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- Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1885, Pianofortes.
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**FISHING TACKLE  
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FANCY GOODS**

403 ST. PAUL STREET, --- MONTREAL.

## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, Oct. 3.  
VICTORIA.

The past month has been a fairly satisfactory one all round. The jobbing houses have done a fair trade, and collections are as satisfactory as could be expected. The feeling is that the fall trade will be good. Sealing schooners are still coming in with good catches. Over fifty thousand skins have already been received, and it is quite probable that the estimated catch of sixty thousand skins will be exceeded when all the schooners have returned. Nearly six carloads were shipped during the week to London by houses representing the sealers. The advancing tendency of the market in many lines causes a growing feeling of confidence which is well calculated to cause dealers to carry more goods in stock. It is generally believed that values in nearly all lines have touched bottom and any change in prices will be towards higher figures.

The Vancouver *News-Advertiser* says: Merchants report a decided improvement in business during the past week, and as this opinion was expressed by those engaged in nearly every line of trade, it is very encouraging. The week has been a busy one in shipping circles. Three vessels have arrived to load lumber here, and one to load salmon, while the Empress of India has reached port from the Orient once more with a full cargo. Building operations are being actively pushed forward, and the contract for another new block has just been let, so that there promises to be plenty of work during the winter months. Wholesale, despite the fact that the end of the month was so near, the volume of business was larger last week than for some time past.

### FLOUR AND FEED.

The only feature of note is the decline of jobbers' prices for Oregon flours, which have declined from 15c to 25c per bu.

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

Ogilvie's Hungarian \$4 40  
" Strong Bakers 4 10

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

Premier \$4 25  
XXX 4 10  
Strong Bakers or XX 3 75  
Superfine 3 40

Jobbers' quotations to the trade are:  
Delta, Victoria mills \$4 50 @ 0 00

Lion, " " .....	4 50 @	0 00
Premier, Enderby mills.....	4 50 @	0 00
XXX, " " .....	4 35 @	0 00
XX, " " .....	4 00 @	0 00
Superfine, " " .....	3 65 @	0 00
Ogilvie's Hungarian.....	4 75 @	0 00
Strong Bakers.....	4 50 @	0 00
H. B. C. Fort Garry Hungarian..	4 65 @	0 00
Strong Bakers.....	4 50 @	0 00
Oak Lako Patent Hungarian .....	4 65 @	0 00
Strong Bakers.....	0 00 @	0 00
Regina Hungarian.....	4 65 @	0 00
Strong Bakers.....	0 00 @	0 00
Benton County, Oregon.....	4 35 @	0 00
Portland Roller.....	4 35 @	0 00
Snowflake .....	4 35 @	0 00
Royal.....	4 50 @	0 00
Wheat, per ton.....	30 00 @	35 00
Oats.....	30 00 @	32 50
Oil cake meal.....	45 00 @	00 00
Chop feed.....	25 00 @	30 00
Shorts.....	23 00 @	30 00
Bran.....	25 00 @	27 50
National Mills oatmeal.....	3 50 @	0 00
" rolled oats.....	3 50 @	0 00
" split peas.....	3 50 @	0 00
" pearl barley.....	4 50 @	0 00
" Chop feed.....	26 00 @	23 00
California oatmeal.....	4 25 @	0 00
California rolled oats.....	4 00 @	5 00
Corn, whole..... per ton	37 50 @	40 00
Corameal.....	2 75 @	3 00
Corameal-feed..... per ton	40 00 @	00 00
Cracked corn.....	40 00 @	00 00
Hay, per ton.....	18 00 @	20 00
Straw, per bale.....	1 00 @	0 00

### RICE.

The Victoria Rice Mills quote wholesale:

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

### FRUITS AND VEGETABLES.

There is scarcely any change reported in prices. The weather during the past month has not tended to increase consumption, on the other hand demand is falling off. There is but little native fruit being received, and the crop this year is acknowledged a failure. The season for California small fruits is nearly over, and Oregon is furnishing the bulk of the supply.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian.....	2 50 @	3 00
California seedlings.....	3 50 @	4 00
Lemons—California.....	4 50 @	6 50
Australian.....	2 50 @	0 00
Bananas.....	75 @	1 25
Apples..... bxs	1 15 @	1 35
Plums.....	75 @	90
Peaches.....	1 00 @	1 15
Pears.....	1 25 @	1 75
Grapes.....	1 00 @	1 25
Cocoanuts..... per 100	8 00 @	9 00
Watermelons..... per doz	3 00 @	6 00
Nutmeg melons..... per crate	1 25 @	0 00
Cantalopes..... per crate	3 50 @	1 00
Pineapples—sugar..... per doz	4 50 @	5 00
Hawaiian..... per doz	2 00 @	0 00

Vegetables are quoted:

Potatoes—Local..... per lb	1 @	11
Onions—Silverskins.....	1 @	2
Cabbage.....	17 @	2
Tomatoes..... per box	75 @	90
large..... per box	1 50 @	0 00
Cucumbers..... per box	1 25 @	1 75

### GROCERIES AND PROVISIONS.

American packing houses have advanced quotations for meats and lard. Hams are up from 4 to 4c, breakfast bacon 1/2 to 1 1/2c, and pure lard 10's, 1 1/2c. Local

quotations for creamery butter are unchanged. The situation in the east for both butter and cheese is strong. Recent mail advices quote creamery butter at 21c, while telegraph quotations for car lots are about 23c f. o. b. eastern points, cash before shipment or on arrival with interest. Cheese is also firm. A car load was recently purchased at 10 1/2 f. o. b. east for colored, while quotations in eastern papers of recent date quote at 9c. Manitic creameries are asking 23c and 24c for small lots, f. o. b. for shipment to British Columbia. Sugars continue steady with no change in quotations. The markets both in eastern Canada and the United States have been short of hard sugars, and reports state that refiners are being taxed to their utmost capacity to fill the orders of their customers.

