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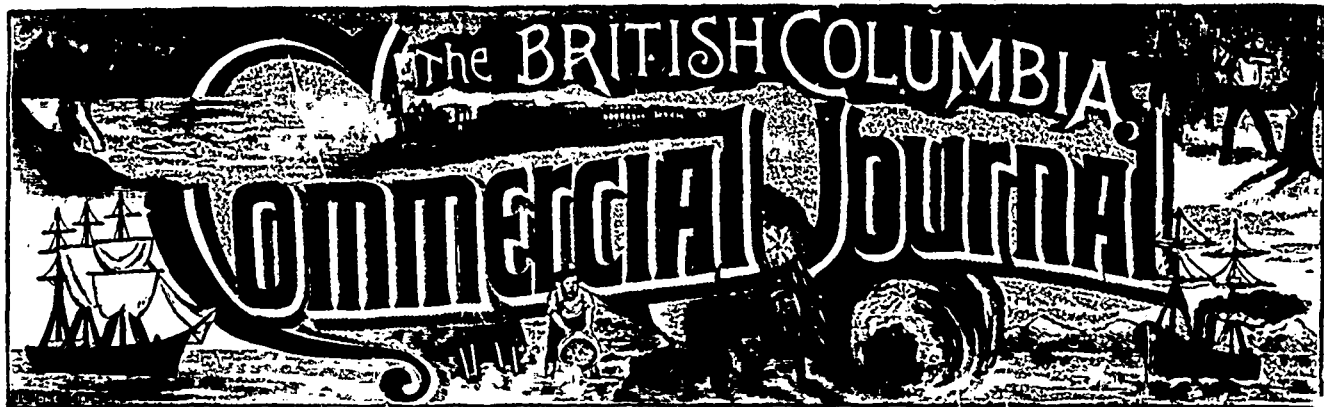
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## TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, Dec. 19.

### VICTORIA.

Business has been of very fair volume, preceding the holiday season, although both jobbers and retailers are working on more conservative lines. Two more vessels, the Astracina and Romola, have lately gone on berth at Liverpool and London for this province and these with the seven others now on the way from ports in the U. K. indicate that the importing trade is steadily increasing. A large consignment of frozen mutton was received by the Arawa from Australia. It was from a syndicate of grazers of New South Wales, and was sold to the butchers by the carcass at 7½c per lb. Arrangements were made so that the mutton was sold in the four cities of the province. It was retailed at 8½c by the carcass, and met with a good sale.

The action of the chartered banks is having a beneficial effect on credits generally throughout the Province. By the new system adopted the banks while still giving customers the usual lines of discounts will be enabled to hold their accounts well in hand and educate their customers to the system of prompt settlement.

Collections are still reported slow and on the whole unsatisfactory. It is believed that in future the wholesale trade will as far as possible seek to settle open accounts with their customers by note in sympathy with the system adopted by the banks.

The Vancouver *News-Advertiser* says: "An improvement is to be noted in most lines, and the holiday trade may now be said to have commenced. Money is, however, still scarce, and collections are accordingly slow, and two failures have to be recorded as having occurred during the past week. The chief feature of the week has been the arrival of the steamship Arawa, from Australia, with a cargo of mutton, fruit and other produce. Though her cargo was not so large as that of some previous vessels in the line, she will take a big load on the return trip. The steamship Empress of China has also sailed during the past week, while the Norwegian ship Beaconfield has arrived to load lumber. The heavy rain of the last few days has put a temporary stop to all building operations. There is still a considerable amount of work in hand, while the erection of several large blocks is contemplated next year. Wholesale business has improved during the week, as merchants are enlarging their stocks in view of the holiday trade. The chief feature to note is the decline in meats."

### FRUITS AND VEGETABLES.

The feature of the week was the arrival of the steamship Arawa from Sydney via Fiji Islands and Honolulu. She brought

a considerable quantity of fruit, both from Australia and the Islands. The first consignment of fruit from the Fiji Islands, consisting of pineapples, bananas and coconuts, was received and realized very fair prices. Oranges are coming in more plentifully from California, and prices are dropping. The crop in California will, it is generally believed, be a large one. A number of the bananas received ex the Arawa were over-ripe, and dealers have had to throw away quantities, and there are very few prime bunches remaining on the market. Prices are reported firmer. Grapes are nearly out, and any that are offered are worth \$1.75 per box. The Empress of India due about the middle of the week, will have fresh supplies of Japanese oranges for the X'mas trade.

Jobbers' quotations for fruits are as follows:—

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

Vegetables are quoted:

Potatoes—Local.....	per ton 17 00 @ 20 00
Onions—Silverskins.....	per lb 2 @ 2½

### FLOUR AND FEED.

The only feature to note is the reduced prices of rolled oats and chop feed caused by competition between the two mills in the province. The effect of the low prices will, it is believed, stop to a large extent imports of these products from California. The National Mills are now showing a very superior ground barley feed for \$26 per ton. The British Columbia Milling & Feed Co., of New Westminster, quote their products to the trade as follows: Rolled oats \$3.00 per sack, oatmeal, \$3.50, Graham flour, \$1.50, split peas, \$3.25, chop feed \$23 to \$26 per ton.

The Portland *Commercial Review* says of flour: "For standard brands the local call continues fair, but the output is much in excess of requirements and consequently prices have favored buyers. The demand from China appears temporarily checked and but little is now going in that direction. Two cargoes cleared during the week for Europe, aggregating 45,500 bbls., which will probably pass out before Saturday. Standard brands are listed at from \$2.75 to \$2.80 per bbl., and country brands correspondingly weaker.

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

Ogilvie's Hungarian.....	\$4 25
"    Strong Bakers.....	4 05
The Columbia Flouring Mills quote	
Enderby flour in carload lots on wharf	
in Victoria:	
Premier.....	\$4 00
XXX.....	3 85
Strong Bakers or XX.....	3 45
Superfine.....	3 15

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

Delta.....	\$4 00
Victoria XXX.....	4 00

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 25 @ 0 00
Lion.....	4 25 @ 0 00
XXX.....	4 25 @ 0 00
Premier, Enderby mills.....	4 35 @ 0 00
XXX.....	4 20 @ 0 00
XX.....	3 80 @ 0 00
Superfine.....	3 50 @ 0 00
Ogilvie's Hungarian.....	4 05 @ 0 00
"    Strong Bakers.....	4 50 @ 0 00
H. B. C. Fort Gar " Hungarian.....	4 65 @ 0 00
"    "    Strong Bakers.....	4 50 @ 0 00
Oak Lake Patent Hungarian.....	4 65 @ 0 00
"    Strong Bakers.....	4 50 @ 0 00
Regina Hungarian.....	4 65 @ 0 00
"    Strong Bakers.....	4 50 @ 0 00
Benton County, Oregon.....	4 00 @ 0 00
Portland Roller.....	4 05 @ 0 00
Snowflake.....	4 05 @ 0 00
Wheat, per ton.....	28 00 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	45 00 @ 00 00
Chop feed.....	25 00 @ 30 00
Shorts.....	28 00 @ 30 00
Bran.....	25 00 @ 27 50
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 80 @ 0 00
Corn, whole.....	per ton 37 50 @ 40 00
Cormeal.....	2 75 @ 3 00
Cormeal-iced.....	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 wholesale:

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

### GROCERIES AND PROVISIONS.

A small consignment of Reynolds & Co's. New Zealand creamery butter was received by Erskine, Wall & Co. for their retail trade. It is the same article that is shipped by the makers to the London market in large shipments and is reported to give satisfaction in that market. Eastern gold medal creamery butter is quoted by jobbers at 20½c per lb. Clover Leaf creamery has advances ½c per lb., and is now quoted by Alice & Ault at 23½c per lb.

