. It is narrowed down to this point: Will the Indian government cease deriving revenue by growing opium to sell to its own subjects in India and Burmah, and to supply the vitiated appetite of the victims of the opium vice in China?—*Canadian Trade Review*.

PURCHASES OF FUTURES.

Where speculation ends and legitimate business comes in are so inseparably connected as to almost merge into each other.

Nowadays, business men find, in order to keep abreast of the times, that they must arrive at conclusions ahead, and, by judging future requirements and the probable course of the markets, be able to realize the greatest possible profit, by laying in stock at precisely that moment when

values have touched the lowest point. This feature of speculation in business must necessarily be allowed, under the strong competitive regime now existing, but there is a speculation whose province is the purchase of goods non-existent, and we are not so sure that it has the same claims to be considered in the same light.

Buying for future delivery when the actual contract made is faithfully carried out, may or may not develop into a certain gain or loss to the purchaser, but there is always the uncertainty to grapple with, of contracts unfulfilled. There is always a chance of goods bought, to be below the average of quality represented in the price agreed, and referring as we do more particularly to canned goods, the factories supplying same, centred at points far enough removed to make different climatic conditions possible do from these very possibilities introduce a certain element of speculation, foreign to the true spirit of legitimate trade, which purchases on security and sample.

Don't buy goods until they are packed and samples submitted, we believe has more friends among the retail trade as an axiom, destined to bring the greatest measure of satisfaction to them, than the contracting for supplies beforehand, with the chance ever patent, that on delivery, the purchase will turn out a dear one. The scarcity or superabundance of the known product will regulate the price.

"A bird in hand is worth two in the bush" fits precisely the position of the retailer, who directly coming in contact with the consumer, feels more readily the effect of a plentitude or dearth in the supply of fruit and vegetable products.

Leave the probabilities to the wholesaler, whose necessity it is to venture capital in excess of the demands called for by the ordinary compass of his trade, and in the event of higher values, competition, following its usual course, will give the retail trade the only chance which is theirs of indulging in a speculation, justified by the amount of money they own, and the proper position they should fill in the distributing machinery of trade.—*Dominion Grocer*.

DON'T CLAIM TOO MUCH.

Too many men are prone to imagine that their success in business is entirely the result of their own ability. It is not well to pride yourself too much on that account. Perhaps in only a very few instances may this be the case. Again, it does not always follow that the insolvent is entirely to blame for his unfortunate condition. Various causes and conditions often force a business man into the channel of misfortune, and the more he struggles to extricate himself the more does he become involved, until finally he succumbs to the overpowering misfortunes over which he had no control.

How often in life has the reader seen those who were doing a comparatively rushing business, and still as soon as they would accumulate a few dollars some unforeseen and unavoidable misfortune would come upon them and sweep away the savings of years of prosperity in a month's time, and then he could again start at the bottom of the ladder and commence once more to accumulate, and before long another current of adversity

would seize him and carry him into a regular whirlpool out of which he would be taken in a worse financial condition than he was before. And so it goes with many business men who have both the tact to carry on their trade and have the requisite executive ability to conduct their affairs on a sound financial and business basis.

Others again who do not seem to worry about matters, nor pay attention to their affairs, prosper without effort on their part, and imagine that it is their personal endeavor and superior business tact that brings to them all the prosperity which they enjoy, and on many occasions are even carried so far by their vanity as to look down on their less fortunate brethren and indulge in unbusinesslike comments regarding them. But if they would only stop to think of the many adversities which have happened to their competitor, and take into consideration the yoke of misfortune which he has carried for years, and then sum up all the fortunate conditions with which they had been favored during the same time, it would take quite a number of credits from their score of superior business tact and add them to that of their business opponent who had the misfortunes of this world to battle with.

The following oft-repeated and well-placed phrase, "Your business of which you are so proud, is as much the result of the mistakes of your rivals as of your own ability," should be committed to memory by many business men and should constantly be kept before them when coming in contact with those who have been so unfortunate as to meet with failure in their undertakings and are financially on a downward grade. As a mound in a rivulet will often change the course of the water, so will a word of encouragement to the depressed often create new thoughts and inspirations in the individual who fails in business.—*Retail Grocers' Journal*.