American canned meats, staples, are quoted to the jobbers in bond as follows: Roast, corned and lunch beef, 1's per doz., \$1.05c; do. 2's per doz., \$1.70; lunch tongues, 1's per doz. \$3.00; do. 2's, \$6.00. Armour's white label conserved soups in 2 lb. tins are quoted at \$3 per doz.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 15 1/2c per lb; heavy hams, 14 1/2c; choice breakfast bacon, 21 1/2c; short clear sides, 14 1/2c, and dry salt clear sides, 13 1/2c. Armour's white label pure lard, 10 lb. pails, 15 1/2c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 18 1/2c, breakfast bacon, 22c.

The Montreal *Trade Bulletin* says: "Butter receipts during the past week were 3,700 pkgs. against 6,802 pkgs. for the week previous. As stated by us last week, the August make of creamery has been swept up pretty clean in this province, and one shipper was greatly disappointed when he went through the country a few days ago and found that factory after factory had sold their August and July make. It is questionable if 300 pkgs of August creamery could be found in this province to-day unsold. From 21c to 21 1/2c has been paid for the August goods. As regards September creamery, factorymen refuse to name a price. Eastern Townships dairy in round lots is scarce, and 19 1/2c would be paid by shippers for a round lot of fine fall make. Western dairy is still held at points of production at higher prices than buyers can pay in this market, 18 1/2c being asked here for a lot of choice selected, yesterday. English advices report a firm market, but buyers there come up very slow in their bids. We quote: Creamery, August, 21c to 22c; Eastern Townships, 19c to 20c; Western, 17c to 19c. Cheese receipts during the past week were 28,112 boxes against 61,836 boxes for the week previous. This market is strong, excited and higher, with large transactions, several of the largest combinations having sold their three months' make at prices ranging from 10 1/2c to 10 3/4c, and in one case 10 1/2c was obtained for October. Quebec cheese has sold at 10c to 10 1/2c for August, with a few Septembers. Nearly all cheese east of Toronto has been contracted at good prices. The English market is firm and slow, but steadily advancing.

but it will have to move up 4s higher before the goods recently sold can find a market on the other side. It is believed that at the end of the season there will not be much of a falling off in make, if any. Present prices will induce a pretty liberal fall production. We quote: Finest Western, colored, 10½c to 10¾c; finest western, white, 10½c to 10¾c; finest Quebec, 10½c to 10¾c."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	27	@	28
Manitoba Creamery, 5-lb tins	27	@	28
" dairy.....	17	@	18
Cheese—Canadian, lb.....	12½	@	13½
California.....	16	@	16
Eggs, case, per doz.....	18½	@	19

Smoked meats and lard are quoted:

Hams.....	16½	@	18
Breakfast bacon.....	17	@	18
Short rolls.....	14	@	15
Dry Salt, long clear.....	13	@	14
Pure Lard, 50lbs.....	14	@	14½
" 20lbs.....	14½	@	15
" 10lbs.....	15½	@	16
Lard Compound, 10lbs.....	13	@	13½

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

Dry Granulated.....	63
Extra C.....	52
Fancy Yellow.....	52
Yellow.....	51
Golden C.....	54
Dry Granulated (China).....	61
Syrups, per lb.....	3
" 1 gal. tins, American.....	6 50
" 1 " Vancouver.....	5 75
" 1½ " ".....	7 00

SALMON.

The British bark Routebeck, 930 tons, Capt. Russell, has cleared for Liverpool with a cargo of 38,800 cases new season's pack of salmon valued at \$201,875. The cargo is composed as follows:

For Findlay, Durham & Brodie—	
Fishermans.....	3,000 cases
For R. P. Rithet & Co., Ltd—	
Laidlaw & Co.....	3,500
Balta Cannng Co.....	5,000
Wellington Packing Co.....	5,000
Harlock Packing Co.....	5,000
P. S. Co.....	4,000
Standard Packing Co.....	3,000
Crescende Packing Co.....	300
Skeena Packing Co.....	3,000
Lowe Inlet Packing Co.....	3,000
Wannuck Packing Co.....	4,000

Total.....38,800 cases

The British bark Formosa, 915 tons, Capt. Kain, arrived Oct. 1. She is under charter to load salmon for London or Liverpool on account of R. P. Rithet & Co., Ltd.

LUMBER.

The American barkentine Hilo, 642 tons, Capt. Le Ballister, sailed Sept. 28 for Sydney with cargo of lumber from the Brunette mills, New Westminster. Her cargo consisted of 581,073 feet rough, 25,025 feet dressed and 480,200 laths; total 688,652 feet valued at \$6,649. The American barkentine Chas. F. Crocker, 813 tons, Capt. Lord, sailed Sept. 29 with a cargo from the Hasting's mills, Vancouver, for Santa Rofalia. The cargo is composed of 733,000 feet rough, 28,000 feet flooring, 22,548 feet posts, 10 cords slabs and 75,000 shingles, valued at \$7,070. There have been three arrivals during the week. The American schooner Aida, 507 tons, Capt. Anderson, chartered to load at Moodyville for Port Pirie at 37s 6d. The American brig Geneva, 471 tons, Capt. Nelson, arrived Sept.

28, under charter to load at Hasting's mill for Sydney at 27s 6d, and the American barkentine Robert Sudden, 585 tons, Capt. Ulberg, arrived Oct. 1, to load at Vancouver for Port Pirie at 37s 6d. There are no new charters to report.

There are at present seven vessels aggregating 4,280 tons, loading at British Columbia ports for foreign.