The Montreal *Trade Bulletin* says: "Butter receipts during the past week were 2,362 pkgs., against 2,154 pkgs., for the week previous. The butter market is inactive, as much from limited supplies as the unwillingness of buyers to pay asking rates. Stocks here are comparatively very light for the season. It is said that factorymen are supplying West End grocers in lots to suit them at 22½c to 23c, thus going past our wholesale dealers and commission houses. But this is nothing new at this time of the year. If factorymen cannot get their price from the wholesale trade, some of them go into the peddling business. In dairy butter, stocks are light, and full prices are obtained for all fine offerings. A lot of 30 tubs of choice Eastern Townships was sold at 21½c, and a lot of Perth goods brought 20½c. Western has been sold at 19c to 20c. At the moment, it certainly looks as if there would be no surplus left over to speak of next spring. We quote prices as follows: Creamery, August, 22c to 22½c, per lb.,

Creamery, September and October, 22½c to 23c. For single tubs of selected, 1c per lb. may be added to the above. The first few small lots of choice rolls brought full figures; but, as the receipts increased, holders were less exacting, sales having been made at 19c to 21c. A lot of 7 half bbls. of very fine rolls was made at 20½c, and 3 large boxes at 19c. Receipts of cheese during the past week were 4,128 boxes against 5,283 boxes for the week previous. Besides the sales mentioned by us last week West of Toronto, further business has been transacted, several thousand more boxes having passed into dealers' hands on p. t., but the rates are said to be in the vicinity of 11c. In this market orders for both under-priced and finest goods have been received during the past few days, but there is nothing to be had here except the latter, which is held at firm prices, which English buyers, it is thought, will soon have to pay. Their home stock is gradually disappearing, and with no indications of getting much from New York, Canadian goods are no doubt good property.

The Toronto *Empire* says: Canned goods are quiet and steady. Nothing new has been developed in the week's trade. Packers are not pressing sales of canned vegetables, and are looking for higher prices. All lines of dried fruit have been active, so much so that some leading lines are about all gone. Retail dealers who want to be sure of their Christmas Malaga raisins should order at once, as stocks are going down rapidly. A leading jobber stated to the *Empire* that all of their Malaga fruit would be gone before the end of this week. Off stalk, selected and layer Valencias are also scarce. An order was wired here to New York for an extra supply of selected Valencias, stocks on hand being exhausted. There has been a good demand for all kinds of nuts, and also peels. Prices are steady."

New season's dried fruits are quoted:

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 @ 5½
" (cases)	per lb	5½ @ 7½
Sultana raisins	per lb	10 @ 12½
Taragona almonds	per lb	14 @ 18
Filberts	per lb	11½ @ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	26½ @ 28½
Manitoba dairy	23 @ 00
Cheese—Canadian, lb	12½ @ 14
California	16 @ 18
Eggs, case, per doz	22 @ 23

Smoked meats and lard are quoted:

Hams	15½ @ 17
Breakfast bacon	16½ @ 18
Short rolls	13½ @ 15
Dry Salt, long clear	13½ @ 14
Pure Lard, 20lbs, pails	14 @ 14½
" " 10lbs, tins	14½ @ 14½
" " 5lbs "	14½ @ 15
" " 3lbs "	14½ @ 15
Lard Compound, 10lbs	12½ @ 00
" " 20lbs	12½ @ 00

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

Dry Granulated (China)	52
Extra C, China	42
Dry Granulated	52
Extra C	51
Fancy Yellow	52
Yellow	53
Golden C	43

Syrups, per lb	3
" 1 gal. tins, American	5 50
" 1 " " "	5 35
" 1 " Vancouver	5 50
" 1½ " " "	7 00

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

Helmet brand sugar cured hams, medium	0 16
" " " heavy	0 15½
" " " breakfast bacon	0 17½
Fancy Gold Band hams	0 18½
" " " breakfast bacon	0 21
White Label pure leaf lard, tierces	0 14
" " " 50-lb tins	0 14½
" " " 20-lb "	0 13½
" " " 10-lb "	0 14½
" " " 5-lb "	0 14½
" " " 3-lb "	0 14½
Lard compound (tierces)	0 11½

LUMBER.

No new business is reported, although it is whispered there are some important transactions passing which will be public property shortly. Local quotations are reported a little firmer.

There are at present eight vessels aggregating 9,906 tons, loading at British Columbia ports for foreign. At Vancouver—Nor. ship Germanic, 1,260 tons, for Cork, U. K., for orders. Am. ship Benj. Sewell, 1,361 tons, for Cork, U. K. Am. ship Snow & Burgess, 1,578 tons, for Santa Rosalia. Am. bark Colorado, 1,026 tons, for Shanghai. Am. bark Templar, 910 tons, for Callao. Am. schr. W. H. Talbot, 776 tons, for East London, Cape Colony. Am. ship Eclipse, 1,536 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 40 feet inclusive, per M feet. \$ 8 00  
Dock 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, \$30 to \$10; flooring and rustic, No. 1, \$16; do., No. 2, \$12; shingles, \$1.50; lath, \$1.50.

The Sayward Mill will shut down on December 23, for a couple of weeks. The company propose adding some new machinery and making improvements to the present plant.

The Westminster and Burrard Inlet Telephone Co. have laid a cable across the Fraser and established telephone communication with Brownsville and Ladner's Landing from New Westminster and Vancouver.

We have received the Christmas number of the Montreal *Star*. To say that it is marvellously beautiful and overwhelmingly superior to the American pictorials is no exaggeration. The art-supplements of the *Christmas Star* are perfectly bewitching and well worth framing, while the Canadian wild flowers form a superb portfolio. As a Christmas present to send to friends or to decorate the home at the Christmas season, the *Christmas Star* is grand, and to find that such a high class art publication is sold at so small a figure as fifty cents is a revelation that is really amazing.

BUSINESS CHANGES.

C. Eiesner, Vienna Cafe, Victoria, is reported away.  
Grey W. Walker, tailor, intends opening at Wellington.  
W. J. Law, tailor, Revelstoke, has sold out to R. S. Wilson.  
Wm. Langton, variety, Nanaimo, has opened a branch at Union.  
D. Wilson, harness, Vancouver, has assigned to W. C. Archer.  
Mrs. F. H. Clayton, grocer, Esquimalt, has assigned to Thos. H. Allice.  
J. T. Crosby, boots and shoes, Vancouver, has assigned to J. W. Weart.  
Isaac Brown, late of Toronto, has leased the C. P. R. restaurant at Sicamous.  
Mr. Keith, of Beebe & Keith, general merchants, Waneta, is reported away.  
J. W. Sexsmith & Co., are erecting a butter and cheese factory at Steveston.  
R. T. Lowery, publisher *Nakusp Ledger*, selling out to C. E. Smitheringale, Nelson.  
Frank & Barnwell, bakers, Vancouver, have dissolved. Thos. Barwell continues.  
Shuison & Walters have leased the hotel business of D. Nicholson, Okanagan Mission.  
J. B. Wilson, general dealer, Kaslo, is offering to compromise at 25 cents on the dollar.  
R. Jones, late, of Glamorganshire, South Wales, has opened a blacksmith shop at Kamloops.  
Galbraith, Reardon & Maxwell, loggers, Burgoyne Bay, have dissolved. Mr. Galbraith continues.  
The Golden Lumber Co., Ltd., has been incorporated. They continue the business of the Golden Sawmill Co.  
Davidson Bros., jewellers, Victoria, Vancouver and New Westminster, advertise selling out Westminster branch.  
John Meytyer and Marcel Liberty, Sherman House, Vancouver, have dissolved. John Meytyer and Joseph Noel continue.  
A. H. Yates & Co., produce and commission, Vancouver, have dissolved. J. D. Beckman has withdrawn and J. M. Morris is admitted as partner.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Nov. 28, 1893, is reported expressly for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:  
Daniel J. McDougall, Dewdney, potato-digger.  
Thomas Renick, Miami, Canada, car-coupling.  
John G. Smith, Montreal, Quebec, stop-cock.  
Henry Vachon, Golden, Canada, shoe fastening.  
Total issue, including designs, trade marks and reissues, 559.  
On the 18th January, the Parliament of the Province of British Columbia is called together for the despatch of business, and it may be expected that the session will be, to say the least of it, a lively one, owing to the discussions that are sure to take place as between parties, to say nothing of the importance of some of the business that is certain to come up.

