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Reserve Fund..... (£200,000) \$1,000,000

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59 Wall Street, New York; Bank of Montreal,
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from all points can be made through this bank
at current rates.Collections carefully attended to and every
description of banking business transacted.

THE BANK OF

BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

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Reserve Fund..... £265,000

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The California (Marine) Insurance Co.

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Risks taken at Moderate Rates and Losses
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- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

- Warnuck Packing Co's Rivers Inlet Clipper Brand.
- Standard Packing Co., Skeena River, Neptune Brand.
- Skeena Packing Co., Skeena River, "Diamond C" Brand.
- Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and Judson Powder manufactured and kept on hand.

Columbia Flouring Mill Co. of Enderby.

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W. H. SOULE.

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**BRITISH COLUMBIA
 PIONEER STEVEDORING CO., LTD.**

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Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.
 Cash security given if required, and satisfaction guaranteed.

P. O. Box 507. Cable: Soule.

Vancouver.

British Columbia

A. J. Langley.

T. M. Henderson

J. N. Henderson.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

27 & 23 YATES STREET,

VICTORIA, B. C.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.

Tuesday Morning, Feb. 2.

VICTORIA.

Trade in all lines is generally quiet, and collections are reported slow. The sealers are sitting out as usual for their season's work, despite the depressed state of the London fur market. A good demand is reported for money for investing and building purposes and supplied, it is said, from sources other than regular banking channels. Rates differ slightly according to amount of the loan and the class of security offered.

FRUITS AND VEGETABLES.

The demand for California oranges is increasing, as the large imports of Japanese are used up and there will be no more arriving this season. It is stated that the California stock is of a superior quality and cheaper than last year. In fact they are at present as low as can be looked for. The season for shipping to the eastern cities is fairly opening up, but the demand from that quarter is not yet sufficient to cause an advance in prices. Last season, it was about the end of February and the early part of March that the prices of California oranges took a jump, and this season, as the demand from the East increases, the prices will probably go up. At present, no changes in prices are noted. Quotations are: Oranges—Riverside seedlings, \$3.00; navels, \$4.25 to \$4.50; Los Angeles, \$2.50; California Messina lemons, \$6.50; California lemons, \$4.50 to \$4.75; silverskin onions, 2c per lb.; Oregon yellow danver, 1½c; island apples, \$1.25 to \$1.35 per box; potatoes, island, \$18 per ton; Chilliwack, \$16 per ton; Fraser River, \$14 per ton; Bonapartes, \$25 per ton.

GROCERIES AND PROVISIONS.

The compact referred to in the last issue of THE COMMERCIAL JOURNAL was among the packers of canned meats, and not Canadian meats. The Armour Packing Company has advanced prices for its canned tongue, and there has been a general advance in the prices of Eastern American lard, and a general rise in American meats is likely. Eastern packed eggs are quoted by jobbers at 23c per dozen. On account of the open winter supplies of fresh eggs are coming in freely and retailing at from 40c to 50c. Importers are not buying any more creamery butter in the East, and the stocks in store in the local warehouses are considerable. In about six weeks' time it is expected that the price of California roll butter will be low enough to import it for this market. Last year the first importations of California roll were received in April. Prices in the meanwhile are reported steady.

Quotations are: Eastern creamery, 28½c per lb. for large and 29½c for small; Manitoba creamery, 30c; dairy, 23c; Eastern Townships, first quality, 26c.

Mediterranean dried fruits are quoted by local jobbers as follows. Currants in bbls. 8½c, in half bbls. 8½c; valencias, 8½c, sultanas, 11c, London layers, \$2.25 a box, California sultanas, \$2.25 a box; dates, 9c; prunes, 9c to 12½c. California evaporated fruits in 25 lb. boxes

are quoted as follows: Peaches, 12½c; apricots, 14c; nectarines, 14c; pitted plums, 11c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c per lb. less. New Canadian evaporated apples are quoted at 11c per lb.

The local jobbers are now carrying full stocks of all the different kinds of jams put up in glass jars by Okel & Morris at the Victoria Preserving Factory, which include apricot, peach, plum, pear, apricot marmalade, etc. Quotations are 1½ lb. size, \$3 per dozen; 3 lb. size, \$5 per doz.

Falconer's Victoria Vinegar Works' goods are now carried by the leading wholesale grocers, comprising pure malt vinegar, tomato catsup, Worcester-shire sauce, mushroom catsup, apple and quince cider, lemon and vanilla extracts and fruit syrups—of home manufacture.

FLOUR AND FEED.

Business is rather slack. There is, however, a steady consumptive demand, and prices generally are reported firm and unchanged. Oregon Snowflake flour is reported as having dropped 10c a barrel, and straw is slightly stronger.

The Commercial Review says. Although there is a very small call for flour outside of the local consumptive demand and a weaker feeling for wheat, flour quotations remain steady. The local oat market is slow, and the bulk of the receipts are sent to San Francisco for a market, in spite of the weakness prevailing there.

The Columbia Flouring Mills quote: For Enderby flour in carload lots, Premier, \$5.60; XX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations to the trade are:

Delta, Victoria mills.....	\$5 50 @ 0 00
Lion, " "	5 50 @ 0 00
Premier, Enderby mills.....	5 85 @ 0 00
XXX., " "	5 55 @ 0 00
XX., " "	5 25 @ 5 50
Superfine, " "	4 25 @ 4 50
Ogilvie's Hungarian.....	5 85 @ 0 00
Strong Bakers.....	5 75 @ 0 00
Snowflake.....	6 25 @ 0 00
Portland Roller.....	6 10 @ 0 00
Royal.....	6 00 @ 0 00
Oregon Superfine	4 25 @ 0 00
Wheat, per ton.....	\$40 00 @ 45 00
Oats.....	32 50 @ 35 00
Oil cake meal.....	32 50 @ 35 00
Chop feed.....	33 00 @ 35 00
Shorts.....	28 00 @ 30 00
Bran.....	26 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats	3 25 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
California oatmeal.....	4 35 @ 0 00
California rolled oats.....	3 90 @ 4 00
Corameal.....	2 5 @ 3 00
Cracked corn.....	45 00 @ 50 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 25 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$77 50
China rice "	70 00
Rice flour "	70 00
Chit rice "	25 00
Rice Meal "	17 50

LUMBER.

Since last week, the American schooner Reporter, 333 tons, has been chartered to load at the Chemainus mills for San Pedro, on private terms. She is on the way from San Francisco. The cargo of the Morning Light which sailed Jan. 22 for Melbourne

from the Hastings saw mills, consisted of 912,980 feet rough lumber, 41,130 feet pickets and 943 bundles laths valued at \$9,193. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

For local trade, the Rock Bay Saw Mill quotes:

Rough lumber, per M.....	\$10 00
Best quality dressed lumber, per M.....	00 00
Second " "	00 00
Laths, per M	2 50
Shingles, "	2 25

BRADSTREETS' REPORT

NEW YORK, Jan. 20.—Special telegram to Bradstreets' record one striking change in the general trade situation as compared with that of a week ago, a distinctly better demand for strong dry goods at the West. It is added that preparations are making to distribute larger stocks of hardware, boots and shoes and groceries at the West than in 1891, and Chicago, St. Paul, Minneapolis, Milwaukee, Omaha, St. Louis, Memphis, St. Joseph and Kansas City announce varying features looking to such a movement. Further east no such uniformity of gain is found. Boston reports a better feeling, which a better demand for dry goods must account for, as copper is lower and wool is dull. Philadelphia's favorable report is confined to an improved outlook for dry goods, though some woolen machinery is now running full time. On the Pacific coast the business is very quiet.

The Chilean settlement has resulted in the reassertion of "bullish" influences in the stock market, the covering of short contracts by professional traders, combined with the efforts of some of the large interests which are acting on the "bull" side, resulting in a sharp advance of prices. The improvement has been general, though in the southern stocks, it is noted, are the object of some "bearish" sentiment, based on the unfavorable view taken of the conditions in that section. Money at New York is in plethoric supply. The exports of wheat (including flour as wheat), both coasts, as reported to Bradstreets', amount to 3,557,000 bushels this week. Last week, the total was 4,322,000, and the week before it was about 4,300,000 bushels.