At Victoria—Am. schr. Wm. Bowden, 728 tons for Australia. At Burrard Inlet—American bark Hesper, 604 tons, for Port Pirie; Br. bark Elizabeth Graham, 508 tons, for Melbourne. American brig Geneva, 471 tons for Sydney. American schooner Aida, 507 tons, for Shanghai. American barkentine Robert Sudden, 585 tons for Port Pirie. At Cowichan—Am. schr. Lyman D. Foster, 727 tons, for Sydney.

miner—Am. bktn Hilo, 642 tons, for Sydney.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet.....	\$ 3 50
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	17 00
Pickets, rough per M.....	9 00
Laths, 4 feet, per M.....	00

The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7 per M ft; rough clear, \$11; ship lap, \$10; flooring and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.00; lath, \$1.00.

BUSINESS CHANGES.

T. H. Sturgeon, fruits, Vancouver, is dead.

B. Williams, tobacconist, Nanaimo, is dead.

Sullivan & Savage, furniture, Kaslo, have assigned.

Daniel A. Matheson, logger, Vancouver, has assigned to Thomas Dunn.

McArthur & Harper, general dealers, Kamloops, succeed A. S. McArthur & Co.

R. T. Williams, book-binder, Victoria, proposes retiring and offers business for sale.

The North American Life, of Toronto, has appointed G. E. Farrar agent at Vancouver.

Quintard & Packard, electrical supplies, Victoria, contemplate opening a branch in Vancouver.

R. L. T. Galbraith, general merchant, Fort Steele, has sold out to Carlin, Lake & Co., of Golden.

The F. R. F. P. & B. Association, contemplate the erection of a large salmon cannery on the Fraser.

McInnes & McInnes, barristers, have opened an office in Nanaimo. They are sons of senator McInnes.

Wilson Bros., wholesale grocers, Victoria, have opened a branch in the Van Horne block, Vancouver, the premises formerly occupied by G. F. and J. Galt. They intend carrying a general stock of staple goods.

L. P. FISHER, NEWS ADVERTISING AGENT, 21 Merchants' Exchange, San Francisco, is our authorized agent. This paper is kept on file in his office.

ON the old pedagogic principle of lick them all and you're sure to catch the right one or, if you don't deserve the whipping now, you either have merited or will merit it before long, the Messrs. Dunsmuir have discharged all the hands on board the collier Wellington. This, it is said, is because contraband opium was discovered aboard that steamer by the California revenue officials. An individual is legally and equitably supposed to be innocent until proved to be guilty. Nevertheless the Dunsmuirs, who, we presume, are a law unto themselves, have gone beyond what minds more astute than theirs would ordinarily venture to contemplate. Suppose a precedent of this kind were made to work in the upper business and commercial circles, it would be generally declared to be most unjust and would strike many heads otherwise supposed to be above reproach if they were not in reality irreproachable.

At the annual meeting at Westminster, of the Royal Agricultural and Industrial Society last week, the following officers were elected:—President, (re-elected) T. J. Trapp; First Vice-President, G. A. Perrin; Second Vice-President, A. C. Wells; Treasurer, (re-elected) Geo. D. Brymner; Secretary, (re-elected) A. B. Mackenzie; Directors: Chas. G. Major, A. C. Wilson, P. E. Latham, J. B. Kennedy, Thos. Cunningham, M. Williams, of Westminster; S. F. Tolmie, J. B. Kerr, J. D. Bryant, J. H. Falconer, Vancouver Island; A. H. B. Macgowan, J. C. McLagan, Vancouver City; S. Knight, J. A. Edwards, G. W. Chadsey, A. J. Street, J. A. T. Wilkinson, Chilliwack and Sumas; H. F. Page, Matsqui; J. A. Morrison, Mount Lehman; W. B. Cornet, J. M. Johnson, Langley; Thos. Shannon, T. Foster, M. P. P., Surrey; T. H. Earl, Lytton; J. A. Sharp, Agassiz; E. Hutcherson, H. D. Benson, Ladners; D. S. Milligan, Lulu Island; D. Macdonald, Sea Island; H. Ferguson, G. W. Henry, Maple Ridge; D. McLennan, Coquitlam; M. W. Stewart, Dewdney; M. R. Clark, Nicomen Island.

RECENT developments in the manufacture of implements of modern destruction for war purposes have shown that it is just about time to call a halt, inasmuch as there is now no longer a certainty that they may not be more destructive to those by whom and for whom they are used than to those against whom their forces are directed. The loss of H. M. S. "Victoria" has caused people to do no small amount of thinking. This has found expression in a number of channels, never possibly with more force than at the recent meeting in England of the Armstrong & Mitchell Engineering Company, the builders of the great vessel which a short time since went down off the coast of Tripoli with so many of the flower of the bravery of Britain. Lord Armstrong—he of great gun fame—did not hesitate to say that not only was a battle ship far too valuable as had been shown in the case of the Camperdown to be staked on the use of her ram, but such a vessel was far too unwieldy to give full effect to that instrument of destruction. He therefore argued that cheaper vessels and such as could be more readily handled should be constructed and armed with rams, the success of whose operations would to a considerable extent depend on the personal dash of their commanders.



## THE FUTURE OF COTTON.

Owing to a combination of peculiar circumstances a falling off is observed in the cotton market. In 1890-91 the crop amounted to 8,655,000 bales. In 1891-92 it was 9,038,000 bales. But in 1892-93 it was only 6,717,000 bales, and simultaneously the home consumption steadily increased. Only a few years ago the domestic mills were said to be doing a large business when they consumed a million bales of cotton a year. During the year which ended on September 1, they used up 2,381,000 bales, the quantity exported amounting to 4,402,000 bales; in other words we consumed one-third of our crop at home. Simultaneously we exported nearly \$12,000,000 worth of cotton in the shape of cloth.

In parts of the south planters are growing food instead of cotton. But it is obvious that a diminution in the cotton yield must be temporary. The world can not get its supply of raw cotton from any where except the cotton States. Many countries grow the plant. Cotton cloth was made in India, in China, in Northern Africa long before the dawn of civilization. But no country produces as good a grade of cotton as the Gulf States; and the failure of the superhuman efforts made by Great Britain during our civil war to supply her factories with cotton from elsewhere demonstrates that no country ever will.