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### SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Dec. 9, as follows: "During the week there have been the following arrivals: From the Coast mines, 26,011 tons, from foreign ports, 2,600 tons. Business in the fuel line is very dull, except for domestic purposes, for which there is a fair trade, thus keeping jobbers pretty busy. Prices remain stationary, except for Cumberland, which has been reduced, owing to sharp competition. The all absorbing topic among our principal merchants, and leading manufacturers, is the tariff, but principally regarding coal, as this is the leading dutiable article in which we are all most particularly interested. There has been some doubt expressed about loyalty of some of our Representatives, as to whether they will all be a unit in favoring placing bituminous coal on the 'Free List.' If any of our State Senators or Congressmen when the vote is being taken, shall be found recorded as opposing the placing of coal on the 'Free List,' they will have a sorry time on their return here explaining their position to their constituents. Party politics cut no figure here. We pay 75 per cent. of all the duties paid on fuel in the United States; we were taxed over \$830,000 in 1892. Who paid it? Our railroads, steamships, gas companies, shipbuilders, foundrymen, and all our principal industries, hence the stagnancy of business at present with all our factories, most of them running on barely half time. California-like, those most interested are passively awaiting the result, to ascertain then, what they should be actively doing now."

The following appears in the *Monetary Times*: "In British Columbia a keen interest is felt in the question of compensation to be paid to sealers for loss by reason of enforced idleness under the *modus vivendi*. The question is debated whether compensation for deprival of the right of sealing in Behring Sea is to be considered alone, or whether what the sealers actually made elsewhere is to be taken into account in abatement of the claim. What all should aim at is a fair and reasonable adjustment, neither more nor less. While the sealers are entitled to be saved from loss, they have no claim to make a profit out of the restraint put on their action. What they may fairly ask is, that they should be neither better nor worse off on account of the restriction put upon them. Beyond this nothing should be attempted, and no attempt, if made, would be likely to succeed. It should be the aim of Canada to present a claim that is not open to serious objection. If this be done, prompt payment may be expected; and this alone is likely to bring a speedy settlement."

### A. LEFRED,

(Graduate of Laval and McGill.)

MINING ENGINEER.

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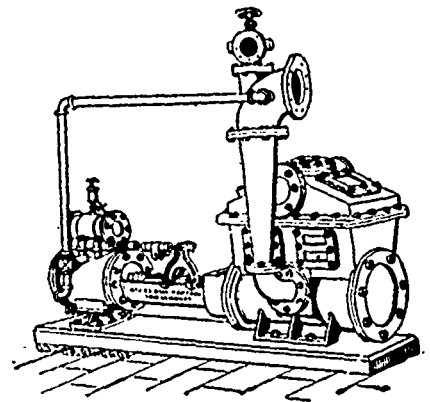
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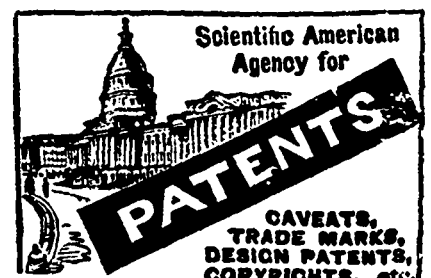
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The Great West Life Assurance Co., Winnipeg and Victoria.  
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."  
The Stevenson Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

**64 YATES ST., VICTORIA.****INVENTORS' RECORD.**

The following list of United States patents, granted to Canadian inventors, Nov. 21, 1893, is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

Henry Bickle, Gladstone, assignor of one-half to E. F. Hutchings, Winnipeg, harness snap.

Thomas Davidson, Montreal, damper.

Charles C. Davidson, assignor of three-fourths to J. A. Harris, car coupling.

Alfred Kleinstiver, assignor of one-half to B. S. Van Tuyl, Petrolia, regulating mechanism.

Richard Smith, Sherbrooke, steam regulator for paper machines.

Charles H. Taylor, assignor to R. L. F. Strathy & Co., Montreal, wire attacking device.

Total issue, including designs, trade marks and reissues, 484.

**SELF-DEPENDENCE.**

The eye of the employer is often worth more than the hands of a dozen employees. In the nature of things, an agent cannot be so faithful to his employer as to himself. Many who are employers will call to mind instances where the best employees have overlooked important points which could not have escaped their observation as a proprietor. No man has a right to expect to succeed in life unless he understands his business, and nobody can understand his business thoroughly unless he learns the same by personal application and experience. A man may be a manufacturer, but he has got to learn the details of his business personally, he will learn something nearly every day, and he will find he will make mistakes nearly every day. And these very mistakes are helps to him in the way of experience if he but heeds them. He will be like the Yankee tin peddler, who, having been cheated as to quality in the purchase of his merchandise, said: "All right, there's a little information to be gained every day. I will never be cheated in that way again." Thus a man buys his experience, and it is the best kind, if not purchased at too dear a rate.

Among the maxims of the elder Rothschild was one, an apparent paradox: "Be cautious and bold." This seems to be a contradiction in terms, but it is not, and there is great wisdom in the maxim. It is, in fact, a condensed statement of what I have already said. It is

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to say, "You must exercise caution in laying your plans, but be bold in carrying them out."

A man who is all caution will never dare to take hold and be successful; and a man who is all boldness is merely reckless, and must eventually fail. A man may go on "change" and make \$50,000 or \$100,000 in speculating in stocks at a single operation. But if he has simple boldness without caution, it is mere chance, and what he gains to-day he will lose to-morrow. You must have both caution and boldness to insure success.

The Rothschilds have another maxim; "Never have anything to do with an unlucky man or place." That is to say, never have anything to do with a man or place which never succeeds, because, although a man may appear to be honest and intelligent, yet if he tries this or that thing and always fails, it is on account of some fault or infirmity that you may not discover, but nevertheless must exist.

There is no such thing in this world as luck. There never was a man who could go out in the morning and find a purse full of gold in the street to-day, and another to-morrow, and so on day after day. He may do so once in his life; but so far as mere luck is concerned, he is as liable to lose it as to find it. "Like causes produce like effects." If a man adopts the proper methods to be successful, "luck" will not prevent him. If he does not succeed, there are reasons for it, although, perhaps, he may not be able to see them.

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VICTORIA, TUESDAY, DECEMBER 19, 1893.

### CHRISTMAS.

We have again to congratulate our readers on the approach of the ordinarily joyous time of Christmas. With many people and many business men, too, it does not seem likely to be as gladsome as it has been some years. Nevertheless, let every one make the best of it; we don't advise them to set about extracting sunshine from cucumbers; but if one only looks for it, there is always a ray or two of sunshine to be found somewhere, and that can be best appreciated by those who endeavor to turn its genial warmth upon some one else. We, therefore, repeat, not as a mere formality, but with all heartiness the honored compliment "A Merry Christmas!" As for the New Year, it will be for many what they make it. They will, most of them, in the ordinary course of nature, have twelve months during which to make themselves happy. Let them gather up the sunbeams that shine all around their path, and, with them in their storehouse, it is the more easy to make matters more bright and, indeed, prosperous.