General trade in Ontario and Quebec remains about as heretofore, in the former about equal in volume to the total of a year ago. The weather has helped the trade in dry goods. The Quebec shoe manufacturers are ordering leather more freely. The Ontario farmers are holding their wheat rather than sell it at 85 to 87 cents.

The business failures in the Dominion this week equal 44, against 72 a week ago, and 59 in this week a year ago.

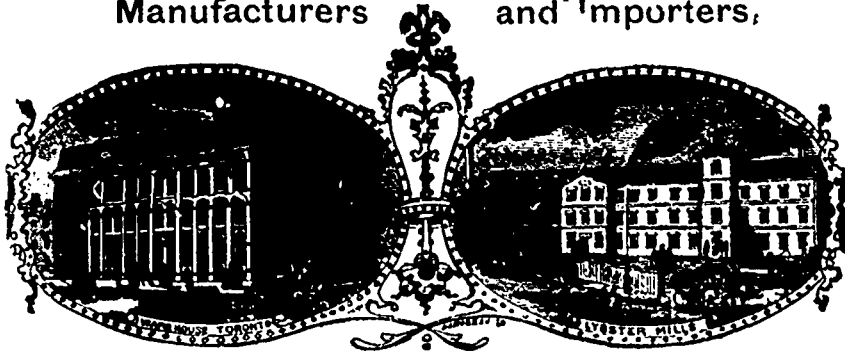
The Bank clearings at Halifax, Montreal, Toronto and Hamilton aggregate \$17,340,000 this week, a trifle less than last week.

THE largest rain vineyard in the world now in bearing is owned by A. B. Butler, of Fresno, Cal. It contains 610 acres. The annual income from this vineyard has reached \$200,000.

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers,



REPRESENTED BY R. S. NORTON, WINNIPEG.

BUSINESS CHANGES.

R. J. Armstrong, grocer, New Westminster, is dead.

A. A. Clayton, jeweler, Victoria; sheriff in possession.

S. Strauss, Vienna Cafe, Victoria, advertises his business for sale.

Huxton & Rodney have bought out T. T. Sick, tobacconist, Vancouver.

J. W. Sinclair has retired from the firm of Lowenberg, Harris, Sinclair & Co., of New Westminster.

L. B. Hamlin, C.E. and D.L.S., has gone into partnership with Francis Bouchler as real estate and financial brokers.

A. W. E. Thompson, flour and feed, Vancouver, is out of business, and has been succeeded by J. A. Tomlinson.

The business of Cunningham Bros., hardware, stoves, tinware, plumbing, etc., has been formed into a limited liability company.

McIntosh, Sloan & McGarr, general merchants at Dewdney and Johnson's Landing, have assigned to Oppenheimer Bros., who held a chattel mortgage on the stocks.

Rosenbaum & Co., manufacturers of chemicals and fancy goods, with headquarters at Hamburg, Germany, have opened an office in the Bank of B. C. building, Vancouver.

C. Gardiner Johnson, of Vancouver, has admitted A. Lothian Russell into partnership under the firm name of C. Gardiner Johnson & Co. They will conduct the business as formerly, of ship and insurance brokers, Customs brokers and forwarders.

THERE is much indignation felt at the Treasury Department, Washington, over the arrest of two of its officers at Montreal upon a charge of conspiracy preferred by J. J. Milloy, a tailor of that city. Strong intimations are given that unless the Canadian authorities can protect the United States customs officials who are stationed here for the convenience of the Canadian railways, these officials will be withdrawn and the examination of baggage and other services rendered by them will be performed at the frontier, requiring the delay of trains for that purpose.

FREIGHTS.

Lumber freights for Australia are fairly steady at previous quotations, but business is almost entirely at a standstill. For the West Coast of South America, a decline has been established, and two charters have been made at 37s 6d for orders, 2s 6d less to direct port. For other directions, nothing is reported and rates are nominally unchanged.

Grain freights are steady at a slight advance from the lowest from San Francisco to the U. K. From Tacoma, quotations are nominally 22s 6d and from Portland 27s 6d, also nominal.

Coal freights from Seattle by steamer to San Francisco are down to \$1.50, and it is believed that the whaleback steamer C. W. Wetmore is taking coal at \$1.35 from Seattle to San Francisco.

A NEW BUSINESS.

Since coming to the coast Mr. Thomas Ryan, boot and shoe manufacturer, of Winnipeg, has decided to open up a branch. After visiting Victoria, Westminster, and other centres in British Columbia, he decided to locate here as being the most convenient point in the province from which to distribute his goods. Mr. H. Middleton, one of the most popular commercial travellers on the coast, is left in charge. At present Mr. Middleton is stopping at the Manor House, and will in a short time open up offices here.—*Vancouver Telegram.*

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending Jan. 23:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
18.	Wilna, bark, San Francisco.....	2,342
21.	Rapid Transit, ss., Whatcom.....	254
21.	Sea King, bark, San Francisco.....	2,330
20.	Holyoke, ss., Port Townsend.....	63
23.	J. B. Crown, Wilmington, Cal....	2,361
Total		7,350

The Alliance Insurance Company, which has a subscribed capital of five millions sterling, of which £550,000 is paid up, and was formed in London, Eng., some seven years ago, has taken over the business of the Royal Canadian Insurance Com-

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January 21, 1892.

Mrs. Theophila Turner Green (widow of the late A. A. Green), having purchased the share and interest of the Garesché estate in the business of the late firm of Garesché, Green & Co., and being now sole owner of the said business, has admitted Frederick Hammett Worlock (manager of the late firm) as a partner.

The business of the old firm will be continued as heretofore at Government Street, Victoria, under the name of Green, Worlock & Co., Frederick H. Worlock continuing as manager.

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pany at a figure which will yield a satisfactory premium to the shareholders of the latter. It will be assuring to policyholders to be informed that the fire premium income of the Alliance for 1890 was close upon \$2,000,000, and the premium and interest account of its life branch \$1,380,000. Its total assets amount to £2,481,925 sterling, or over seventeen millions of dollars.

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COMMERCIAL SUMMARY.

The Northwest Legislature has been prorogued.

The business portion of Orleans, Neb., has been burned.

Premier Abbott has considerable experience as a farmer, having a farm near Montreal.

The Security Loan and Savings Company, a mortgage loan and deposit bank at Chicago, has assigned. Liabilities unknown.

Thus far in the construction of the World's Fair buildings, 37,013,342 feet of lumber have been used and 5,306,200 pounds of iron. The total lumber necessary for the structure is 71,835,000 feet and of iron 33,990,006 pounds.

Some interesting statistics of the work of the Montreal Clearing House are given. The total clearings in 1891 amounted to \$515,607,000. This figure is exceeded by only nine cities in North America, though Montreal stands only fifteenth in the number of its population. The increase in transactions in 1891 over 1890 is \$40,000,000.

In the decade of 1880-90, while the total increase of British shipping was but 1,425,200 tons, the net increase in the steam tonnage was 2,317,000 tons. These figures show that sailing ships are rapidly decreasing, and steamers are rapidly increasing, and it is well to remember that one ton of steam is, in effectiveness, equal to three tons of sailing ship. In the above period there were 6,000,000 tons of steam shipping built, and scarcely any sailing ships. It is estimated that within twelve years the British steam fleet has been practically renewed.

The Italian Chamber of Deputies has adopted the Zollverein treaties.

The assessment of Guelph shows an increase of \$85,000 last year over 1890.

The C. P. R. traffic returns, for the week ending 14th of January, were \$380,000, compared with \$282,000 the same week last year.

The Merchants' Exchange of Buffalo, are memorializing congress to have the barley duty placed at the old figure of 10 cents per bushel.

The stocks of cheese in all the principal markets of the world on January 1, 1892, as compiled by a prominent New York dealer, were 751,914 boxes of sixty pounds each, compared to 841,004 January 1, 1891, and 906,889 January 1, 1890. In view of these light stocks the price is well maintained, and there will no doubt be further advances before new supplies are available.

The Department of Customs has been notified of the seizure in Montreal of a quantity of leather, consisting of 247 dozen skins of morocco, purchased from a Philadelphia firm and entered at an undervaluation. The skins were brought to Canada as samples from which to make sales, and the undervaluation is accounted for by the importer as owing to deterioration which the goods suffered through a fault in the manufacture. This plea, however, would not avail, in accordance with the Customs laws, and while the importer was acquitted of fraudulent intention, he was obliged to pay additional duty on the difference in value, together with the expenses incurred. The consignment was worth over \$1,000.