It may thus be taken for granted that the cotton crop of the United States will probably increase with the years and that presently we may witness crops of 10,000,000 or 12,000,000 bales, but the proportion of the crop consumed at home is even more certain to increase. We have already reached a point when our dependence on foreign countries for cotton goods is slight. During the first seven months of 1893 our total importations of cotton goods were \$21,632,000, which showed an increase, probably accidental, of \$3,600,000 over the corresponding period of 1892. If this implies an annual importation of \$36,000,000 of cotton goods, our net import, after deducting our export, is about \$21,000,000, a very small fraction of the \$150,000,000 or \$160,000,000 which Europe owes us every year for raw cotton. Half of the cotton goods we import are knit goods, cotton laces, trimmings and cotton embroideries, which we have not learned to make as well or as cheaply as the Europeans. It will not be long before the American mills conquer these markets as they long ago conquered the market for bleached cotton goods.—*San Francisco Call.*

## FACTS FOR RETAILERS.

The successful business man is he who is willing to commence at the bottom and work his way up, by steady, unremitting attention to every detail of his business, and to be able to do that he must, before he thinks of engaging in business for himself, have a thorough knowledge of the grocery trade.

In selecting your location, be sure and have it the best you can afford. You will have to pay more rent, but that will cut a very small figure in comparison to the extra trade you will attract. When you

have secured your place of business, the next thing to do is to place yourself right before the public, financially and morally. First, go to one of the prominent mercantile agencies and make a fair, square and honest statement of the business you intend to engage in, the amount of cash capital you have to invest, what your position has been and what you anticipate doing. Then you make a resolution and stick to it, that you will be strictly temperate, and never "play the races," or any other chance game.

When you get ready to purchase your stock, have a memorandum made out, and allow so much money for each stock, or each class of goods, and keep as near the limit as you can. Don't overload yourself with first purchases; get the very best cash discounts; you will find there is considerable money saved during the year by discounting your bills.

When business begins to slack up do not sit down and wait for the return of fall or spring trade, but set up some good scheme that will bring you more prominently before the people, and at the same time bring you profit.

The arrangement of fixtures is something that would be considered as much as anything. Make everything as convenient as possible, and you will find your clerks will wait on more customers, make more sales, and cause much less annoyance to those whom they are serving.

Stocks should be so arranged that customers purchasing one thing will have something else suggested to them by its being convenient, and the clerk will then have no trouble in introducing and selling it.

## SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Sept. 22 as follows: "Since the sailing of the last Australian steamer, the following vessels have arrived from the colonies, viz: Lonsdale, 2,800 tons; Jane L. Sanford, 1,175 tons; Mcoltan, 2,525 tons; Routenburn, 2,000 tons. Total, 8,500 tons.

The light arrivals for the past thirty days have served to materially reduce stocks on hand, hence the spot price, and for cargoes near at hand, is considerably better than for later delivery. As yet no perceptible reduction has been made in coal freights from the colonies, the principal reason for the sustenance of present rates is the scarcity of tonnage in Australia, but the general belief is that lower figures will be accepted later. This belief is grounded in the high ruling rates here on grain to Great Britain, which must eventually cause an influx of coal tonnage in this direction. We cannot look for any low priced coal cargoes to be loaded in England for the next three months at least, as the labor troubles there have caused all grades to be marked up, in some cases three and four shillings per ton. The gas companies here are stocked up ahead for several months to come, and will not be in the market for any deliveries prior to the latter part of 1891. If our manufacturers do not increase their present fuel consumption, it will cause a marked falling off in Australian imports next year."

## EXPECTANCY OF LIFE.

The average life expectancy in the United States is stated by the *Boston Globe* to be 55 years; in England, among the urban population, it is 50, and among the ruralists, 51 years. Russians have a life expectancy of but 28 years, approximately, and Chilians the same; while in Ellobed, in the Soudan, 23 years is a generation. The average life in the Rome of the Cæsars was 18 years; now it is forty years. Within 50 years, the average in France has increased from 28 to 45½ years, and in the days of Queen Elizabeth the English average was about 20 years.

These figures, as far as they go, are of some interest, but they are very crude. They are too seriously affected by the high rate of infant mortality in days of yore to be instructive in comparing the expectancy of life then with what is now the average, and the data upon which the calculations are based in past times are too precarious to have scientific value. A statement of the expectancy of life at each septennial period in the times, and in the countries above named, would be exceedingly interesting, as evidences of the average mortality during each seven year periods. We believe such statistics would show that the chance of an infant reaching seven years was at one time and yet is, in some countries, so small as to bring the average duration of human life very far below the term now termed a generation. The high rate of infant mortality in this city lowers the local expectancy of life, dating from birth, but, after that period of risk is passed, we are satisfied that the chance of reaching the Psalmist's span of life, is equal to that enjoyed in any part of the Dominion.

The admissions to the World's Fair for the first four months were as follows:—May, 1,050,037; June, 2,675,113; July, 2,769,263; August, 3,515,493. In the first week in September, there were 985,245, and the admissions of the second week are more than a million. It would probably not be an over estimate to make the September and October admissions nearly ten millions, which would make the total twenty millions. The receipts a few days ago indicated about seventeen millions, but the receipts since then have exceeded anticipation. One is glad to see that the enterprise and public spirit of the promoters are likely to be awarded.

The favorable impression which Canada's exemption from commercial panic during the last six months was further emphasized at the meeting of the Bank of British North America, when, in announcing a dividend of 35s per share, Mr. H. J. B. Kendall said that there was no denying that the last six months had been an anxious time for them, and that the wave of distrust which had been the direct result of the Sherman Silver Bill might have extended over the border into the Dominion. That it had not done so was, he thought, eloquent testimony to the soundness of the Canadian banking system. These remarks have been commented upon by all the financial papers, and have still further increased the very favorable impression which previously existed.