### FRASER RIVER FISHERIES.

It might possibly be well for the Fisheries department to send some one along here—not Mr. Samuel Wilmot, for the canners take no stock in him—to see what can be done to protect the British Columbia fishery interests on the Fraser River in view of the fact that at Point Roberts, the lower promontory, which happens to be just within the American jurisdiction, several new canneries are to be built, equipped with all the most modern engines for salmon destruction, to be operated under the same regulations as have made havoc in and devastated the Columbia River. Being at the mouth of the river they will be in a position to intercept the salmon as they pass up, and do a great deal towards destroying a most important British Columbia interest. There can be no question as to the rights of other nations, the entire matter being in the hands of Canada and the United States. It is to be hoped that there will be no delays in taking action. The contingency is an urgent one, nevertheless, as even the *Colonist* suggests, it will in all probability be months before the Department begins to move in the matter and it is more than likely that next year's regulations will be issued before the altered state of things at Point Roberts is taken into consideration. When at Ottawa, Premier Davie pointed out how extremely awkward it was for

many of our concerns to be forced to wait for action from Ottawa—three thousand miles away—and asked that owing to our special conditions a number of matters be vested in the Provincial authority, which elsewhere were regulated by the Federal authority. But here it is not unfrequently impossible to wait, besides our conditions and surroundings are so essentially different from those obtaining elsewhere.

### THE STROEBEL TRIAL.

For close upon ten days the attention of the court and of the public has been occupied with a mass of evidence that has been adduced in connection with the murder of one Marshall, a rancher, at Huntingdon. Naturally the counsel on both sides have sought to make the best of their respective cases; but there are some who strongly reprehend the policy of the counsel for the defence who, in the endeavor to save his client's life, has striven to make the jury believe that the evidence for the prosecution has been unworthy of belief, the parties testifying having virtually been guilty, by inference at least, if not by proof, of almost every crime upon the calendar. This has necessitated the bringing in of a volume of testimony in rebuttal. As the Judge, however, intimated, Mr. Morrison had his client's life to defend, and it was his duty to do his very best for him. On the other hand, counsel for the Crown has marshalled all the evidence it was possible to adduce, and with very great skill and forcefulness presented his case. At the time of writing, it would be difficult to predict whether the verdict will be for or against the accused.

### CONNECTION WITH THE MAINLAND.

While in our last issue, in regard to the C. P. N. Co. and the opposition it appears likely to have from the C. P. R. Co., with which it formerly cooperated, the *BRITISH COLUMBIA COMERCIAL JOURNAL* voiced the sentiment of a number of people, it is only proper to remark that there is much to be said on the other side. The C. P. N. Co. is a Victoria institution, the capital or the greater part of it is owned here, its employees make their homes among us and the bulk of their earnings help to swell the volume of cash which is in circulation throughout the city. These are considerations that should not for a moment be lost sight of and cannot fail to have their weight in influencing business, other things being equal, or nearly so. We all of us realize that Victoria has nothing to expect in the way of consideration at the hands of the C. P. R., who, it would appear from past experience, are bent upon doing the utmost possible injury to local interests, whether real estate or commercial. For our part, we should exceedingly regret to see the C. P. N. Co. out of the field, where its presence would be a break to further C. P. R. aggressions. No doubt local consignees, shippers or the traveling public will, taking all things into consideration, give the C. P. N. Co. a generous share of their patronage.

We should be sorry, indeed, to see the traffic to or from Victoria placed at the mercy of the huge monopoly which has

done its best to place its iron heel on every Dominion interest, and whose unquestioned policy has been to kill off those which it was unable to coerce. Indeed, it has been said that it is to the management of that huge concern that much that has been complained of in the Mainland ferry service has been due. Besides, there is reason to expect that relieved to a great extent from its dictation the C. P. N. Co. will be in a better position to meet the requirements of both Island and Mainland, since it is only the through traffic which the C. P. N. Co. has thus far cared to cultivate.

According to latest advices, Messrs. VanHorne, Fullerton & Co., made their arrangements long ago, for a new mainland ferry, thus emphasizing their spite to everything Victorian, as they have done in connection with the Oriental service, and as they attempted to do with that to Australia; but their big round hand being manifested they, it is said, forced Mr. Huddart to discharge Captain Arthur of the Warrimoo. This last incident is one that will not be forgotten by our merchants when it comes to making a choice between transportation companies.

### THE MANCHESTER SHIP CANAL.

While private capital is building at Esquimalt a marine railway and dock for the repair of disabled shipping, British funds have constructed and practically opened the Manchester Ship Canal—a channel of 35½ miles long, at a cost of \$75,000,000. Its construction was begun in 1887, since which time over a hundred thousand men have been employed upon it, besides not less than a hundred mechanical excavators. Ships can enter the canal at Eastnam by one of three locks. The largest of these is 620 feet long by 80 feet wide, and can accommodate steamers of the size of the White Star liner, Teutonic, which is nearly 10,000 tons burden.

The *Canadian Mining Review* says: "A car load containing 20,000 ore sacks has been shipped by the Canada Jute Company, Montreal, to their agent, Mr. R. E. Lemon, at Nelson. When it is considered that these will be placed in addition to the 18,500 already delivered to his customers, it is evident that notwithstanding the low price of silver the miners of Kootenay mean business."

HON. MA. KENZIE BOWELL, Minister of Trade and Commerce, has returned from Australia and is reported to be well satisfied with the results of his mission. He appears to doubt the correctness of the report that the proposed conference at Ottawa next year has fallen through, but of this no doubt more information will be obtained when he has had occasion to confer with his colleagues at Ottawa. The Hon. gentleman considers that the Pacific cable project is an assured success. He also took occasion to say that in order to secure successful trade between the Dominion and Australia the respective countries must ship to each other the very best stuff they can produce.

## BRITISH COAL COMBINE.

A private circular and prospectus was recently sent to the coalowners of England and Wales, regarding the proposed Coal Trust. It emanated from Sir George Elliot, who asked for the opinions of the coalowners on the subject, and announced his intention of convening meetings in the principal coal districts, with a view to the selection of representatives, who would then meet and settle the details so that the company can be established as soon as possible. The prospectus announces that the company has been formed for the purpose of consolidating the various colliery interests throughout the United Kingdom. Then confronting the objection that monopolies of necessaries are undisguised evils, Sir George asserts that "the object is not to create a monopoly for the benefit of the colliery proprietor, but to form a combination which, it is believed, will be equally advantageous to the coalowners, colliery proprietors, workmen, the purchasers, and consumers of all classes, and therefore permanently beneficial to the nation at large." The fundamental principle on which the project proceeds is that the workmen take, in addition to their wages, a share of the profits after the payment of the interest on debenture stock and 10 per cent. on the ordinary stock. So far as the consumer is concerned, an undue increase in price is said to be "effectually guarded against by means of a control to be exercised by independent referees" who will be nominated by the Lord Chief Justice of England. The proposed capital is £120,000,000.

## EDITORIAL COMMENT.

ALTHOUGH the Moran Brothers, of Seattle, have removed their wrecking plant, they say it is not their intention to abandon operations on the San Pedro, which, until more favorable weather comes on, will remain a spectacle to angels and to men at the entrance to Victoria harbor. They state that, so soon as the season becomes more propitious, they will resume work with every prospect of success.