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Last season 4,503,472 tons of freight were carried through New York state canals.

Great frauds have been discovered in the public works department of Buenos Ayres.

Articles of association incorporating the News Publishing Company, Victoria, have been deposited with the Registrar of Joint Stock Companies. The capital is \$50,000, divided into five hundred shares of \$100 each. The stockholders of the company are: C. T. Dupont, C. A. Holland, C. P. Wolley, Dr. Davie, R. P. Rithet, Jno. Irving, R. Philpason, J. D. Pemberton, Thomas Earle, M. P., E. G. Prior, M. P., James A. Grahame, E. Harrison, B. W. Pearse, Braden & Stamford, Henry S. Mason, John B. McKilligan, Alex. Begg and William P. Sayward. Messrs. Dupont, Holland and Wolley have been appointed as provisional directors.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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VICTORIA, TUESDAY, FEB. 2, 1892.

PILOTAGE.

When Mr. Robert Ward undertakes anything, either in his own interest or that of the public, he always performs his duties not only intelligently but thoroughly, being ever ready to give a reason for following any particular course. In connection with the investigation into the loss of the SS. San Pedro, in the vicinity of the port of Victoria, into which he was appointed to inquire in conjunction with Captains Lewis and Gaudin, Mr. Ward has transmitted his report to the Board of Trade. Not only did the Board of Inquiry decide where the responsibility for the catastrophe lay, but they indicated that in no way was the approach to the harbor of Victoria dangerous, the accident having been caused by miscalculation and neglect on the part of Pilot Christensen, the captain of the steamer, to a certain extent, being entitled to blame. Mr. Ward has gone further than his associates in his special return to the Board of Trade, having undertaken to deal with the pilotage system of the province.

He showed that the system of licensing pilots was not what it ought to be, pointing out that although Captain Christensen held a license for British Columbia, he was at the time of the accident acting under a Nanaimo license, and, in consequence, the Victoria pilotage commissioners had no authority over him although the accident occurred in their district. Moreover, it was demonstrated that although the pilots are well paid for their services, they have no such thing as a schooner or sloop with which to reach vessels who may be in need of their services, masters being compelled to call off Victoria to take on a pilot from shore or to discharge one there. Vessel owners carrying and merchants trading with this port will be well satisfied that the British Columbia Board of Trade adopted Mr. Ward's report, which, moreover, recommended that the government be requested to look into the entire pilotage question, with a view to the adoption of an effective system applicable to all British Columbia waters.

BEHRING SEA QUESTION.

The British and Canadian Behring Sea Commissioners have, it is announced, left for Washington to compare notes with the American Commissioners and ascertain upon what points the representatives of the two countries agree. We doubt if they will come any closer together than did the lines drawn by the British and American surveyors when their business was to determine the boundary line of British Columbia and the United States.

They were a long way out, yet the United States were given the benefit of the doubt and allowed to take possession of the valuable lands which the British survey had shown to be British territory. If the commissioners agree upon anything, past experiences lead us to anticipate that it will be upon nothing of any very great importance. As it has been all along in this sealing matter, so it was with the Chilian controversy. The Americans cared nothing for the rights and wrongs of the matter. Their object was to secure political effect.

According to recent announcements, President Harrison and Secretary of State Blaine have quarrelled over the question of the personal honor and glory of the thing. The one claims that it was his own special view and treatment of the case that caused Chili to surrender, and to this the other replies that his rival is a liar or something approaching to it. This is all nuts for the Democrats, who want no better thing than to see the two most prominent men in the Republican party quarrelling. Whichever of these men—if either—gets the party nomination, cannot depend upon more than a half support from the other. Mr. Blaine was, upon a previous occasion, accused of apathy in connection with the presidential contest, and it may be readily supposed that he will be sick or something else provided he is not the choice of the Republican convention.

But, as the Frenchman would say, *revenons à nos moutons!* It is the sealing question in which we are specially interested, and the more so since neither of the American political camps is particularly anxious to deal fairly by us. No matter how they may quarrel at home, as concerns outside relations, it is the United States first, last and all the time. The indications are that nothing much can be accomplished as concerns the sealing question until the end of the present year. American as well as British Columbia sealers loudly complain of the manner in which their industry is being prejudiced. And, until we see a definite opinion to the contrary, on the part of the British sealing commissioners, we shall hold to the opinion that the existing policy of sealing "protection"—"Heaven save the mark!"—was not necessary, save in the interest of the individuals and corporations who were the special proteges of the American government.

The outlook for Behring Sea is about the same as it was after the issuance of the joint proclamation, late last fall, save and except that it is likely to require a more numerous fleet of cruisers to do the "protecting." Every man, no matter his nationality, will have but one policy, and that is to catch seal. If he hears he believes unduly interfered with, he will be likely to do something else, irrespective of the flag under which he assumes to sail. In the one case, he will feel that his government has been fooled, and, in the other, he will conclude that he has been made the victim of the exigencies of the political party which is endeavoring to maintain itself in power in his own country. It would not at all surprise us if formal action be not on some excuse or another postponed until after the American elections, which is only adding to the insult and the injury that have already been perpetrated.

THE OUTLOOK.

The Seattle *Telegraph* publishes an article on the outlook. It remarks upon the low rate of Bank of England discount, 3 per cent., which has been the figure for several weeks, and is not likely to be increased, capital not being at the present time specially timid, and it says that if under all the circumstances business does not speedily revive throughout the world, all the lessons of the past go for nothing. Reference is made to the especial manner in which the attention of the world has of late been devoted to North America, which, while other lands were suffering by reason of a shortage in breadstuffs, had enough for its own use and abundance to spare. This fact is of inestimable value as a recommendation of this continent to investors. With its granaries crowded with wheat and corn and the railways blockaded by a surplus of grain, North America presents to the old world a spectacle in striking contrast to every other continent.

Under all these circumstances it is pointed out as only natural that much European capital will find its way across the Atlantic this year, and that much domestic capital which foreign capital will displace in the East will find its way to the Pacific Coast. For our part, we think that not a small amount of it is likely to find its way to British Columbia, whose mineral deposits are attracting so much attention the world over. Our Kootenay and Cariboo countries are only now becoming known in the East, and the discoveries at Kaslo Creek and elsewhere cannot do otherwise than whet the appetites of those who have money to invest. We therefore think that we are safe in looking for an extraordinary expansion of the mining industry and an inflow of vast sums of money. The opening of our mines is a matter of the utmost importance, for it means a great revival in every line of business, and especially in agriculture. If our mining interest prospers so will every other concern—real estate, commerce, shipping, manufacturing, agriculture. They are all inseparable, and when one prospers almost all the others are sharers of its prosperity.

FIRE INSURANCE.

Victoria has at length begun to wake up to the importance of ample fire protection. The late Council have made a necessary and not over extravagant number of recommendations to the present body elect now in council, and it only remains with the electors to see that they are supplied with sufficient funds to carry out those suggestions. The fire underwriters have urged again and again the purchase of a chemical engine, and, when we take into consideration the amount of tax they have to pay, we feel they are entitled to some attention, and it is to be hoped that the much needed engine and apparatus will be speedily secured. Its usefulness has been fully shown by the amount of loss sustained at recent fires through water, in fact, the loss at the Arcade fire would alone have purchased two such engines as are required. Another source of danger to city property is at present troubling the minds of many who have the interests of our city at heart.

We refer to the manner in which the electric wires are strung all over the city which doubtless affords the insurance companies just cause for complaint. The tramway wires have little or no protection, and some steps will have to be taken to prevent a general Mars up at any time.

The insurance companies in London, Eng., now require answers to the following queries on the subject of electric light in buildings, before issuing any policies on such risks where it is used. It might be instructive to re-produce those questions here for the benefit of our readers:

1. By whom has the installation been fitted up?

2. How is the electricity generated?

3. Are incandescent or arc lights used?

4. Are the conductors insulated with india-rubber?

5. Have all the conductors sufficient sectional area to allow 100 per cent. more electricity being safely sent through them than will be required for the lights they supply?

6. Is there any ground circuit? Are gas or water pipes used as part of any circuit? Is any part of the fittings used as part of any circuit?