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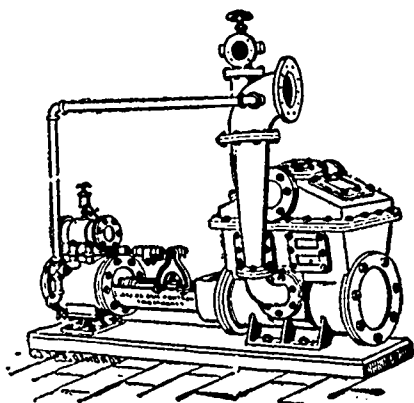
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The Great West Life Assurance Co., Winnipeg and Victoria.  
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."  
The Stevenson Canning Co., Stevenson, Fraser River, "Lighthouse Brand of Salmon."

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**COMMERCIAL SUMMARY.**

Cholera is raging with terrible severity in the Crimea.

General Sir Henry Norman has been appointed Viceroy of India.

General de Miribel, chief of the general staff of the French army, is dead.

The Northern Pacific has a debt of \$250,000,000, most of which is held in Europe.

Heavy storms and floods, causing many deaths and serious damage, have occurred in Spain.

The Portuguese authorities have declared a cholera quarantine against New York, as an infected port.

The British National Federation has issued circulars calling for the sweeping away of the House of Lords.

It is stated that the crops in Ontario are not moving freely and that farmers are holding back for higher prices.

The amalgamated iron workers' lodges at Pittsburg, Pa., have decided against a 10 per cent. reduction in wages.

The great Standard Oil Trust has been formally dissolved. Hereafter, it is said, the companies that were in the trust will act independently.

The Miners' Federation, of Nottingham, England, by a vote of 61,000 to 92,000, has decided that its members shall not return to work at the old wages.

The leading wholesale grocery house of Boston has discontinued the sales of sugar, pork and lard, giving as a reason that retailers can buy from first hands.

The corn receipts at Chicago for the first fifteen days of last month were, it is reported, over 6,600,000 bushels. This is said to be the heaviest arrival for any like period.

The Secretary of the Treasury has been notified that the Canadian Government cannot adopt an agreement for the inspection of immigrants between the United States and Canada.

Moore & Smith, one of the oldest and largest lumber firms in San Francisco, have suspended payment. Liabilities said to be \$600,000. Creditors of the firm have granted them more time.

The Russian Government has ordered that its mints shall no longer receive from individuals silver bars or worn silver pieces to be converted into coin, and that the importation of foreign silver coin is prohibited.

An improvement in the Winnipeg water system is being agitated for. The chief engineer for the Public Works Department

says a pure water supply could be obtained from the Winnipeg River above the seven portages, a distance of about fifty miles.

The New York Board of Trade recently called a convention from the commercial bodies of the country. Two hundred delegates from 21 States responded and passed an almost unanimous resolution in favor of the Repeal of the Sherman Act. Out of 1,300 commercial organizations written to, all but one—Denver—denounced that measure.

Broadstreet's record of the earnings of railroads in North America for August shows that out of 435 lines only 22 show an increase. Earnings of both of the Canadian trunk lines show increases, the Grand Trunk's receipts being \$2,515,311 for August, 1893, as compared with \$2,450,193 for August, 1892, and the Canadian Pacific's being \$1,848,000 for August, 1893, as compared with \$1,829,000 for August, 1892.

The August fire loss in the United States and Canada, according to the New York *Journal of Commerce*, was \$13,222,700, and more than a million dollars in excess of the previous month. The August loss for 1892 was \$10,145,300, and in 1891 it was \$9,055,100. The aggregate loss for the first eight months of 1893 was \$111,321,060, against \$87,112,550 for the same period in 1892, and \$88,302,470 in 1891.

The Canadian bank statement for September shows a decrease in circulation of \$261,501 during the month, deposits a decrease of \$4,568,031 and specie and Dominion notes held by banks have increased over \$1,000,000. Canadian banks have withdrawn \$2,043,521 from the United States during the month. At this time last year, Canadian banks had \$24,000,000 employed in the United States. The amount is now \$13,000,000. Call loans show a decrease of \$3,565,014, and total liabilities of the chartered banks a decrease of \$1,390,580.

Asbestos tissues, manufactured with pure amianthus yarn, are employed by the manufacturers of chemical products in filtering acids, and as wicks in certain heating apparatus. Asbestos mastic has an advantage over all known mastics, and resists the very highest temperature without injury. Asbestos colors are manufactured, which, in the case of metals, form an excellent preventive of oxidation and render wood and tissues absolutely combustible. Bricks made of very light and porous asbestos are frequently placed in the gas chimneys; the mineral reddens and throws out a great heat.

The best policy for Canada is one which consults her peculiar situation. The dogmatic free trader is out of place here. The Protectionist, whose faith is pinned to a particular duty regardless of results, must also go the wall. Situated close beside the immense competition of the farmers and manufacturers of the United States it would be the height of folly to ignore the special results created by this condition of affairs. To put our industries at the mercy of the trusts and combines of the republic would be simple madness. To submit our farmers to the competition which has brought British agriculture to distress seems too absurd to even discuss,



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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L. G. HENDERSON . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, OCT. 3, 1883.