THERE has been awarded to an American contractor, Mr. Feek, the building of a railway with a three-foot track which is to encircle the island of Oahu, on which the city of Honolulu is situated. The entire road will be ninety-four miles long. The government subsidy is \$700 per mile for five years. The bridge timbers are to be of yellow fir and half the ties and all the line posts are to be of cedar. This timber will either have to be obtained from the Puget Sound country or British Columbia.

WHILE to a certain extent we can agree with the *Mercantile Guardian* of London in its compliments to the enterprise and sagacious determination of Mr. James Hudson in establishing and carrying on the Canadian Australian steamship service, we must say that in this community much that he has accomplished is overshadowed by the injustice done by him to Captain Arthur, formerly of the Warrimoo, whom

## H. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of November, 1893:

## IMPORTS.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
Dutiable Goods	\$155,100 00	\$ 81,085 00	\$ 31,433 00	\$ 12,346 00	\$280,964 00
Free Goods	32,587 00	53,864 00	76,136 00	300 00	162,887 00
Total Imports	\$187,687 00	\$137,949 00	\$110,569 00	\$ 12,646 00	\$448,851 00

## REVENUE.

Duty Collected	\$ 57,618 16	\$ 21,171 30	\$ 11,336 25	\$ 4,187 56	\$ 94,313 27
Other Revenue	1,813 77	3,208 35	205 28	331 34	5,558 74
Total Collections	\$ 59,431 93	\$ 24,379 65	\$ 11,541 53	\$ 4,518 90	\$100,872 01

## EXPORTS.

The Mine	\$ 50,819 00		\$ 21,791 00	\$182,449 00	\$255,059 00
The Fisheries	361,133 00	\$ 38,322 00	79,746 00		479,201 00
The Forest	6,156 00	20,033 00	308 00		26,507 00
Animals and their produce	21,200 00	1,326 00	6,680 00	180 00	29,886 00
Agricultural	130 00	3,914 00			4,044 00
Manufactures	7,401 00	3,772 00	3,186 00	45 00	14,404 00
Miscellaneous	1,320 00				1,320 00
Total Exports	\$448,189 00	\$ 67,567 00	\$111,804 00	\$182,974 00	\$ 810,534 00

\$945 gold coin and \$363 silver coin.

he made, despite numerous influential protests, the scapegoat for the too thinly disguised endeavor of the C. P. R. authorities at Vancouver to ignore the port of Victoria.

THE Chinese question it appears will not down in Australia and, according to latest files, is still being discussed at public meetings of the masses. The agitation, it seems, aims at stopping the influx of all Asiatic races, and calls on Parliament to take action. The following is a sample resolution, taken from the *Sydney Morning Herald*: "That the social and industrial consequences resulting from the influx of Asiatics are becoming such a serious menace to the well-being of the entire community, that this meeting urges Parliament to at once provide remedial legislation."

We cannot say that we think our municipal politicians are working as energetically as they might do in connection with the forthcoming elections. There may, it is true, be a considerable amount of quiet influence being exercised; but, though there were some outside discussions recently, the parties appear to have cooled off. Our advice is to agitate; for the days of hole and corner conventions and of occult, mysterious influences ought to be over. Let the entire system be threshed out and the men threshed, too, who, seeking public office, have only their own aggrandisement or personal pride to consider.

THE New York Legislature, last session, passed a law making it a crime in that State to combine to prevent competition. The law applies equally to combinations of labor to enhance prices, and of capitalists and manufacturers to put up the price of products. The first case under it was not a labor case, but a suit against Lockport coal dealers, who were convicted under it in the County sessions of the crime of conspiracy to raise the price of coal. A fine of \$50 against each party in the combination was imposed. The

defendants appealed to the general term, which affirmed the conviction, and it has been again affirmed by the New York Court of Appeals.

THE people of British Columbia are—and it may be that through them the people of the Dominion will be—brought face to face with the problem of Australian frozen mutton and what to do with it. There is among British Columbia ranchers considerable objection to sheep farming, because, as they say, the sheep crop the grass so close that the cattle cannot get hold of it. The mutton which was brought out on the steamer *Arawa*, has commended itself to the consumers because of its quality and as compared with what the market has been accustomed to receive is cheaper. No doubt a good deal of this mutton can be disposed of here, and in refrigerator cars can be sent further East, so that it is natural to expect that from this one staple the vessels can attain a considerable quantity of freight—an important consideration in reckoning up the prospects of the enterprise.

THE different Boards of Trade of Canada are bringing pressure to bear upon the Government so as to secure the introduction of some insolvency legislation at the approaching session of the Dominion Parliament. With the growth of inter-provincial trade, has developed the necessity for uniformity of law with regard to business matters, particularly as concerning the collection of debts and the liquidation of insolvent estates. As the *Canadian Manufacturer* puts it, "What is wanted is a law applicable alike throughout Canada, by which a creditor in New Brunswick or Nova Scotia would stand on equal footing with a creditor in British Columbia, in any insolvency or bankruptcy proceedings that might be instituted against a creditor in the latter province. Politics cannot possibly enter into any consideration of the matter, as indeed it should not do, and any well-considered bill ought to meet the hearty approval of all the members."

## COMMERCIAL SUMMARY.

Baltimore trolley cars must be provided with a life-saving fender.

It is proposed to make 65 the age at which British judges must retire.

Russian farmers hold an average of twenty-seven acres to each family.

The total receipts of the Nicaragua Canal Company have been \$1,655,811.

After January 1st Mexico will assess 14 per cent additional duties on imports.

In Italy the value of land is considered to be thirty-four times the annual rental.

The big Gilmour sawmill at Trenton, on the Bay of Quinte, sawed 38,000,000 feet of lumber this season.

The French Government proposes to impose fines upon railway companies that are run behind schedule time.

The total fire losses in the United States in October are \$2,000,000 less than the corresponding month of 1892.

The C. P. R. traffic receipts for the week ending Dec. 7 were \$380,000. For the same week last year \$438,000.

The Minnesota Supreme Court has decided that the sale of butterine in that State is illegal unless the article be colored pink.

The Russian Finance Minister has ordered an inquiry into the reason why much more American than Russian flour has been sold recently in Finland.

The logging in Northern Wisconsin will be greater this winter than it has ever been, owing to the amount of burnt timber that has to be cut to save it from worms.

Germany is about to appoint a commercial attache to her Consulate in Chicago, whose mission will be to keep German manufacturers posted as to the need of American trade.

In no other country in the world is the telephone in so great general use as in Sweden, and in no other is the service so cheap and at the same time so perfect. It is under government control, and the rates are fixed by the government.

Figures by the American *Economist* of New York show that the number of hands employed in certain manufacturing establishments in the United States on November 5, 1892, was 109,123 and that their weekly wages amounted to \$1,762,280. On September 2, 1891, the number had dropped to 67,661 and the wages to \$514,135 per week.

The fishing season has closed on Gray's Harbor. The pack of salmon for the year reached 40,000 cases, or about 2,000,000 cans. Employment was given to 200 men, 120 of whom were fishermen and 80 trap men, who earned \$31,000 and \$22,000 respectively. The winter's fishing operations now setting in generally yields about 100 carloads for shipment, weighing 2,000 tons and valued at about \$100,000.

The California *Fruit Grower* has just received from the Hawaiian Islands a box containing several specimens of a very destructive leaf-eating beetle. It is a species of the *Diploptaxus*, and as yet is unknown on the coast. Specimens of leaves accompanying the beetles show

that they feed upon the peach, orange, grape, in fact any and all kinds of fruit trees. To destroy this beetle use 20 pounds of sulphur and 5 ounces of Paris green, or in like proportion; mix well and dust over the plants or trees, though Paris green is not recommended on peach trees.