7. Are all fittings thoroughly insulated from earth and from gas pipes?

8. Are "cut outs" or "safety fuses" placed close to the source of supply, at the junction of every sub-main or branch with the main or sub-main? If from a high tension supply company on both primary and secondary mains? If primary or secondary batteries are used, has each regulating cell a "cut out" or "fuse"?

9. Are all switches, resistances and cut outs so placed that there is no danger of fire from heating or fusing?

10. If secondary generators, transformers or converters are used, are they placed inside the insured building, or where?

N.B.—The answers to above should be given by the electrical engineers who have fitted up the installation. In all cases the form must be signed by them.

PROVINCIAL MATTERS.

The Provincial Parliament has been formally opened, and soon the representatives of the people will be up to the neck in business. The Speech from the Throne, with which they were set to work, began with a very fitting succession of regrets on account of the death of Sir John A. Macdonald and H. R. H. the Duke of Clarence. Then came an array of congratulations upon the past year of solid prosperity and the encouraging outlook for the future. More than once commercial travelers from the East have spoken to the writer of the solid and substantial appearance of the business prosperity of this province, where they discovered none of that stringency which was apparent almost everywhere else. And why has this been? we may ask. The comparative immunity of our people from business failures may be traced to the solid way in which they have done their trade. Our people do not indulge in that "satisfying" that is so characteristic of those who do business on paper instead of as much cash as possible—and this is much aided by the old-fashioned, though

none the less excellent, system of doing business if not upon cash by current account. "Pay cash at a specified time, and in the meantime as often as you like!"

Moreover, there are few, if any, of those objectionable concerns that are termed "supply houses" in this community, and our retailers are not given to snapping at the baits which are so persistently held out by some Eastern wholesalers to stock up to an unlimited extent upon almost the purchaser's own terms. Our industries are all flourishing, while our coal output was last year almost 50 per cent. greater than the twelve months previous. Then, as to the future, our mineral prospects are of the best. Recent developments of new ledges, both of gold and silver, have been such as to attract general attention to them, the prospect being, as mentioned elsewhere, that they will have an impetus such as they have not previously received by the influx of capital and by improved means of transportation both by water and by rail. Financially, British Columbia has established itself upon the London market on a much more advantageous basis than it ever previously occupied, and for works of real benefit to the country is not likely to be handicapped for lack of resources. The trouble, however, is frequently that too much credit for a country is quite as bad as for the individual. Witness the case of some of the Australasian and other colonies.

The land law is, we are glad to know, to undergo further amendment, in order as much as possible to preserve agricultural lands for actual settlers. Albeit every number of the *Official Gazette* contains additions to the long list of those who are grabbing for the most eligible sections of country that are yet to be disposed of. Definite action is, it would appear, to be taken this session, looking to the actual settlement of the Scotch crofters, about which so much has already been said. It would, however, be well to see that their so-called friends have not too big a hand in the pie; and that it be made impossible for speculative deals to be made out of the departure.

The Speech tells us—what everybody is supposed to concur in—that "there is reason to anticipate an early settlement of the vexed question of our rights in Behring Sea, and we can only hope that the terms may be such as will permit of our important sealing industry being prosecuted without further obstruction." We are none too sanguine as to the outcome, which will be as little to the advantage of British Columbia as the Americans can manage to make it.

LOOSE DISCOUNTING METHODS.

It is a rule with English banks when discounting paper to take into consideration the standing of makers as much as that of endorsers; but in Canada it is claimed that little importance is attached to the former, the chief condition being the endorsement, which renders the paper double named. It is held that the banks should scrutinize the paper presented for discount more closely by enquiring into the standing of makers, instead of relying exclusively upon endorsers, as is too often the case. Some of our leading banks, the

Trade Bulletin is informed, have adopted a more careful scrutiny of the paper brought them for discount, having determined to follow more closely the English system. The present chronic trouble in the leather trade in the east is no doubt due mainly to the loose manner in which tanners' paper has been melted by the banks, whether it was of a legitimate character or not, and it is learned upon the highest authority, says the same paper, that some of the Quebec banks have decided to inaugurate a thorough reform, which will render all future attempts of the black leather syndicate to dove-tail their exchange notes with each other in order to finance at their will, nugatory. It is admitted on all hands that some of the tanning firms that have recently failed, have been sustained solely, through their adroit methods of milking the banks by "kite flying," and we repeat that, if this state of things be not stopped, the consequences to the banks will be of a most serious nature.

EDITORIAL NOTES.

A SCHEME for taking vessels of twenty feet draught through the Canadian canals by means of steel pontoons placed under them is being urged upon the Canadian Government. The expense of the system would be about \$500,000.

The Hoquiam, Wash., Canning Company is said to be doing a rushing business canning clams, this season. More than 1,100 quarts have gone to Tacoma for cold storage since the company opened its works, December 23rd, and the demand is now greater than the supply.

THE Dominion public accounts of the last fiscal year have been issued and show an expenditure of \$30,343,567, with receipts, \$38,579,310, leaving a surplus of \$2,235,000. The rate of interest on the gross debt is 3.35 per cent., .02 less than a year ago. The net rate fell from 2.99 to 2.92.

THE *Insurance and Financial Chronicle* finds that out of 557 wholesale mercantile firms representing \$79,241,000 of capital doing business in Montreal, 99 are French and represent \$5,715,000. This shows that, despite the great increase of the French-Canadian population, the English-speaking business men hold their own. In the city of Montreal, however, retail firms rated at less than \$20,000, are largely in the majority, although it is in number rather than in amount.

IN regard to the beet root sugar industry, which has been many a time pointed out as a department particularly well suited to the conditions of this province, we note a prosperous year after several seasons of suspension and loss for the Farnham, Quebec, beet root sugar works. It is announced that "after a fairly good season better arrangements have been made with the farmers and a large tract of available land purchased by the directors, who intend going largely into the growing of beets. There is a prospect, therefore, that the coming season the output of sugar will exceed any for years."

MR. WARD'S REPORT.

President T. B. Hall and Messrs. R. P. Ritchet, Joshua Davies, C. L. Henouf, H. F. Heisterman, J. H. Todd, Gus Leiser, Robert Ward, and W. E. Bullen attended the special meeting of the Council of the Board of Trade, held last Tuesday morning, at which the business listed was the consideration of Mr. Robert Ward's report in the San Pedro matter, and the advisability of the Board's applying for incorporation during the approaching session of the provincial legislature.

These subjects were taken up in the order in which they are above mentioned, Mr. Ward's report first. The document was as below;—

VICTORIA, B.C., January 22nd, 1892.

To the President and Council, British Columbia Board of Trade, Victoria.

GENTLEMEN,—I have the honor to report that, acting upon the request of the Board, I attended, on the 18th and 19th instant, the official inquiry held by Captain H. C. Lewis and Captain Gaudin (in pursuance of instructions from the Minister of Marine and Fisheries) in respect to the circumstances attending the stranding of the American steamship San Pedro on 22nd November last, on Brothie Ledge; and I enclose herewith a copy of the finding of the Court.

It will be observed that the responsibility for this disaster, whereby a steamship valued at upwards of \$300,000 has been wrecked, is attributed to the gross neglect of Pilot James Christensen, and partly to a want of promptitude on the part of the master (C. H. Hewitt) after the steamer had struck; and it was shown that the only object in navigating so near the shore was for the purpose of enabling the pilot to go ashore in his boat and reach his residence. In fact, the steamer in pursuit of her voyage was practically deviating therefrom.

In the course of the enquiry, important facts were brought out, which in my opinion show the desirability of placing the pilotage system of the province on a basis more consistent with uniformity and general efficiency than the various regulations now in force in the three different pilotage districts of British Columbia permit.

It must be admitted that ship owners who contribute pilotage dues are undoubtedly entitled to consideration in this respect, and to be likewise furnished with the best service in return for their pilotage dues.

It was shown in evidence at the present enquiry that although certain pilots are in possession of licenses for all British Columbia waters, and claim to have authority thereunder, yet in addition they hold an act under specific licenses for one of the particular pilotage districts as at present constituted.

In the case of Pilot Christensen, who stated that he held a license for British Columbia, although not acting thereunder, he also held a license under the Nanaimo Pilotage authority, under which he took charge of the San Pedro at Comox, bringing her into the Victoria pilotage district where the disaster to her occurred; and although within their district, the Victoria Pilotage Commissioners have no authority for dealing with the acts of a

pilot whose license was issued in another district.