## MINISTERIAL VISITORS.

In the course of a few days, Hon. G. E. Foster, Minister of Finance, and Hon. A. R. Angers, Minister of Agriculture, may be expected in Victoria. Apropos to their arrival in Winnipeg, the Board of Trade of that city have appointed a committee to consider tariff and other matters and prepare any suggestions regarding them that it may be deemed desirable to make to the members of the Government. The Finance Minister's object is, as we understand it, to obtain the views of this community as to modifications of the tariff. As has been pointed out in these columns from time to time, the remoteness of British Columbia from the points of production of many articles which she is compelled to purchase outside, render the incidence of the Canadian tariff very burdensome in these special instances. Indeed, the addition of the heavy cost of freight to the price of the articles as enhanced either by the payment of the direct customs duty on imports or the protected value of the home made article obtained from eastern Canada, places our people at the most serious disadvantage. Per capita, British Columbia pays far and away a much larger contribution to the Dominion treasury than any other part of the confederation. This is one of the matters that have to be duly represented and insisted upon when the Finance Minister arrives, in order that he may be induced, if not to make exceptions in our favor, to at least provide for such drawbacks as will place us upon more nearly an even footing than we are at present.

Moreover, it is to be hoped, that when he arrives Mr. Foster will not be in such a hurry as have been some of his colleagues, who have hardly had time to stop over night, and have, in consequence, heard and disposed of Victoria and British Columbia business in barely twenty-four hours. Then, in regard to public expenditures, our Board of Trade and individual merchants, too, ought to be afforded a full opportunity to endeavor to impress upon the Ministers their claims to a larger share of the public outlays. The province and the city have, this year, been visited by the Minister of Trade and Commerce, the Minister of Railways, the Minister of the Interior, the Minister of Militia and the President of the Council. The former was in a hurry to get to Australia, and, in consequence, could only pay attention to matters concerning relations with the Antipodes, and left the flagrant Warrimoo outrage to be dealt with by his deputy. Hon. Mr. Haggart's business directly con-

cerned railways in the far off interior, and he, in consequence, had very little to say to our people. The Minister of the Interior was specially concerned with the settlement of the railway reserve and the Songish Indian lands. The Minister of Militia had only a few matters of departmental routine to which to attend, and the Minister of Public Works put off his trip to a more convenient season, despite the delays and uncertainties as to augmented post office and custom house accommodations.

The President of the Council was here more upon a holiday than anything else, but we venture to think that possibly on this account he will have formed a better estimate of us and our requirements than his colleagues have done. He came here with his hands untied either by departmental routine or cabinet counsels. He was able to hear what all who saw him had to say and will be less restrained by Ministerial etiquette in any opinions he may have to offer. Messrs. Foster and Angers are here ostensibly to do certain business, and that that business be done is what the mercantile community shou'd see to. Let those who are really interested—and none other—undertake to wait upon the Ministers and set before them their views and the public needs. Hon. Mr. Angers, the Minister of Agriculture, has under his care the quarantine system. We have every one of us experienced what indifference at headquarters, carelessness on the part of the C. P. R. and neglect on the part of the medical quarantine officer brought upon us. It should be seen to that there shall be no possibility of this in the hereafter, and that the establishment which is now being got into shape shall be, both in its appointments and working, the best on the continent. Ships ply between our ports and those of countries where small pox and yellow fever have their habitat. Nothing should be neglected to keep them out, and no uncertain opinion should be expressed to Mr. Angers on the subject.

## VICTORIA ENTERPRISE.

At the meeting held on Monday last at the call of Mr. Strouss to consider the question of cold storage, Mr. Alexander Dunsmuir, made, according to the published reports, some remarks that are scarcely calculated to encourage that enterprise. It is very true, as he said, that the city is in urgent need of good sewerage, good water and good streets; but what has he done or what is he likely to do to supply the city with them? They are objects to be secured at the expense of the city as a body corporate, whereas the establishment of cold storage is an undertaking for individual or associated enterprise. The meeting was not called to enable Mr. Dunsmuir to get off his gun on municipal development with which he has possibly familiarized himself during his long residence in San Francisco; but to ascertain whether in the opinion of capitalists a certain enterprise would pay, and, if so, who was prepared to back up his opinion with his money. It is said that on one occasion a great divine was announced to preach a charity sermon. A powerful discourse was expected, but the preacher merely announced the text "He

that giveth to the poor lendeth to the Lord," and at once sent round the collection plate with the observation: "If you like the security down with the dust!"

But what did Mr. Dunsmuir say at Monday's meeting? That "if other persons were going to subscribe to carry out this profit he would assist to some extent." It was evident that he was not prepared to lend, but he was ready to follow the crowd. But it may be asked, is he prepared even to lend in making Victoria a "healthy, pleasant and attractive resort"? Mr. Dunsmuir has considerable interests here. Is he ready to adequately "encourage farming population, so that the people at home can grow those articles which it is proposed to import and keep in cold storage"? One would suppose that having such large landed interests on the island of Vancouver, whose agricultural development would be likely to augment the business of his railway and tend to an enlarged consumption of the products of his coal mines, he would have done something in this direction long ago. But he would like to see the people go to work." Will he be a leader in that departure?

Mr. Alexander Dunsmuir favorably contrasts the public debt of Vancouver (\$2,000,000) with that of Victoria (\$500,000) and commends their enterprise in borrowing money to that extent to make improvements. But if Victoria pursued this policy and "the people" complained, might it not be expected that he would follow and assist them? However, this may be, it is a certain fact that Mr. Dunsmuir was the only one at the meeting who threw cold water upon the proposal which we hope will yet be carried out either by local capital or by that which Mr. McKilligan represents.

## B. C. FRUIT GROWING.

Who will say that our province has not reason to be proud of its capabilities for fruit growing? A British Columbia apple, from the point of size, completely put in the shade at the World's Fair everything of the same class that was on exhibition. We have heard nothing as to its quality; but it is certain that by proper attention to culture and a careful selection of the varieties best suited to our climatic conditions, we could hold our own against all comers. The truth is, as has been pointed out by the Inspector of Fruit and Fruit Pests, we fail to pay proper attention to this department of agricultural operations. We do not choose the most suitable varieties of apples or any other kind of fruit. Many farmers allow the trees to cultivate themselves, and, as for the parasites and diseases by which the trees are visited, the too frequent practice is to let the fittest survive, and, if they do not, to conclude that it is so much the worse for the dead trees. Upon many occasions, in the reports of the Department of Agriculture, attention has been directed to the fact that fruit growing is a branch of industry to which more attention might profitably be paid, and, in his last official announcement, Professor Saunders, of the Dominion Experimental Farm, emphasizes this statement. At Agassiz, there are now over 1,100 varieties under test, with the most encouraging results.