## FRUIT PESTS.

We have already spoken of the necessity that exists for organized effort, looking to the destruction of fruit pests and the prevention of infected trees being brought into this Province. We also expressed our satisfaction with the course which the provincial authorities were pursuing in this direction. It is therefore the more satisfactory to be able to announce that the Provincial Board of Horticulture are endeavoring to grapple with the subject in all its phases and are ready to encourage competent persons to enter into the business of clearing orchards of fruit pests. They have, after examination, it is said, appointed an inspector in the person of Mr. R. M. Palmer, and have established the office in Victoria.

The Board and those whom it appoints have a work before them of considerable difficulty, besides the importance attaching to it. There will be few who, when they think of the magnitude to which the fruit-growing and canning industry may attain will be prepared to doubt the importance of the work to be performed. But when they consider the expense that will be entailed on the Province and upon individuals as well as the hardship which may be entailed upon some—possibly personal friends—who may have to be compelled to take the necessary action, they may be inclined to hesitate. There should not, however, be any compunction as to the performance of this unquestionable public duty, and we therefore trust that ere long our orchards may present an appearance far better than they now have.

## SOUTH AFRICA.

If the experiences of Mr. Valentine Webster, of Colombo, Ceylon, and a native of South Africa, who recently visited Victoria, be deemed worthy of consideration the gentlemen who were understood to be so hot footed for the "dark continent" will not be so anxious to exchange the certainty they already have for what is at best but a probability.

The gentleman to whom we refer states that South Africa has no promise of a prosperous future, and the rush which the past few months have witnessed may be attributed mainly to the extensive advertising of cheap rates to the gold fields, by which rival steamship companies have deluded the not too well-informed class, who are their principal patrons. Not only does it cost a great deal of money to get to South Africa, but living expenses there are high, the labor supply more than equal to the demand, and the climate and natural conditions very much against a foreigner. There are no placer mines, and the quartz properties, the magnitude of whose exports has filled the world with wonder, are in the hands of vast corporations who

work them systematically and scientifically.

On the whole there is little to complain of in the conditions which obtain here. It is true that times might be better; things are somewhat depressed; but no where do good times exist. We do not advise strangers to come here, at any rate for the present, but we do say that in some way or other those who are here can at least earn a comfortable living and feel like men in making it.

## DEALING WITH THE UNEMPLOYED.

The London *Financial Times* says: The Labor Department of the Board of Trade is doing good work, and the Blue Book just issued under its supervision is far more interesting than the ordinary run of Blue Books. It treats of "Agencies and Methods for Dealing with the Unemployed," and among the conclusions arrived at is that "some test of real bona fide want of employment from unpreventable causes must be applied, that strict supervision is needed, and that schemes merely providing a few days work for a large number of men in successive relays are of all others the most likely to be abused because not affording continuous employment." Another amusing instance of the truth of these deductions is given. It was found at some relief works in Glasgow that the men were idling, so that the system was changed from "time" to "piece-work." The result, it is added, was surprising. From over 500 men employed the number suddenly dropped to a little over 100, and "nothing could be more significant of the character of the labor employed." The moral is that the poor "out-o'-works," on whose behalf so much sympathy is enlisted, are not always the innocent sufferers that they would seem.

## AREA OF WHEAT IN ENGLAND.

Some observers think that the area sown to wheat in England this year is larger than in 1892, but the briskness of work on the farm in a favorable autumn always leads to an impression of full sowings. In a merely average year the impression is of a somewhat defective cultivation, for accidents occur to prevent this or that field being sown on almost every separate farm, and the local observer knowing perhaps fifty local farms, notes, as he thinks, fifty fields not under culture as in the previous season. But the fifty will be found during breaks in the winter from November to February to "steal" into cultivation, as it were, the farmer who is reluctant to dismiss his men, and tries to find them winter work, being glad to utilize their services at a time when general farm operations are at an ebb. The good price made for straw has "broken the fall" in grain prices and diminished discouragement: none the less shall we be surprised if the wheat area of 1894 be returned next summer as appreciably increased from 1892-3.—*Mark Lane Express*.

You can't tell by the blossoms which of the apples will be wormy.

# 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.**      **THE SOUTH FIELD COAL**

(Used principally for Gas and Domestic Purposes.)

(Steam Fuel.)

## THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

### THE "NANAIMO" COAL

possesses 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.**

### A NEW BELL BUOY.

An improved bell buoy, the invention of W. R. Close of Bangor, is now being tested in Boston Harbor. Shipping experts have pronounced the buoy as a great improvement over the bell buoys in use on the coast. The present buoy was manufactured by the lighthouse board, and others are to be placed along the coast. The bell is rung by three balls, running in wings, supported from the mushroom, or float, by three stanchions. The bell is in the centre of the wings, and with the slightest movement of the float the balls are forced against a spring, which strikes the bell. It is claimed that without any surge of the sea, with the tide running in any direction, it is enough to release the balls and sound the warning.

### TRADE JOURNALS AND RETAILERS.

The *Northwest Trade* says that it is surprising to find, as the trade newspaper man does occasionally find, a manufacturer or jobber at this late day, who is opposed to the existence of any means of communication between him and the retailer as to prices. We are not prepared to go quite as far as the *American Grocer*, which, in commenting on this subject, says: "Those in favor of the abolishment of trade news and information, whether conveyed through exchanges, price lists

trade journals or market reports, are generally dealers who seek profits by taking an unfair advantage of the buyer." We do not think this is always the case, though we must confess to pretty strong suspicions whenever we meet this kind of dealer. They are not met very often, or if the dealers feel that way, he is too politic to make his feelings known. On the other hand, we question whether the average retailer has any idea whatever of the amount saved to him on any one purchase by the existence of the trade journal. If it were not for the trade journal, and kindred publications, he would be compelled to accept the price any irresponsible salesman might quote him, or go to a great deal of trouble and perhaps expense to get a fair price. Whatever has been done in the past, few salesman dare quote now—even if they were so inclined—anything above the fair market price. To do this he would run the risk of losing a customer who regularly reads his trade paper. We have been told of some salesmen, representing inferior houses as a rule, who invariably ask the merchant whether he takes a trade journal. We would be glad to know for purposes of comparison, what prices the merchant pays who does not take any paper. The best houses, nowadays, encourage the merchant to read trade journals. This is especially true of the largest houses in their line in this city. Their

theory as we understand it, is that the reading merchant makes the best customer.

The *San Francisco Coast Review* rebukes the short-sightedness of the Municipal Council of Victoria, in doing what other communities, not expected to be so intelligent, have long since seen the folly of, in laying unreasonable taxes on insurance companies. We quote: "The British Columbia Board of Fire Underwriters has presented a requisition to the Victoria city council, respectfully petitioning the high mightinesses thereof for the repeal of the ridiculous \$300 tax on insurance companies. But the Canadian city councilman is a stiff-necked fool like his American fellow. The tax will remain. Alderman Henderson 'voiced' the majority when he said: 'The companies won't leave Victoria. They are charging us high rates and have a right to pay the tax.' The requisition, signed by nearly all the Canadian managers, recommends that Victoria rates be advanced 25 per cent., and that the advance be maintained until the tax is abolished. This is certainly the right course for the companies to pursue. The insured will then discover that this tax was levied in the interest of the owners of unimproved property, since the owners of improved property must pay the tax.