In this instance, the Pilotage authority of Nanaimo suspended Christensen's license for three months for an act committed without their district.

It was also elicited that no sloop or schooner suitable for cruising down the Straits of Fuca to Cape Flattery is employed to intercept shipping bound to British Columbia ports, with the exception of one used by the pilots in the Victoria pilotage district, and an eight-ton sloop owned by the Nanaimo pilots; and it was also stated in the evidence of one of the pilots that the four Burrard Inlet pilots all reside at Victoria, and that four out of the five licensed pilots for Nanaimo also reside at Victoria; and, further, that it is customary for all large steamers to call off Victoria either to receive or discharge a pilot.

The average earnings of pilots is, of course, known to the Marine and Fisheries Department. Pilot Christensen stated the average in his district to be about \$250 each monthly, and it is understood that this amount is largely exceeded in the other pilotage districts of the province; and assuming, therefore, that the pilots are all adequately paid for their services, it must be conceded that the interests of shipping demand the most efficient service.

If suitable sloops or schooners were employed by the pilots, vessels could be more readily spoken at points where the service would be most appreciated, instead of masters being compelled to call off Victoria to receive a pilot from shore, or to discharge one there.

The existing regulations in three different districts are conflicting, and the government should be asked to enquire carefully into the whole question with a view of adopting a system which would be generally applicable to all British Columbia waters, and for which all pilots should qualify.

Subject to regulations which the Government might deem desirable to impose, the present pilotage of districts might be still maintained, the commissioners having control over the pilots whilst actually employed in their respective districts.

Upon such lines as these, a more thorough service might be inaugurated, which would at once remove the existing anomalies and furnish a system alike beneficial to the interests of shipping, the province and the pilots employed in the service.

I am, Gentlemen,
Your obedient servant,
(Sgd.) ROBERT WARD.

The report was made the subject of general debate, terminated by the adoption of a resolution that the report be forwarded to Ottawa, the suggestions therein contained being recommended to the consideration of the Minister of Marine.

All present being of one opinion in regard to the necessity of the board incorporating, the president, vice-president and secretary were named a committee to take the necessary steps to secure the incorporation of the B. C. Board of Trade, by a short act, during a session of the legislature which opened last Thursday.

Messrs. Bodwell & Irving addressed a letter to the board in reference to the

difference in the fees for registering incorporated companies under the Imperial Act and under the Provincial Statute. The board was asked to take action towards bringing about a uniformity in these charges.

The letter was referred to the president for a report and the secretary was instructed to acknowledge, with thanks, invitations received by the president and vice-president to attend the banquet of the Winnipeg Board of Trade, on February 2.

CHINESE TRADE

The *News-Advertiser* notes the arrival at Vancouver of Mr. T. G. Shaughnessy, Vice-President of the Canadian Pacific Railway Company, who was one of the passengers of the Empress of Japan, from China and Japan. While there he inaugurated a decided change in the way business will be conducted there. He appointed Mr. Holloway, who went with him, General Commercial Agent in the east and Capt. Tillett of the Empress of China, Marine Superintendent. Hitherto the business of the Canadian Pacific Company has been transacted by commission agents, but now Mr. Holloway will look after that himself and push forward the interests of the line with his characteristic energy. Mr. Shaughnessy is more than ever impressed with the immense future of the trade that will pass between China and Canada. Especially will large quantities of flour go to the east. China itself, he says, has a population of 400,000,000, and most of these have never tasted wheat bread. Once they get to know its superiority over rice there will arise a great demand for it and so long as the Company uses them fairly there is no limit to the trade that can be done. British Columbia is not yet a great wheat growing country, he remarked, but new districts are being opened, and there are the plains of the Northwest producing the best wheat of the world in such abundance, and the market which China opened for that was practically unlimited. The Company was well satisfied with the business done so far but they looked to much greater things in the future.

ALL QUESTIONS CHEERFULLY ANSWERED.

Housekeeper—Have you any Mocha coffee?

Small Dealer—Yes, mum.

"Genuine Mocha?"

"Just imported, mum."

"Import it yourself?"

"Oh yes, mum. I send my orders direct to the Sultan, mum."

"Humph! How much have you on hand?"

"Bout 60 pounds, mum."

"You have, eh? Sixty pounds? I read in the paper this very morning that not over 50 pounds of genuine Mocha reaches this country annually."

"Yes, mum, that's true. I had 'bout 100 pounds left over from last year." *New York Weekly*.

Mr. Thomas Logan, President of the Canadian Paper Company, has been elected mayor of Windsor Mills, Quebec.

THE COMPONENT PARTS OF WINE.

From the commercial standpoint, the object of vinification should be to obtain wines which contain a sufficient quantity of preserving elements to fit it for good keeping and proper aging. The chief preservative elements of the wine are alcohol and tannin.

Alcohol.—The general properties of alcohol are well known—it imparts to the wine strength, heating, and intoxicating qualities. The maximum of alcohol which a wine can attain by the fermentation of rich musts is between 15 and 16 per cent. If the percentage is a higher one it is due to the artificial addition of alcohol. In proportion as the wine ages a portion of the alcohol evaporates, or it may become oxidized, and form acetic acid if too much exposed to the air. But when the wine is too old, when it degenerates, the alcohol undergoes a total decomposition without coming in contact with the air. This alteration has been particularly noticed in bottled wines.

Tannin.—Tannin or tannic acid is, after the alcohol, the most useful element in the preservation of wines, in the union of their component parts, in the maintenance of the coloring matters found in solution. It eliminates the ferments by forming with them insoluble compounds; it promotes the clearing of wines by combining with the finings and particularly with pure gelatine. Tannin is a substance of a stringent, hard taste, which is met with in several plants and which occurs in various forms—according to its origin. It is found in large quantities in the stones, skins and stems of the grape, in the bark of the oak, in the gall-nut, quinine, caoutchouc, and in many other substances.

This substance is frequently used in medicine and the arts. As medicine, the tannin from gall-nuts is most frequently used. In trade, two varieties of tannin are met with, whose difference is produced by the method of extraction employed. Gall-nut tannin extracted by ether is purer, but often retains an ethereal odor and taste. Tannin extracted by alcohol has no odor and should be preferred for the treatment of wines.

As it is sometimes difficult to obtain this substance in places distant from large cities, it is possible to introduce a large quantity of tannin into ordinary white wines by using the tannin which is contained in the grapes. This tannin can be obtained by extraction with boiling water. For this purpose, we use seeds which have not yet undergone fermentation. For this purpose, they are roughly crushed and boiled in a kettle for several hours. Afterwards the water should be decanted, and if not immediately required for use, should be fortified with alcohol up to 17 degrees. The liquid should be filtered and will then keep very well. If it is desired to increase the tannin in ordinary white wines, about forty pounds of crushed raisin seeds are introduced into a barrel of clear wine, which should be at least one year old; after two months, draw off the wine.

In case it be found impossible to obtain grape seeds, oak bark can be used; either digest it in the cold with white wine or infuse with hot water. Oak bark has a rather strong woody taste. When possi-

ble, it is more advisable to use grape seed, which imparts to the wine a natural astringency. It is possible by studying varieties to increase in a natural way the quantity of tannin without using artificial means, and that is, in all respects, the best plan.

NOVELTY IN WINDOW DISPLAYS.

An exchange says that there can be no question but that the good effects obtained by a novel window display is worth the trouble it takes to get them. The same old ideas, no matter how elaborately carried out, soon cease to draw attention and the wits of the window dresser are taxed to the uttermost to find something that will accomplish that height of his bliss—a crowd in front of the store.

A short trip around the city revealed the fact that the largest crowds were drawn not by elaborate designs nor by large displays of elegant goods, but by those windows in which there was something being done, some process of manufacture illustrated.

In a number of windows there can be seen one or two cigar-makers rolling cigars. There is nothing especially interesting in such work, but it is seldom that there is not anywhere from one to a dozen people standing in front of these cigar-makers watching their deft movements as they put the wrappers on cigars.