REVIEW OF TRADE FOR SEPTEMBER

The harvest has now been gathered practically all over Canada, and the anticipations of last month in this regard have been fully realized. The quality of the Manitoba and Northwest grain has, as a rule, never been better, while the damage from frost reported in a few narrow sections, has been almost nil. One authority estimates that there will be 20,000,000 bushels of wheat for export from the Canadian prairie regions. The prices, it is true, are low, but the people are in a cheerful frame of mind over the great bounties bestowed on them by a kind Providence, and well they may be.

In anticipation of the early results of the harvest,—for it is expected, in view of the lesson taught to the farmers who held their grain for higher prices last year, that grain will be run into market early this season,—orders from the retail trade are pretty frequent and of fair volume. Payments are also improving, which is a good sign. Domestic cotton and woollen goods are both firm in price, and the mills are in almost all cases fully engaged on orders, some of them for months ahead.

The millinery openings of Toronto and Montreal this month were very largely attended, and trade in that branch is brisk. *Canadian Journal of Fabrics*.

COMMERCIAL SUMMARY.

There are 700,000 houses in London.

November 10 will be thanksgiving day in Canada.

The influenza bacillus is the smallest yet discovered.

Ghent, in Belgium, is built on 26 islands, which are connected by 89 bridges.

Work has been commenced on the new C. P. R. passenger station at London.

The new French tariff is said to be causing much injury to many of the industries of Paris.

The Bristol Town Council will spend £1,000,000 to build docks to hold the largest steamships in the Atlantic trade.

Mr. John Morley, Chief Secretary for Ireland, has written a letter defining the Government's policy in regard to evicted tenants.

An official report shows that the wheat crop of France amounts to 109,281,421 hectolitres, and that 6,979,911 hectolitres were sown.

A Washington despatch says that nothing as to the time or place for holding the International Monetary Conference has yet been decided.

A meeting of aldermen, members of the board of trade and citizens of Winnipeg the other night passed a resolution adopting the single tax theory of Henry George.

General Superintendent Kimball, of the U. S. life-saving service, has received a letter from a member of the British Parliament asking for a copy of the laws and regulations governing the United States life-saving establishment.

A Calgary despatch says: "It is expected that the grading of the new road into Crow's Nest Pass will be completed within two or three weeks. A gang of graders is scattered all along the road for over 80 miles and into the mouth of the pass. Grading will not pass that point, and no iron will be laid this year.

Some very interesting comparisons have lately been officially put forth showing Great Britain's increase in naval strength during the past six years. The figures show that her claim to the title of "mistress of the seas" is in no immediate danger, but they also show that one very burdensome source of expense each year which the admiralty is called upon to bear consists in overhauling, refitting and in many ways rejuvenating warships that but a few years ago were among the marine wonders of the world.

The London *Miller* gives expression to the following: September gives a new cereal year with very great market dependency. Supplies seem assured, and the large area of wheat sown in America and France with a view to supplying possible deficiencies, has resulted in something very like over-production throughout the world. The large stocks in England have still to be worked through, and meanwhile we are buying new American wheat forward at the rate of 200,000 qrs. a week, together with the equivalent of half that quantity of flour. Low prices are not only prevalent, but seem for some time to come inevitable.

Two steamers are about to be built in Scotland for the Inman line.

The grand jury at Pittsburg has returned true bills against 107 Homesteaders for murder and aggravated riots.

The London *Telegraph* reports that Alfred Rothschild will be one of the English delegates to the international monetary conference.

Arrangements are about completed for the formation of a joint stock company to take over the Nanaimo electric light works. The council cannot purchase the plant.

American manufacturers of plug tobacco have been advancing prices gradually during the last two months, until nearly every well known brand has increased in cost from one to three cents per pound, with a prospect of further appreciation. This is accounted for by the advance in the leaf market and the comparatively light crop of this season.

The insurance of plate-glass in the large cities of the United States is growing so that already it has reached gigantic proportions. There are four companies that do the principal part of this large business, and they are all stock companies. The business differs from that of fire insurance in that losses are not paid in money, but those who are insured and have their windows broken report the fact to the company in which they are interested, and the plate glass is replaced.

A German doctor has started a theory that most drunkards can be cured by a very simple and pleasant course of treatment, namely, by eating apples at every meal. Apples, Dr. Tuplett, maintains, if eaten in large quantities, possess properties which entirely do away with the craving that all confirmed drunkards have for drink. The doctor says that in many bad cases that have come under his notice he has been able to effect a cure by this means, the patient gradually losing all his desire for alcohol.