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck	400	Russell	October 9	Victoria	Liverpool	33,800	\$201,875	
Ger ship.	Sirene	1437	Suenermich	October 19	Victoria	London	56,558	282,790	
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	153,335	
Br bark	Jessie Stowe	645	Blanche	October 11	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	38,126	191,889	
Br ship	City of Carlisle	823	Hughes	November	Victoria	Liverpool	37,381	185,905	
Br ship	Candida	1222	Kee		Victoria	Liverpool			
Br bark	Harold	1397	King		Victoria	Liverpool			
Br bark	Primera	537	Gardner	December	Victoria	London	21,666	123,350	

### B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,938	7,841	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 1	Vancouver	Plymouth	923,058	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.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	886,663	15,537	June 23	Private
Chil. bark	India	1236	Funke	Jan. 14	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn	Bittern	329	Stronach	Jan. 29	Vancouver	Freemantle, Au	302,950	4,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	11,058	May 6	35s
Br ship	County of Yarmouth	2154	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindustan	1542	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 14	owners ac
Am bark	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,967	April	Private
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 28	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	961,863	7,719	Sept. 22	12s 6d
Am bark	Hurry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark	John Egan	2000	Schmuer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Bhairhoyle	1201	Gray	June 1	Vancouver	Sydney	913,683	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 21	Vancouver	Pisagua	663,000	5,296	Aug. 20	35s
Nor bark	Sigurd	1330	Anse	May 21	Vancouver	Port Pirie	1,426,000	10,633	Aug. 31	40s
Chil. ship	Atacama	1245	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Wythop	1248	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1029	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	377,337	4,988	Oct. 4	55s
Br bark	Doehra	186	McJerraw	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1249	Lawton	July 29	Vancouver	Callao	1,436,128	12,165	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,889	7,982	Oct. 14	39s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,068	7,896	Aug	Private
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,951	8,625	Sept.	55s
Am bark	Sonoma	928	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 20	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,531		37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	921,551	10,300		52s 3d
Nor bark	Fortuna	1332	Mikkelsen	Sept. 23	Vancouver	Port Pirie	1,286,192	10,288		36s 3d
Br bark	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	792,153	5,521		33s 9d
Chil. bark	India	933	Funke	Sept. 10	Moodyville	Valparaiso	799,297	7,000		owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	377,204	6,000		owners ac
Am schr	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916		37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,545	7,076	Oct. 25	Private
Am bktn	Hilo	612	LeBallister	Sept. 23	Westminster	Sydney	688,632	6,619		28s
Am schr	Lyman D. Foster	725	Dreyer	Oct. 11	Cowichan	Sydney	871,305	7,614		27s 6d
Am bark	Hesper	664	Underwood	Oct. 12	Vancouver	Adelaide	779,398	5,886		37s 6d
Am schr	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	961,692	6,031		37s 6d
Br bark	Elizabeth Graham	538	Anderson	Oct. 21	Moodyville	Melbourne	524,631	3,969		Private
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	541,228	1,157		27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	637,374	6,060		40s
Am bktn	Robert Sudden	555	Ulberg	Oct. 25	Vancouver	Port Pirie	714,508	4,616		37s 6d
Am schr.	Salvator	444	Wells	Oct. 29	Westminster	Port Pirie	527,000	4,216		37s 6d
Am schr	Louis	820	Hatch	Nov. 8	Vancouver	Iquiqui	863,415	8,604		40s
Am schr	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,802	10,800		28s
Nor ship	Germania	1269	Sunde		Vancouver	Cork, U.K. f.o.				60s
Am schr	Reporter	373	Mackie	Nov. 21	Vancouver	Nagasaki	360,294	10,000		Private
Am bark	Snow & Burgess	1578	Mortenson		Vancouver	Santa Rosalia				Private
Am ship	Benj. Sewell	1361	Sewell		Vancouver	Cork, U.K. f.o.				55s
Am bark	Colorado	1369	Gibson		Vancouver	Shanghai				37s 6d
Am bark	Templar	910	Lee		Vancouver	Callao				35s
Am schr	W. H. Talbot	776	Huham		Vancouver	Cape Colony				75s
Am ship	Eclipse	1538	Peterson		Vancouver	Cork, U.K. f.o.				60s
Nor ship	Beaconsfield	1450	Rastiansen		Vancouver	Cork, U.K. f.o.				

A—Also 100 spars.

#### FREIGHTS.

Rates show but little change, and the market is weak.

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.  
Grain freights from San Francisco to Cork, U. K., for orders, usual options are quoted at 25s 9d; from Portland 32s 6d, and Tacoma 30s.  
Coal freights from Nansimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

The ss. Arawa, sailed December 18. Her principal cargo was as follows: for Honolulu—15 tons dry goods; 10 tons bran; 100 tons fence posts; 100 tons flour; 500 barrels lime. For Sydney: 200,000 feet lumber; 100 tons pickets; 40 tons salmon. Other Australian ports 155 tons of agricultural machinery, and 50 tons of salmon.

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	British General	1754	Tulloch	Oct. 31	Samarang	Vancouver	B. C. Sugar Refinery Co	49
Br bark	Archer	789	Dawson	Aug. 4	Liverpool	Victoria	R. P. Rithet & Co., Ltd	137
Br ship	Dunboyne	1389	Neill	Aug. 4	London	Vancouver	Evans, Coleman & Evans	137
Ger bark	Gutenberg	627	Zepelin	Aug. 10	Glasgow	Victoria		131
Br ship	Ainsdale	1725	Owens	Oct. 9	N. Liverpool	Victoria	R. P. Rithet & Co., Ltd	71
Br ship	Astoria	1335	Dagwell	Oct. 13	G. London	Victoria & Van		67
Br ship	Drumalis	2450	Campbell	Sept. 16	Port Pirie	Royal Roads		92
Br ship	Benmore	1460	Scott		R. Liverpool	Victoria & Van	R. P. Rithet & Co., Ltd	
Br ship	Borrowdale	1197	Gordon		Liverpool	Victoria & Van	Robert Ward & Co., Ltd	
Br bark	Thermopylae	918	Winchester		Hong Kong	Victoria	Victoria Rice Mills	
Br ss	Empress of India	3003	Marshall	Nov. 29	C. Hong Kong	Victoria	C. P. S. S. Co.	20
Am bktn	Wrestler	447	Bergman		B. Honolulu	Royal Roads for	Robert Ward & Co., Ltd	
Br ship	Ballachulisk	1896	Gowder		A. Java	Vancouver	B. C. Sugar Refinery Co.	
Br ship	Riverside	1590	McCully	Nov. 22	Newport, Eng.	Vancouver		27
Br bark	Northernhay	1221	Miller	Dec 5	Cardiff	Esquimalt		14
Br ss	Empress of Japan	3065	Leo		F. Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br ss	Warrimoo	1877	Perry	Dec. 18	H. Sydney	Victoria & Van	C. P. S. S. Co.	1
Br ss	Tacoma	1662	Hill	Dec. 12	F. Hong Kong	Victoria	Dodwell, Carlill & Co.	
Br ship	Astracana	1572	Jones		London	Victoria & Van		
Br ship	Itomola				London	Victoria & Van		

Spoken Oct. 14 lat. 49° N., long. 10° W. Nov. 13 lat. 7° S., long. 31° W. L—Spoken Aug. 21 lat. 48° N., long. 13° W. Sept. 9 lat. 9° N., long. 29° W. Sept. 25 lat. 21° S., long. 10° W. Oct. 3 lat. 31° S., long. 49° W. To load grain at Tacoma. G—Oct. 16 passed Deal. Oct. 18 passed Prawl Point. D—To load grain at Tacoma. E—Via Yokohama Oct. 30. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13° N., long. 26° W. R—To sail early in December. C—Via Yokohama Dec. 7. D—Via Suva and Honolulu Dec. 2. B—Chartered for lumber to Melbourne, Adelaide or Port Pirie; terms private. A—To sail in March with sugar. E—To sail Dec. 27. Via Yokohama Jan. 5. F—Via Yokohama Dec. 23. H—Via Honolulu Jan. 1.

#### FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending December 16:

##### NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
11.	Tacoma, str., Port Townsend.....	55
12.	Tyce, str., Port Townsend.....	63
13.	Wanderer, str., Port Townsend.....	21
13.	J. H. Brown, ship, San Francisco.....	2,353
14.	India, ship, San Francisco.....	2,018
15.	Tacoma, str., Port Townsend.....	35
Total.....		4,515

#### VESSELS IN PORT.

##### VICTORIA.

(December 18, 1891.)

Br. ship Candida, 1,222 tons, Capt. McKee, arrived Oct. 24, from London. Loading salmon for U. K., on account of R. P. Rithet & Co., Ltd.

Br. bark Harold, 1,307 tons, Capt. King, arrived Nov. 16, from Shanghai, loading salmon for Liverpool, on account of Robt. Ward & Co., Ltd.

##### VANCOUVER.

Nor. ship Germanic, 1,269 tons, Capt. Sunde, arrived Oct. 29, from Rio de

Janiero, 103 days. Loading lumber for Cork, U. K., for orders.

Am. ship Snow & Burgess, 1,578 tons, Capt. Mortensen, arrived Nov. 11, loading lumber for Santa Rosalia.

Am. ship Benj. Sewell, 1,361 tons, Capt. Sewell, arrived Nov. 8, loading lumber for Cork, U. K.

Am. bark Templar, 910 tons, Capt. Lee, arrived Nov. 14, loading lumber for Callao.

Am. bark Colorado, 1,035 tons, Capt. Gibson, arrived Nov. 4, loading lumber for Shanghai.

Am. schr. W. H. Talbot, 766 tons, Capt. Bluhm, arrived Nov. 25, loading lumber for East London. Cape Colony, S. A.

Am. ship Eclipse, 1,536 tons, Capt. Peterson, arrived Nov. 27, loading lumber for Cork, U. K., on account of Robert Ward & Co., Ltd.

Nor. ship Beaconsfield, 1,450 tons, Capt. Bastiansen, arrived Dec. 11, to load lumber for Cork, U. K.

Br. ss. Arawa, 3,268 tons, Capt. Stuart, from Sydney.

##### WELLINGTON SHIPPING.

Am. bark B. P. Cheney, 1,360 tons, Capt. Mosher.

Am. bark Matilda, 819 tons, Capt. Swanson.

Am. ship C. F. Sargent, 1,638 tons, Capt. Boyd.

Am. ship John C. Potter, 1,182 tons, Capt. Meyer.

##### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	2	2,520
Vancouver.....	9	13,174
Nanaimo.....	4	4,890
Total.....	15	20,602
Previous week.....	17	20,093
Correspond'g week last year.....	21	25,811

The British Columbia Milling and Feed Co. intend enlarging the capacity of their mill at New Westminster, they also contemplate the erection of a warehouse and the extension of their docks on the Fraser River. The requirements of their trade demand increased accommodation.

# THE BRITISH COLUMBIA COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

Leading Trade and Commercial Paper West of Toronto.

As an Advertising Medium

To Reach the B. C. Trade

It Cannot be Surpassed.

## THE COMMERCIAL JOURNAL

Is devoted to the Lumbering, Mining, Shipping, Commercial and Industrial Interests of British Columbia. It is found on the Counter in nearly every Retail Store in the Province. To reach the Retailer you must advertise in The Commercial Journal.

Subscription, - - - \$2 Per Year.

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77 JOHNSON STREET, - VICTORIA, B. C.

# GREENE & SONS

COMPANY, MONTREAL.

WHOLESALE

## HATS, CAPS

AND

STRAW GOODS.

1894.

MEN'S

### Furnishings.

**BRITISH COLUMBIA SPRING TRADE, 1894**

*Newest Styles Selected for Spring Trade.*

AGENTS FOR WOODROW'S HATS.

WAREHOUSE:

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

## MONTREAL.

*The Largest Factory of its Kind  
in the Dominion.*



REGISTERED TRADE MARK.

## LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Supervision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies and Preserves

—PREPARED BY—

### Michel Lefebvre & Co MONTREAL.

*Established 1849. Gold, Silver and Bronze Medals. 20 1st Prizes.*

# BAGS

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

**BAGS FOR ORES,**

(Overhead dry or double cotton sewn)  
a special feature of our trade.

## CANADA JUTE COMPANY, LIMITED

17, 19 & 21 ST. MARTIN ST., MONTREAL.

### A. O. LEASK,

Agent and Commission Merchant.  
Customs, Insurance and Shipping Agent.  
Storage, Bonded and Free.  
Forwarder, etc.  
Vancouver, . . . B. C.

### J. & T. STEPHENS,

Manufacturers of

## Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

## THE WESTERN MILLING CO.,

(LIMITED.)

### REGINA, ASSA.,

DEALERS IN

## Seed and Feed Grain

OF ALL KINDS, ALSO

### Flour, Chop Feed, Bran and Shorts.

PARTIES REQUIRING

*Seed or Feed Oats or Wheat*

WILL DO WELL TO

Correspond With Us, or Major  
& Eldridge, Vancouver.

## A. HOLDEN & CO.,

### Railway Supplies.

AGENTS FOR CANADA FOR

The Babcock & Wilcox Co. Water Tube Steam Boilers; Goubert Water Tube Feed Water Heater; The Stratton Separator; "Dry Steam;" The "Midland" Gas Engine.

30 St. John St., Montreal.

## PACKARD LAMP CO.,

(LIMITED.)

MANUFACTURERS OF THE

### Packard High Grade

### Incandescent Lamps.

96 TO 100 KING STREET,

MONTREAL.

CHAS. C. PAIGE, MAN'G DIRECTOR.

## STEEL RAILS

[New and Best Seconds]

Cement, Waste, Steel and Iron,  
Files, Etc.

### WALTER TOWNSEND,

MONTREAL.

Agent for Bolling & Lowe, London, Eng

## THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Next to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

choice Wines, Etc JOHN WHITTY, Pr.



# Okell & Morris Fruit Preserving Co., Ltd

## VICTORIA.

DIPLOMA AND GOLD MEDAL RECEIVED AT THE EXHIBITIONS OF 1891, 1892 AND 1893.

THE : LARGEST : FACTORY : OF : ITS : KIND : IN : THE : PROVINCE.

Preservers of all kinds of Canned Fruits, Jams, Jellies  
and Marmalades.

NEW SEASON'S SEVILLE ORANGE MARMALADE NOW READY.

ALL THESE GOODS TO BE HAD FROM THE FOLLOWING MERCHANTS :

VICTORIA—Hudson's Bay Co., Wilson Bros., S. Leiser, R. P. Rithet & Co., Thos. Earle, Messrs. Todd & Son.

VANCOUVER—Major & Eldridge.

# OGILVIE'S HUNGARIAN FLOUR

*Produces more Bread per Barrel than any other in the market.*

This Flour is very sharp and granular, of high creamy color, which means great strength. Requires PLENTY of water, and the dough must not be made too stiff, but softer than what you have been accustomed to when using other flours.

REMEMBER, increased strength in flour means money to you, yielding a greater quantity of Bread, thus far more than repaying for any little extra time. Keep the dough soft, giving it plenty of growing room.

EACH BAG GUARANTEED. SEWN WITH OUR SPECIAL TWINE—RED, WHITE AND BLUE

**OGILVIE MILLING CO., WINNIPEG.**

G. M. LEISHMAN, Victoria, Agent for British Columbia.

# HUDSON'S BAY CO'Y,

VICTORIA, - - - - B. C.

IMPORTERS :

WINES,  
LIQUORS  
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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.