Another taking window, though now somewhat *passé*, is that in which one or more shoemakers at work. Inside the shop, how many would stop to watch the cobbler at his last; yet through the plate-glass of a down-town shoe store they are a sufficiently novel sight to seriously impede traffic. A popular clothier has learned to cater to this seeming public taste, and on the occasion of his Spring and Fall openings stands in his window men and boys arrayed in what are presumably samples of the goods carried in stock. This display, so far, has been sufficiently powerful to attract a crowd which necessitates the services of the city police to keep a pathway open.

In a druggists' window, can be seen a girl pasting labels on perfume bottles. There is certainly no great inducement to stop and look at such a display, but still the girl pastes away before a crowd who may be simply stopping to see what is all about; but nevertheless the storekeeper's object of attracting attention to his window and store has been accomplished.

A passing crowd is easily amused, but it does seem strange that such simple, if not silly, displays as the above will catch the attention of hundreds of passers who deign to give really artistic displays of goods but a passing glance. The only reason can be that it is the novelty that attracts, for the only merit in these displays is that they are new and out of the ordinary run of show-windows.

ENGLISH TRADE IN 1891.

In England the same dullness has been experienced as here. Home trade has not been up to expectations, and the foreign trade has shown a tendency to drop off. An exchange in commenting upon the relation says:

"If the past year has not been so satis-

factory as everyone would have liked, it is, at any rate, satisfactory to know that the future is full of hope, and that the opinion of well informed persons is that 1892 will show an improvement upon its predecessor. There is no reason why this hope should not be justified by the event, and there are several reasons why it is likely to be so realized. In the first place, there is no serious accumulation of stock anywhere, so far as we can learn. During the quiet months that are behind us, manufacturers of leather and boots and shoes have all adopted a conservative policy and have been careful to produce no more than they could sell. Wholesale and retail buyers have acted upon similarly cautious lines, while it goes without saying that the public is not shod a single week in advance of its normal requirements. The slowing down of the means of production will probably have a most salutary effect upon next year's trade. Probably of much leather and as many boots and shoes have gone into consumption this year as ever before, but the means of production have been duly increased in anticipation of much better things. If we continue to go slowly there is every reason to expect that the demand will shortly overtake the capacity for supply. Our population is increasing. Our foreign trade is, on the whole, satisfactory. The demand for footwear must be a growing one in the nature of things. But the mischief has been that the ability to meet that demand has latterly expanded much too rapidly."

FIRM MARKETS.

The New York *Commercial Bulletin* says: A great deal has been said and written of late regarding the inherent strength of the market for canned corn, and the fact that a number of jobbers have already placed advance orders for 1892 season pack of New York state goods at 90¢-95¢ per dozen would in connection with the firmness of spot goods, indicate that there is something substantial behind the talk, despite the fact that there is nothing in the nature of a "boom" in the market up to the present time. Tomatoes, there is some reason to believe, are gradually getting into as good a position as corn, and, while the conservative policy of jobbers doubtless acts as a barrier to any pronounced advance in prices there is abundant evidence of stronger tone to the market. Standard Maryland brands that were sold a short time ago at 75¢ f. o. b. Hartford county are now difficult to obtain at 75¢ net cash there, and 80¢ here for Delaware stock has given place to 81¢ next on actual sale, while Jersey goods are faring quite as well. In the face of the large pack during the past season this decided undercurrent of strength is suggestive and would indicate not only a cleaning out of the surplus from the pack of previous seasons, but a consumption that is above the average of late years. That an advance of a few cents per dozen will check the outlet is hardly probable, since prices at present are on a low level and it would apparently need only the average consumption of the past three or four months to pretty well clean the wholesale market of tomatoes, as well as corn, before the season of 1892 comes around.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$300,782	
Br bark	Calbu	973	James	Oct. 6	Victoria	London	41,610	\$212,090	
Br bark	Lebu	726	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,424	
Br bark	Rothsay Bay	750	Partridge	Nov. 18	A Westminster	Liverpool	32,030	159,553	
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,910	157,743	
Br ship	Titania	879	P. W. Selby	Jan. 15	B Westminster	London	22,306	107,919	
Br bark	City of Carlisle	829	Kendall		Victoria	London	20,221		

A—Sailed from this port Nov. 21; also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$500. B—From Vancouver with part cargo of lumber.

BRITISH COLUMBIA LUMBER FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVE D	RATE
Br ship	Stamboul	1215	Weston	Jan 3	Vancouver	Callao	960,300	\$ 9,600	April 2	50s
Chil bark	India	833	Funko	Feb 1	Moodyville	Valparaiso	751,396	8,348	April 20	65s
Br bark	Nineveh	1174	Broadfoot	Feb 28	Vancouver	Sydney	855,352	9,335	April 24	owners ac
Br bark	Pornosa	915	Kain	Mar 21	Vancouver	Arica	744,000	6,000	July 5	55s
Am bkt	Catharine Sudden	388	Thompson	Mar 31	Moodyville	Tientsin	427,539	5,177	June 19	77s 6d
Amship	Geo F Manson	1333	Crack	May 14	Moodyville	Sydney	868,154	9,732	Aug 5	55s
Br ss	Eton	1746	Newcomb	May 22	Moodyville	Port Pirie	1,765,714	15,891	June 26	Private
Am sch	Olga	478	Atwood	June 3	Moodyville	Shanghai	534,133	5,990	Aug 7	65s
Am sch	Golden Shore	964	Henderson	June 3	Moodyville	Sydney	799,638	8,063	Aug 7	55s
Br ship	Forest King	1602	Morris	June 3	Vancouver	Callao	1,224,846	14,224	Sept. 1	47s 6d
Amship	Expoter	1312	Kezer	June 7	Vancouver	Melbourne	829,132	8,802	Oct. 2	65s
Am bark	Spartan	749	Anderson	June 14	Vancouver	Melbourne	502,000	5,276	Sept 22	60s
Am bark	Hesper	664	Sodergren	July 1	Moodyville	Shanghai	1,688,544	8,365	Aug 27	62s 6d
Swed bark	Svea	603	Afzelius	July 5	Vancouver	Callao	438,913	4,709	Sept 17	47s 6d
Amship	Great Admiral	1497	Howell	July 18	Vancouver	Melbourne	919,586	8,716	Oct. 2	63s 9d
Chil bark	Luisa Marta	745	Meyer	July 19	Westminster	Sydney	545,780	5,596	Oct. 9	52s 6d
Chil bark	Leonor	801	Harken	July 22	Westminster	Melbourne	600,333	5,705	Oct. 6	60s
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	561,536	6,000	Oct. 6	65s 6d
Br ship	Duke of Abercorn	1026	McDougall	July 29	Vancouver	Adelaide	658,393	8,213	Oct. 10	62s 6d
Br bark	Cassandra	733	Stehr	July 31	Vancouver	Aiqui	545,619	6,917	Nov. 12	47s 6d
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Melbourne	763,443	8,430	Oct. 27	60s
Chil bark	Antonietta	925	Stack	Aug 8	Moodyville	Valparaiso	743,214	9,681	Nov. 17	owners ac
Br bark	Orlovic	825	Austin	Aug 9	Vancouver	Callao	613,300	6,516		50s
Chil ship	Hindostan	1513	Welsh	Aug 14	Moodyville	Valparaiso	S 1,200,419	11,869	Nov. 14	owners ac
Br bark	H B Cann	1229	Foste	Aug 21	Moodyville	Sydney	T 1,041,172	12,214	Nov. 2	50s
Nor ship	Saga	1413	Aftedahl	Sept. 3	Moodyville	Sydney	U 960,254	8,777	Nov. 19	50s
Nor bark	Lotos	718	Salvesen	Sept. 23	Vancouver	Adelaide	X 523,282	5,035	Dec. 26	65s
Per bark	Pisagua	380	Benvenuto	Oct 10	Moodyville	Pisagua	A A 453,553	4,648		owners ac
Am bark	Newsboy	539	Johnson	Oct 1	Westminster	Sydney	Y 615,792	6,540	Nov. 21	52s 6d
Nor ss	H. W Jarlsberg	1858	Hague	Sept. 20	Moodyville	Port Pirie	V 2,043,269	18,389	Oct. 29	Private
Chil ship	Ena Luisa	1189	Beascoe	Oct. 9	Moodyville	Valparaiso	Z 909,863	8,187		52s 6d
Br bark	Edna Hawley	412	Llewellyn	Oct. 2	Westminster	Port Pirie	300,313	2,858		57s 6d
Nor bark	Flora	765	Anderson	Nov. 21	Vancouver	Melbourne	DD 557,332	5,241		62s 6d
Nor bark	Dominion	1256	Eriksen	Nov. 28	Vancouver	Adelaide	EE 978,392	9,272		65s
Am bkt	Willie R. Hume	632	Brigman	Nov. 17	Vancouver	Callao	CC 791,201	7,795		50s
Am ship	Benj. Sewall	1361	Sewall	Dec. 2	Vancouver	Valparaiso	FF 755,687	10,230		45s
Am schr	Olga	478	Rodin	Nov 12	Moodyville	Sydney	BB 512,658	4,413		44s
Chil ship	Atacama	1225	Caballero	Dec. 15	Moodyville	Valparaiso	II 269,001	9,453		owners ac
Br bark	Nineveh	1174	Broadfoot	Dec. 15	Vancouver	Sydney	GG 710,995	9,925		owners ac
Am schr	F. S. Redfield	416	Birkholm	Dec. 10	Chemalms	Sydney	HH 579,485	5,233		45s
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	JJ 959,793	8,265		47s 6d
Nor ship	Morning Light	1316	Johansen		Vancouver	Melbourne	KK 912,986	9,193		
Am bark	Hesper	664	Sodergren		Vancouver	Shanghai				50s
Br ship	Angerona	1215	Anderson		Vancouver	Valparaiso				42s 6d
Nor bark	Czar	1321	Christophusson		Vancouver	Australia				
Nor bark	Agnes	811	Hofgaard		Chemalms	Antofagasta				40s