**THE SITUATION.**

While in some quarters in the United States there is little short of demoralization, owing to the financial unsettlement the result of the financial uneasiness produced by the silver troubles, in Great Britain and elsewhere, there is an existent condition of things which is the reverse of assuring. As concerns the United States, *Budgetree's* speaks of the extraordinarily large total number of business failures during the past nine months as 11,174, which is fully 51 per cent. heavier than in the corresponding nine months a year ago, and 26 per cent. heavier than in a like period of 1891. The liabilities of failing traders, this year, have, it says, run up to the unprecedented total of \$324,087,000, about four times what like debts were last year, and 61 per cent. more than the total indebtedness of the nine months' business failures in 1884, the next preceding year of severe panic. As regards Canada and Newfoundland, they report 1,323 business failures, only 36 more than in the same nine months of last year. The total liabilities, however, are \$13,162,000, an increase of about 41 per cent., and the assets \$7,502,000, an augmentation of 88 per cent. R. G. Dun & Co., in their review, corroborate this announcement, saying that the record greatly surpasses that of any previous period.

In the Mother Country, the condition of affairs is little short of alarming, vast numbers of people being out of work, due directly to the strike in the collieries against a reduction of wages. Coal, which was in by no means abundant supply, has gone up to fancy prices, being to-day some where in the vicinity of thirty shillings per ton in London, and still rising. For lack of fuel, some of the manufacturing industries have been paralyzed, and distress, if not starvation, stares the operative classes in the face. Indeed, the coal business has, according to latest despatches, assumed a political aspect. The Gladstonian members of the House of Commons, who have coal interests, are now ready, it is said, to compromise with the men, with regard to the proposal to reduce wages 25 per cent., which brought about the strike. Moreover, Mr. Seeley, M. P., has withdrawn from the Mine-owners' combine, and was on Monday to take back 6,000 miners at the old rate. The course of the others remains to be seen.

**CANADA'S FISHERIES.**

The official report of the Department of Fisheries is a very interesting and important document, and is one which places this province in a specially enviable position as compared with the sister provinces of the Confederation. From it we gather throughout the Dominion this important industry gives employment to \$7,618,000 capital, gives work to 63,678 men and produces an output valued at \$19,000,000. The yield by provinces was in 1892 as follows:

Nova Scotia.....	\$6,310,724
New Brunswick.....	3,207,922
British Columbia.....	2,842,483
Quebec.....	2,012,178
Prince Edward Island.....	1,179,856
Manitoba and N. W. Territories.....	1,088,254

And this, the Indians in British

Columbia consumed three million dollars' worth, and the value of the fish caught and consumed by private fishermen on the seaboard, in our rivers and by lake shores doubtless aggregates even more than that.

Taking the total value of the Dominion fisheries from 1870 to 1892 in periods of four years, we have the following results:

	Yearly average.
1870 to 1874.....	\$16,159,000.....\$ 9,232,000
1875 to 1879.....	60,300,000..... 12,060,000
1880 to 1884.....	81,866,000..... 16,373,000
1885 to 1889.....	89,861,000..... 17,972,000
1890 to 1892.....	55,634,000..... 18,545,000

The yearly averages of values were as follows since 1870:

Nova Scotia.....	\$6,610,000
New Brunswick.....	2,723,000
British Columbia.....	1,675,000
Quebec.....	1,923,000
Prince Edward Island.....	1,011,000
Ontario.....	931,400
North West.....	331,100

The value of the principal kinds of commercial fish taken in 1892 is given below:

Cod.....	\$1,063,458
Salmon.....	2,242,847
Herring.....	2,035,630
Lobsters.....	1,991,829
Whitefish.....	1,498,523
Mackerel.....	1,316,977
Trout, seals, haddock, average.....	640,000

Other varieties range in value from \$392 to \$32,000. Seals do not amount to more than three or four per cent. of the total.

Of lobsters, 12,524,498 pound cans were produced in 1892, and, of salmon, 11,514,622, which was considerably below the average owing to the determination of the canners to regulate the product so as to prevent the market being glutted with a consequent demoralization of prices.

The length of the sea coast and area of inland waters of Canada are respectively, in miles:

Nova Scotia.....	1,200	525,000
New Brunswick.....	550	98,900
Prince Edward Island.....	400	.....
Quebec.....	1,200	3,728,176
British Columbia.....	7,000	.....
Ontario.....	.....	3,881,729

**HOME MANUFACTURES.**

The commercial club and chamber of commerce of Tacoma are each moving in the direction of turning the demand from imported to home-made goods, and to this end a list of every product manufactured in Tacoma is to be collected and printed, and the list given the widest possible circulation, with recommendations to retailers and housewives that their patronage be given to home made goods. The following resolutions were recently adopted:

Resolved, That the commercial club petition the city council to erect a building and maintain therein a permanent exhibit of the resources of the State of Washington, and all articles manufactured in the city of Tacoma. The commercial club will solicit and provide all the exhibits necessary. In case of favorable action being taken by the council, it is requested that they permit the placing of a fir log, block of coal and a piece of building stone along the gutter or curbstone for the purpose of exhibiting these resources.

**EDITORIAL COMMENT.**

JUDGING from the reports, New Westminster's agricultural exhibition has, this year, been a great success, a fact upon

which its managers have every reason to be congratulated.

THERE can be no question, says Professor Saunders, as to the suitability of British Columbia for hop growing. He adds, "I am of opinion that hops can be grown quite as fine in quality and as good in every respect in corresponding localities in British Columbia as they can in the State of Washington, and next spring we will start a hop plantation at Agassiz farm, planting all the best varieties to see which will be best adapted for the country."