A measure is being introduced in Egypt which proves the value of British rule and the importance of preserving it. According to the London *Times*, fourteen of the chief towns of the Delta and Upper Egypt are to be endowed with municipal councils, which will receive the octroi and other town dues hitherto paid into the treasury. This is a marvellous step in advance, and shows what strides the previously much oppressed and abused Egyptian fellah must be making in intelligence and civilization.

The sanitary effects of a sea voyage are very decided. First is the ocean climate. Sea air stimulates the appetite, improves digestion, assimilation, secretion and excretion. The glandular follicles and organs of the alimentary system are awakened to a high state of functional activity. Relaxed muscular tissue becomes firm, the heart is invigorated, the circulation is carried on more actively, respiration is deepened, the pure air inhaled promotes a quickened oxidation and tissue change, the skin grows soft and blooming, the tone of the nervous system is raised and a cheerful state of mind induced. The traveler gains flesh and strength, sleep is sound, lassitude vanishes and irritable nerves become firm.

The German Government will hold a World's Fair in Berlin in 1897.

William Blewitt, one of the directors of the London and General Bank, which failed a few days ago, has cut his throat.

There is a popular belief that Mexico is a wonderfully rich country, whereas just the opposite is true. The fact that lack of water precludes forever the possibility of successful agriculture over wide areas, and the absence of most of the comforts of life conspire to render Mexico a good country to stay away from. The Mexicans have taken 24,000,000 bushels of American corn since March last.

A good cleaning powder for show windows, and which leaves no dirt in the joints, is prepared by moistening calcined magnesia with pure benzine, so that a mass is formed when pressed. The mixture has to be preserved in glass bottles with ground stoppers, in order to retain the very volatile benzine. A little of the mixture is placed on a wad of cotton and applied to the glass plate. It may also be used for cleaning mirrors.

If the signs of the times can be believed, there will be in the future more of science in rating risks than there has been in the past. Schedule rating has received a stimulus which must bring it further to the front, and in competent hands this kind of rating is more rational, gives better results, and is more satisfactory both to the companies and the insured than is a result arrived at in the ordinary way, no matter how bright or expert the inspector or rating man may be. It is like guessing at a result in arithmetic compared to making the figures and performing the exact work.

Commenting upon an article which recently appeared in *THE COMMERCIAL JOURNAL*, the *Canadian Manufacturer* says: "As has been before pointed out in these columns, the illimitable resources of British Columbia offer unprecedented inducements for manufacturing enterprises. Coal, iron, lumber, minerals and other raw products occur in endless profusion throughout the Province, and if judiciously developed would eventually build up a Province unexcelled for permanent prosperity and substantiality. It would be well for our business men to consider that, while railroads are an essential necessity to the prosperity of the Province, we must also have something here for them to do when they are built."

Plenty of assurances have been coming to hand of late from various sources that Russia's financial position is improving. It hardly seems so, however, if we may judge from a recent article in the *Nova Vremya*, a leading St. Petersburg organ. According to that journal, the situation is most unfavorable, the treasury being exhausted to such a degree that the only resource left is the introduction of income-tax, and, meanwhile, the Government will be compelled to issue new paper roubles. It is also stated that six Governments in Southern and Southwestern Russia will certainly suffer from a complete harvest failure. If the outlook for the coming winter is as bad as the *Nova Vremya* paints it, the prohibition against cereal exports will soon be renewed, and the bears of Russian stock may have an opportunity of avenging themselves for the failure of their last campaign.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS	MASTER.	SAILKD.	FROM.	FOR.	CASKS.	VALUE.	ARRIVED.
Br bark	Martha Fisher	811	Meadowcraft	.....	Victoria	Liverpool	.....	.....	.....
Br bark	Glengarry	802	Davidson	.....	Fraser River	.....	.....	.....	.....