A—Also 360,300 laths. B—Composed of 45,000 feet telegraph poles, 40,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 357,571 feet rough lumber, 39,668 feet dressed lumber, and 557 bundles laths. D—Composed of 23,355 feet dressed and 844,799 feet rough also 22,916 feet pickets and 231,210 feet laths. E—Also 2,575 bundles laths. F—Composed of 1,144,296 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, 6,000 boxes. G—Also 1,078 bundles pickets, 1,446 bundles laths. H—Also 1,715 bundles laths. I—Also 63,078 feet t & g flooring. J—47,939 feet is on deck. K—Of which 78,615 feet is on deck, also 11,925 feet pickets and 2,091 bundles laths. L—Also 3,500 bundles laths. M—Also 1,633 bundles laths and 163 bundles pickets, deck load 72,032 feet. N—Also 90,411 feet dressed, 2,458 bundles pickets and 1,134 bundles laths. O—Comprising 182,638 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q—Also 123,161 t & g flooring, 1,129 bundles laths and 47 spars, deck load 41,912 feet. R—Composed of 484,996 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. S—Also 2,001 bundles laths, deck load 106,197 feet. T—Also 2,138 bundles staves and 1,131 bundles laths. U—Also 22,461 feet t. and g. flooring, 2,272 bundles staves and 1,414 bundles laths, on deck 111,437 feet rough. V—Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W—Also 712 bbls laths and 1,163 bbls pickets. X—Also 315 bbls laths and 1,780 bbls pickets. Y—Also 21,757 feet pickets and 56,000 feet lath. Z—Deck load 32,366 feet rough. AA—Also 148,000 feet rough. BB—Also 332 bbls laths. CC—Composed of 15,684 ft T G flooring, 153,453 ft clear and 619,661 ft rough. DD—Also 76,000 laths and 1,720 pickets. Sailed from Victoria Nov. 21. EE—Also 1047 bbls pickets and 1606 bbls laths; returned to Esquimalt Dec. 9 strained and leaking badly; being discharged for repairs. FF—Also 151,237 ft t and g flooring. GG—Also 167,555 ft t and g flooring and 3,596 bbls laths. HH—Also 127 bbls laths. II—Also 48 bbls laths. JJ—Also 2,389 bbls lath and 5,550 bbls pickets. KK—Also 41,130 ft pickets and 913 bbls laths.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	Lizzio Bell	1036	Edwards	Sept. 28.	A Liverpool	Victoria	R. P. Rithet & Co. (Limited)	127
Br bark	Argyleshiro	1208	Stevens	Sept. 16	I Glasgow	Victoria	C. Gardiner Johnson	139
Port bark	Colorado	1036	Gibson	July 24.	P New York	Chemainus	Victoria Lumber and Manufacturing Co	143
Br ship	British India	1199	Lincs	Sept. 26.	N Samarang	Vancouver		129
Br ship	Mount Carmel	1596	Livingstone	Nov. 17.	W Samarang	Vancouver		77
Br bark	Ariadno	1167	Croot	November 28	C London	Victoria	Robt. Ward & Co	66
Nor bark	Orion	1231	Ulstrup		K San Pedro	Vancouver		
Br ship	Thermopylo	948	Winchester	Dec. 8	G Bangkok	Victoria	Victoria Rice Mills	56
Br bark	Irving	665	Jones	Nov. 23.	D Liverpool	Victoria	Turner Beeton & Co.	66
Br bark	Banffshiro	899	McDonald	Dec. 18.	E Liverpool	Vancouver	Bell-Irving & Paterson	46
Br schr	Mermaid	189	Crim	Nov. 14	S London	Victoria	Robt. Ward & Co.	82
Br bkt	Bittorn	383	Stronach	Oct. 23.	H Hong Kong	Royal Roads		103
Br ss	Bushmills	1588	Venning		F Glasgow	Vancouver	Baker Bros. & Co. (ld)	
Br bark	Mistloee	821	Smith	Nov. 23	E Buenos Ayres	Vancouver		
Br ship	Ben-Nevis	1061	Pike		B Glasgow	Vancouver	C. Gardiner Johnson	71
Am schr	W. H. Talbot	776	Bluhm		W San Francisco	Vancouver	R. P. Rithet & Co (ld)	
Br bark	Martha Fisher	811	Lee		L Liverpool	Victoria		
Br ss	Zambesi	1565	Edwards		W Kong Kong	Victoria	F. C. Davidge & Co.	
Br ship	Riversdale	1453	Farr		L San Pedro	Vancouver	R. P. Rithet & Co (ld)	
Am sch	Reporter	333	Dreyer	Jan 31	San Francisco	Victoria	Victoria Lumber & Mfg Co.	2
Br ss	Empress of China	3005	Tillet	Feb 2	Hong Kong	Vancouver	C. P. S. Co.	

K—Chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. I—Passed Torrhead Sept. 17. P—Arrived Bahia Sep tember 16, and sailed Oct. 2. Cargo of blacksmiths' coal for San Francisco, thence to load lumber for Valparaiso, A—Spoken Oct. 8, lat. 46 N. long 10 W. H—To sail Feb. 1: via Liverpool, thence Feb. 15. N—Passed New Anjer Oct. 2. B—To sail early in February. G—Cargo of mat rice. D—Spoken Dec. 23, lat. 5 S. long. 33 W. S—Cargo of salt and sealing outfit, passed Deal Nov. 17. C—Dec. 8, towed into Gravesend. She lost two anchors and chains in the Downs, and damaged windlass, sailed again Jan. 4. F—to load lumber for the Delaware breakwater. E—arrived at Holyhead Dec. 19, sailed 2. J—For orders, char- tered to load at Chemainus for San Pedro. Terms private. L—Chartered to load lumber for Sydney at 57s 6d. W—Chartered to load lumber for Tientsin, China, at 67s 6d.

SHIPPING INTELLIGENCE.

The Mary L. Burrill, which arrived at Royal Roads January 15, has received orders to load at Tacoma.

The American schooner Reporter, 333 tons, Capt. Dreyer, is reported to have left San Francisco January 31 for Victoria, for orders. She is under charter to load lum- ber at Chemainus Mills on private terms for San Pedro.

The British ship Aristomene, 1,750 tons, Capt. Sprague, arrived at Vancouver Janu- ary 20. She had to jettison 200 tons of her cargo of raw sugar, having encountered severe weather.

The Norwegian ship Prince Edward, which arrived at Port Angeles January 11, has gone in ballast to Coquimbo.

The City of Carlisle has completed her cargo and is ready for sea. She will prob- ably sail Tuesday.

The Empress of Japan arrived January 20 from Yokohama.

The British ship Riversdale, 1,453 tons, now at San Pedro, is under charter for lumber from Burrard Inlet to Sydney at 47s 6d.

The steel lark R. P. Rithet, launched December 29 at Scotstown, Scotland, is 200 feet in length, 38 feet beam, and depth 10 feet. She was built for Capt. W. H. Mars- ton, and intended for the Pacific coast trade.

VESSELS IN PORT.

(February 2, 1892.)
VICTORIA.

British bark City of Carlisle, 823 tons, Capt. Kendall, loaded with salmon and naval stores for London, Robert Ward & Co., consignors. Ready for sea.

Nor. bark Dominion, 1,256 tons, Capt. Eriksen. Condemned and for sale.

British ship Mary L. Burrill, 1,456 tons, Capt. Kinney, ordered to Tacoma.

British bark Glenbervie, 800 tons, Capt. Groundwater, discharging general cargo from London, R. P. Rithet & Co., (ltd) con- signees.

VANCOUVER.

Am. bark Hesper, 661 tons, Capt. Soder- gren, loading lumber for Shanghai.

British ship Angerona, 1,215 tons, Capt. Anderson, loading lumber for Valparaiso.

Chil. bark India, 953 tons, Capt. Funke, loading lumber for Valparaiso.

Nor. bark Czar, 1,314 tons, Capt. Chris- tophersen, loading lumber for Australia.

Nor. ship Kathinka, 1,463 tons, Capt. Klevenberg, loading lumber for Australia. SS. Empress of Japan, 3,003 tons, Capt. Lee.

Br. ship Aristomene, 1,750 tons, Capt. Sprague, discharging cargo of raw sugar.

CHEMAINUS.

Nor. bark Agnes, 811 tons, Capt. Hof- gard, loading lumber for Antofagasta.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammons, loading Northfield coal.

Am. bark Carrollton, 1,300 tons, Capt. Lewis, loading.

Am. ship Tacoma, 1,672 tons, Capt. Starky, waiting to load.

WELLINGTON SHIPPING.

Am. ship Richard III., 951 tons, Capt. Conner, loading.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	4,335
Vancouver	7	10,362
Nanaimo	4	5,513
Chemainus	1	814
Total	16	21,051

BRITISH COLUMBIA

Lumber exports for 1891:

AUSTRALIA.

	ROUGH.	DRESSED	PICKETS. FT.	LATH BDLIS.
Melbourne.	4,806,982		273,079	7,780
Adelaide.	2,193,009	80,411	59,791	3,055
Port Pirie.	4,109,911			
Sydney.	8,501,926	213,371	91,286	20,253
Total	19,617,431	303,782	427,159	31,088

SOUTH AMERICA.

Valparaiso.	5,250,615	200,401	117 spars.	3,900
Callao.	3,617,539	381,001		
Other ports	1,286,561	333,638		1,483
Total.	10,154,733	1,008,010		5,383
China	1,505,000	152,636		1,130
Japan		146,236	26 spars.	1,300
G'nd total.	31,307,703	1,610,751	427,159	37,601



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in the Dominion.*

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Manufactured Solely under the Supervision of the Inland Revenue Dept.

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TIME TABLE NO. 15,
 To take effect at 8.00 a.m. on Tuesday, October 20th, 1891. Trains run on Pacific Standard Time.

GOING SOUTH READ UP	STATIONS		No. 3 Passenger Saturdays Sundays	No. 1 Passenger Daily
	VICTORIA	RUSSELL'S VIC. W.		
Ar	12.24	12.30	5.58	12.24
De	12.30	12.36	5.51	12.30
Ar	11.45	10.50	5.44	11.45
De	10.50	10.10	5.10	10.50
Ar	10.10	10.27	4.24	10.10
De	10.27	10.17	4.14	10.27
Ar	10.17	10.12	3.59	10.17
De	10.12	10.02	3.49	10.12
Ar	9.30	10.02	3.41	9.30
De	8.51	10.02	3.34	8.51
Ar	8.25	10.02	3.12	8.25
De	8.10	10.02	2.14	8.10
Ar	6.30	6.30	1.50	6.30

On Saturdays and Sundays

Return Tickets will be issued between all points for a single fare, good for return not later than Monday.

Return Tickets for one and a half ordinary fare may be purchased daily to all points good for three days, including day of issue.

No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox

A. DUNSMUIR, JOSEPH HUNTER,
 President. Gen'l Supt.

H. K. PRIOR,
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Union Steamship Co

B. C., (LIMITED.)

HEAD OFFICE: VANCOUVER, B. C.

VANCOUVER-NANAIMO ROUTE.—

SS. CLTCH leaves Vancouver daily at 1:00 p. m., arriving at Nanaimo at 6 p. m. Leaves Nanaimo 7 a. m., daily, arriving at Vancouver 10:30 a. m.

VANCOUVER AND PORTLAND, (OR.)—

Carrying freight and passengers—SS. GRAND HOLM (1,300 tons). This steamer makes fortnightly trips between Vancouver and Portland, via Victoria, Sound Ports and Astoria.

VANCOUVER AND LADNER'S LANDING—

SS. ELIZA EDWARDS will leave Union S.S. Co's Wharf daily at 2:30 p. m., calling at Steveston and Way Landings. Leave Ladner's Landing at 7 a. m. for Steveston, Way Landings and Vancouver. Cargo received at Company's Wharf.

Ferry steamer plies at regular intervals between Vancouver and Moodyville from 7 a. m. to 6 p. m. Excursion steamers are always available at short notice.

William Webster, Manager.

Cable address: Union, Vancouver.
 P. O. Box 217.

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Rice, Rice Meal,
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ROLLER FLOUR MILL.

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To all Points East and South.

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Composed of Dining Cars unsurpassed,
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Best that can be constructed and in which accommodations are both Free and furnished for holders of First or Second Class Tickets, and

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CONSTANTLY ON HAND A GOOD SUPPLY
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Prepared to Cut Lumber to Order at
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x + x + x + x + x + x + x + x + x + x
Puget Sound and Alaska Steamship Co

TIME CARD.

**STEAMSHIP CITY OF KINGSTON.
 Victoria Route.**

8:00 a m..... * Lv Tacoma Ar..... 5:15 a
 10:15 a m..... " Seattle Lv..... 3:00 a m
 1:30 p m..... " Pt Townsend "..... 11:45 p m
 4:30 p m..... Ar Victoria "..... 8:30 p m

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

6:45 p m..... † Lv Tacoma Ar..... 4:30 p m
 9:00 p m..... " Seattle Lv..... 2:30 p m
 12:15 a m..... " Pt Townsend "..... 11:30 a m
 2:45 a m..... " Anacortes "..... 9:15 a m
 7:30 a m..... Ar Fairhaven "..... 8:00 a m
 6:15 a m..... " Schome "..... 7:15 a m
 4:30 a m..... " Whatcom *..... 6:00 a m

Snohomish River Route.

5:30 p m..... † Lv Tacoma Ar..... 4:30 p m
 7:00 a m..... * Lv Seattle Ar..... 2:00 p m
 8:45 a m..... " Edmonds Lv..... 12:30 p m
 10:30 a m..... " Mukelteo "..... 10:15 a m
 12:00 p m..... " Marysville "..... 9:30 a m
 2:00 p m..... " Lowell "..... 8:00 a m
 3:00 p m..... Ar Snohomish "..... 7:00 a m

† Steamer Washington leaves Tacoma daily except Monday at 6:00 a m for Everett. Runs direct to Everett with no intermediate stops. Returning, leaves Everett at 1:00 p m.

STEAMER EDITH.

Pt Townsend Mail Route.

11:00 p m..... * Lv Seattle Ar..... 3:00 p m
 12:30 a m..... " Kingston Lv..... 3:10 p m
 3:00 a m..... Lv Pt Madison "..... 11:00 a m
 4:00 a m..... " Pt Gamble "..... 10:00 a m
 6:00 a m..... Ar Pt Townsend "..... 8:00 a m
 * Daily ex. Sunday. † Daily ex. Saturday.

For further information apply to

G. G. CHANDLER,
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 E. E. BLACKWOOD, Agt., 79 Gov't Street.

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(Steam Fuel.)

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SAMUEL M. ROBINS, Superintendent.

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GLENORA "	2,500 " "	GODERICH—Goderich, Ont. 1,000 " "
WINNIPEG MILLS	1,500 Barrels.	

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