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILKD.	FROM.	FOR.	CARGO PT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	1,495,123	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	1,001,171	9,193	March 25	60s
Am bark	Hesper	664	Sodergren	Feb. 20	Vancouver	Shanghai	754,924	7,781	April 23	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	834,937	7,095	May 20	42s 6d
or bark	Czar	1324	Christophersn	March 4	Vancouver	Adelaide	1,046,611	10,476	June 7	57s 6d
Nor bark	Agnes	814	Hofgaard	Feb. 20	Chemainus	Antofagasta	602,549	6,413	June 11	40s
Nor ship	Kathinka	1463	Klevenberg	March 12	Vancouver	Melbourne	1,228,925	9,251	May 28	60s
Chil bark	India	953	Funke	Feb. 22	Vancouver	Valparaiso	803,291	7,018	May 10	owners ac
Br bark	Glenberrie	800	Groundwater	March 24	Vancouver	Iquiqui	631,810	7,689	June 8	37s 6d
Br ship	British India	1199	Lines	March 31	Vancouver	Valparaiso	863,866	9,315	July 11	37s 6d
Am schr	W. H. Talbot	776	Bluhm	March 14	Vancouver	Tientsin	1,024,876	10,272	May 28	67s 6d
Am schr	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	416,386	3,476	March	Private
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 23	47s 6d
Br bark	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	70,275	7,966	Aug. 31	\$16 00
Br bark	Craigden	2218	Lewthwaite	April 18	Vancouver	Iquiqui-Callao	1,808,000	19,351	July 11	27s 6d & 30s
Br barktn	Toboggan	676	Porter	May 20	Vancouver	Wilmington	632,828	9,330	Sept. 11	\$15.00
Br bark	Thermopylae	918	Winchester	June 2	Vancouver	Yokohama	323,576	8,949	July 22	Private
Nor bprk	Fritzoos	1078	Rolfson	May 29	Chemainus	Melbourne	963,124	8,072	Aug. 9	45s
Br ship	Burnah	1047	Newcombe	June 2	Moodyville	Valparaiso	1,289,359	9,883	pr Aug. 23	35s
Br ship	Crown of Denmark	2029	Smith	June 24	Vancouver	Melbourne	1,850,725	15,435	.....	37s 6d
Nor bark	Ursus Minor	903	Johanson	June 1	New West	Sydney	481,214	4,393	Aug. 3	37s 6d
Br ship	Karl Granville	1149	Flack	June 16	Cowichan	London	853,937	12,393	.....	62s 6d
Chil bark	Antoniella	999	Stack	June 27	Chemainus	Valparaiso	836,358	9,015	.....	owners ac
Ger bark	Palawan	967	Van Heuvel	July 8	Vancouver	Iquiqui	688,831	7,521	.....	33s 9d
Chil bark	Leonor	801	Jenatsch	July 8	Moodyville	Valparaiso	637,375	6,530	.....	owners ac
Chil ship	Guinevere	969	Glennie	Aug. 6	Chemainus	Valparaiso	762,062	7,612	.....	owners ac
Am bktn	Robert Sudden	858	Uhlberg	Aug. 3	Vancouver	Valparaiso	771,140	8,797	.....	40s
Chil ship	Hindostan	1513	Walsh	Aug. 7	Moodyville	Valparaiso	1,232,386	11,471	.....	owners ac
Br bark	Zebina Gowdy	1087	Manning	Sept. 5	Vancouver	Wilmington	853,218	10,125	.....	\$13.00
Chil ship	Atacama	1235	Caballero	Aug. 24	Moodyville	Valparaiso	994,491	9,089	.....	owners ac
Br ship	City of Quebec	708	Carnegie	Sept. 6	Vancouver	Adelaide	517,409	4,048	.....	40s
Br bark	Nineveh	1174	Broadfoot	Sept. 3	Vancouver	Sydney	951,900	9,287	.....	owners ac
Am schr	Robert Searles	570	Piltz	Sept. 8	Vancouver	Port Pirie	815,321	5,962	.....	41s 3d
Am ship	George Skolfield	1276	Dunning	Sept. 20	Vancouver	Valparaiso	931,346	81,781	.....	40s
Chil bark	Lake Lemna	1035	Bozzo	Sept. 22	Moodyville	Valparaiso	763,839	6,610	.....	owners ac
Br bark	Scammell Bros	1218	McFarlane	.....	Vancouver	Wilmington	.....	.....	.....	\$11.00
Am schr	Alice Cook	732	Penhallow	.....	Vancouver	Sydney	.....	.....	.....	30s
Nor ship	Morning Light	1310	Johansen	.....	Vancouver	Cork, U. K.	.....	.....	.....	58s 9

VESSELS IN PORT.

(October 3, 1892.)
VICTORIA.

British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 21 from Liverpool, laid up. R. P. Rithet & Co., Ltd., consignees.

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

Br. ship Persian Empire, 1,332 tons, Capt. Hay, arrived Sept. 23 from Callao for orders.

Br. bark Bankburn, 1,352 tons, Capt. Davies, arrived Sept. 29, to load lumber at Port Blakely.

VANCOUVER.

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

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

Am. schooner Alice Cook, 732 tons, Capt.

Penhallow, arrived Sept. 8, loading lumber for Sydney.

Br. bark Fernbank, 1,338 tons, Capt. Boyd, from Glasgow, arrived Sept. 7, with a cargo of general merchandise and water pipes. Bell-Irving & Paterson consignees.

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

Br. ss. Empress of India, 3,603 tons, Capt. Marshall, arrived Sept. 30.

NEW WESTMINSTER.

Br. bark Glengarry, 802 tons, Capt. Davidson, arrived Sept. 20, loading salmon for U. K. at English's cannery, on account of Bell-Irving & Paterson.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship Ericsson, 1,568 tons, Capt. Bennett.

Am. bark McNear, 1,245 tons, Capt. Swan.

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

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

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

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

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

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

WELLINGTON SHIPPING.

Am. ship Glory of the Seas, 2,109 tons, Capt. Freeman.

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

Br. ss. Grandholm, 571 tons, Capt. Masson.

EAST WELLINGTON SHIPPING.

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

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	4,731
Vancouver	6	10,086
Westminster	1	802
Nanaimo	12	15,706
Total	23	31,415
Previous week	18	23,241

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTR.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark	Chilli	678	McKenzie	May 27	E London	Victoria	Turner, Beeton & Co.	130
Chil. bark	Eritrea	1089	Serra		P Lebu	Moodyville	R. P. Rithet & Co., Ltd.	
Br bark	River Ganges	642	Budge	July 27	F Rio de Janeiro	Victoria	Windlay, Durham & Brodie	69
Br bark	The Frederick	812	Simpson	Sept. 2	C Talcahuano	Victoria	Robert Ward & Co., Ltd.	32
Br bark	Assel	785	Gilmour	Aug. 19	S London	Victoria	R. P. Rithet & Co., Ltd.	46
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver	Bell-Ingling & Paterson	89
Br bark	Thermopylae	948	Winchester		O Hong Kong	Vancouver	Victoria Rice Mills	
Br bark	Mary Low	813	Robertson		Liverpool	Victoria	R. P. Rithet & Co., Ltd.	
Br ship	Kinkora	1799	Lawrence		Liverpool	Victoria & Van	R. Ward & Co. & Bell-Ingling & Paterson	
Br ship	Morayshire	1428	Swinton		Q Java	Vancouver		
Am bark	Colorado	1036	Gibson	Sept. 27	H Port Harford	Vancouver	C. Gardiner Johnson & Co.	7
Am bark	Highland Light	1265	Herriman	Aug. 31	H Port Harford	Vancouver	C. Gardiner Johnson & Co.	34
Br bark	Grasmere	1246	Carter	Aug. 5	O Coquimbo	Royal Roads		60
Haw bark	R. P. Rithet	1019	Morrison	Aug. 10	P Pisagua	Victoria	R. P. Rithet & Co., Ltd.	57
Br ship	Dynomene	1900	Walker	July 24	A Rio Janeiro	Vancouver		72
Br schr.	Americana (new)	1250			T Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co.	
Am ship	Topgallant	1229	Jackson	Aug. 17	H Honolulu	Nanaimo		48
Br ss	Loo Sok	1070	Benson	Sept. 7	B Hong Kong	Victoria	N. P. S. S. Co.	27
Nor bark	Benj. Bangs	1118	Hjouness	Sept. 3	D San Diego	Vancouver		31
Br ss	Empress of Japan	3003	Lee		G Hong Kong	Vancouver	C. P. S. S. Co.	
Br bark	Lebu	726	Thorburn		H Rio Janeiro	Royal Roads		
Br str	Salado	1405	Crouch	Sept. 13	N Newport, Eng.	Victoria		21
Br ss	Tacoma (ex Batavia)	1582	Hill		I Hong Kong	Victoria	N. P. S. S. Co.	
Br ss	Zambesi	1580	Edwards	Oct. 6	J Hong Kong	Victoria	N. P. S. S. Co.	
Br ss	Empress of China	3003	Tillet		H Hong Kong	Vancouver	C. P. S. S. Co.	

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

FREIGHTS.

Rates are nearly unchanged. There is a decline noted in lumber rates to the West Coast of South America, also to the U. K., for orders.

Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 33s 9d; Sydney, 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 35s to 37s 6d; United Kingdom, calling at Cork for orders, 50s; Shanghai, 45s; and Yokohama, 40s 6d, nominal.

Grain freights from San Francisco to the U. K. are nominal and may be quoted at 25s, at which rate two handy vessels have been chartered to Cork for orders, but for largesized carriers the rate is not more than 23s; Portland 31s 6d, nominal; Tacoma, 28s 6d, nominal.

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

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending September 24:—

Date.	Vessel and Destination.	Tons.
20.	Wanderer, str., Port Townsend	50
20.	General Fairchild, bk. Wilmington	2,444
20.	Pioneer, str., Port Townsend	32
21.	Holyoke, str., Port Townsend	51
21.	Mogul, str., Port Townsend	31
21.	Wanderer, str., Port Townsend	2,250
21.	Carrollton, bk., Wilmington	2,405
21.	Wilna, bk., Wilmington	2,405
21.	B. P. Cheney, shp., San Francisco	1,993
	Total	9,487

The following are the shipments for the week ending October 1:—

Date.	Vessel and Destination.	Tons.
28.	Tyoc, str., Port Townsend	83
28.	Big Bonanza, shp., San Francisco	2,319
29.	Wanderer, str., Port Townsend	53
29.	Victoria, str., China	1,075
30.	Holyoke, str., Port Townsend	50
1.	Alaska, shp., San Francisco	2,024
	Total	5,904

The S. S. Zambesi sails from Hong Kong, October 6, in the N. P. S. S. line.

FOREIGN COAL SHIPMENTS.

The following are the foreign coal shipments for the month of September:

New V. C. Co.	30,147
Wellington	13,063
East Wellington	2,111
Total	45,321

The Empress of India arrived Sept. 29, from Yokohama, having made the run across in 11 days 6 hours, or about 10 days 6 hours actual steaming—the fastest passage that has yet been accomplished.

The Nanaimo Free Press says: The ss. Grandholm has been chartered by James Otis, of San Francisco from the Union S.S. Company for one month with the option of twelve. Mr. Otis intends to put her in the Central American trade between there and San Francisco, and if business warrants it, she will come up to Portland and the Sound Ports, and Vancouver, making the latter her northern point of call. According to the terms of the charter the Union S.S. Company have agreed to furnish two vessels of a similar class if needed.



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Extract of Soap, Sal Soda,
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Rice, Rice Meal,

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Delta Brand Family Flour,

Superfine Flour, Bran & Shorts

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SHAWNIGAN LAKE LUMBER CO.,

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Manufacturers of all kinds of rough and
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Cedar and Fir Lumber.

Rustic, Shiplap, Flooring, Mouldings, Laths,
Shingles, Pickets, etc., kept in stock
or cut to order.

Yard: Discovery St., between Store and
Government Sts., VICTORIA, B. C.

Address all communications to P. O. Box 298,

W. R. CLARKE,

Harbor Master,

Port Warden,

—AND—

Lloyd's Surveyor.

40 YATES ST., VICTORIA.

NOTICE.

The undersigned have this day
established a branch of their firm
at this port, and have authorized
Mr. H. E. Connon to sign their
firm's name, per procuracyon.

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

DODWELL, CARLILL & CO.,
Of Hong Kong, Foochow, Hankow and Shang-
hai (China),
Kobe and Yokohama (Japan),
89 Billiter Buildings, E. C., London, (England),
Tacoma (Washington).

General Agents Northern Pacific
Steamship Company.

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

Gives 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 Wharve, 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.

OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

Daily Capacity.....		7,500 Barrels.
ROYAL—Montreal.....	2,500 Barrels	SEAFORTH—Seaforth, Ont..... 500 Barr
GLENORA " ".....	2,500 "	GODERICH—Goderich, Ont..... 1,000 "
WINNIPEG MILLS.....		1,500 Barrels.

STANDARD BRANDS:

OGILVIE'S HUNGARIAN, OGILVIE'S STRONG BAKERS

HUDSON'S BAY CO'Y,

VICTORIA, - - - B. C.

IMPORTERS :

WINES,
LIQUORS
CIGARS,
CIGARETTES,

CANNED GOODS,
ENGLISH GROCERIES,
CANADIAN GROCERIES,
AMERICAN GROCERIES,

STAPLE DRY GOODS,
BLANKETS,
FIRE ARMS,
AMMUNITION.

AGENTS FOR:

Fort Garry Flour Mills, Benton County Flouring Mills.