ACCORDING to reports from every part of New York State, the outlook for apples is discouraging, and the harvest will not be more than one quarter of what it should be throughout the State as a whole. Apples are dropping badly in all parts. Complaint seems to be made that there are no red apples this year. In Ontario, Niagara and Orleans counties, where the best crops are always reported, and from which large shipments are made, the crop is very light.

THE Sitka Court, Judge Truitt presiding has declared the steamer *Coquitlan* and her cargo forfeited to the American Government on a charge of violating the customs regulations in transferring cargo inside of the three-mile limit. That she took water, which she needed on board, is not denied, but it was claimed that she did not transfer cargo. This decision was not unexpected, and, in advance of judgment, the formalities necessary to an appeal to the U. S. Circuit Court at San Francisco at its next session were arranged.

IN our last, reference was made to the threatened strike of the bricklayers employed on works undertaken by the Corporation of Victoria and by the Board of School Commissioners. The reason of that strike was, it is said, that they objected to the official appointed to supervise the work. Neither the Council nor the School Trustees were ready to recede from the appointment, and announced their intention to insist upon the carrying out of the contract. The bricklayers and the contractors then came together, the result being that the former gave in as they said out of consideration for the latter.

ACCORDING to the French insurance journals, an attempt is being made by Stephen Tyng and others connected with the Mutual Reserve Fund to form in France a re-insurance co-operative proprietary company, to be called the *Credit Co-operatif*. Amongst the reasons in the application for authorization being, it is stated, that the company has a promise from the Mutual Reserve of a treaty for ninety-nine years, and the promise of a similar treaty by the British Natural Premium of London. How long, we wonder, will this enterprise continue its endeavors to interfere with the legitimate business of life insurance, it having been abundantly manifested that the Mutual Reserve's method of operations is not based upon sound principles; while the continual change of ground and plan of action demonstrate that some new departure has had to be made to meet the continual experience that some more excellent way of doing business has to be discovered.

## REFUSE CHEAP LABOR.

The British Admiralty, at the dock-yards, shipbuilding establishments and store yards, where thousands are employed, recognize three principles in giving employment. First, they endeavor to render it permanent; men prefer constancy to an extreme scale of wages. Second, they have made searching enquiries at other establishments and among trade unions and the men themselves as to what is a fair rate of wages, so that the men may not complain of being ground down; the union rate of wages has been recommended as a good criterion of the current scale. Third, they have come to the conclusion that very little more than eight hours constitute sufficient toil for a day, and probably they will make it eight hours ultimately eventually. This is quite a step in the socialistic aspect of employment. Here is a government department absolutely refusing to employ cheap labor of which it has abundant offers.

## RENT INSURANCE.

Insurance, which was at first limited to provision against loss by fire or death, has been gradually extending its operations until its departments have been multiplied many times. We have insurance against marine losses, accidents, boiler explosions, plate glass insurance, guarantee insurance and insurance against risks of almost all kinds, and these continue to increase. The last noted is that for which a company has been formed in Edinburgh for the protection of real estate owners against losses other than those resulting from fire. The undertaking is a joint stock company called "The Rent Insurance Company, Limited," with a capital of £50,000, in 10,000 shares of £5 each. A first issue of £20,000 in 4,000 shares is announced for subscription. According to the prospectus, the company proposes to apply the system of insurance to proprietors and holders of heritable property and others interested in such property as bond holders or security holders against the following contingencies:

Loss arising from property being untenanted; loss arising from the failure of tenants to pay rent or other return stipulated for; the expense of upkeep of roofs of buildings; and against loss by the accidental destruction of, or injury to, the roofs of buildings from causes other than fire; and also against claims at the instance of tenants or neighboring proprietors or others in respect of damages arising from such accidental occurrences, and to act as sureties for the payment of rent by tenants of heritable properties. Here is a large field, and the experiment is well worth watching. What would suit some of the older towns in Great Britain would not, however, be applicable to the cities and towns on this side the Atlantic, where a large proportion of the population is migratory. A scheme might, however, be drawn up which would apply, and, if so, we are sure such an institution would receive a strong support, especially from estates whose proprietors were unable to look after their tenants, or preferred to pay an annual rate of premium to get rid of the worry and time which it involves.

We shall not be surprised to learn that the experiment of the Edinburgh joint stock company is to be introduced into Canada in the near future—that is, if it appears probable that any money can be made out of it.

## THE NATIONAL POLICY.

Commenting on Sir John Thompson's Montreal speech, the *Shareholder* says: "Our present tariff is, in some respects, more than it purports to be. It does more than protect the manufactures of the country. It taxes the consumer who buys what the country does not produce, and the taxation it imposes upon goods comprised in this class is protective, and highly protective at that. But what is it protective of? Not of similar manufactures made in this country, but of inferior and shoddy descriptions which it seeks to compel him to wear. The benefits which the National Policy has conferred upon the country are now pretty well ascertained. What is now desirable to ascertain is in what respects has its operation been prejudicial to the interests of the consumer who is the real taxpayer, and to those of the trade of the country.

"Once ascertained, no opportunity should be lost to remedy and remove anything and everything which interferes with its legitimate success. Sir John Thompson declared that the National Policy is to be retained. Let it be retained in such a manner as it will promote, not the interests of one class, but those of the people of the Dominion as a whole. What the country wants is to have living made as cheap under the National Policy as it would have been without it, and that should be secured without injury to that policy. Let the National Policy be honestly carried out, and let the consumer be protected against the exactions of the manufacturer. Enforce the theory laid down and the Government will win what they will otherwise lose, the support of the intelligent electorate of the Dominion of Canada."

## LABOR AND ITS WAGES.

The *Riverside Press* assure the raisin-growers of that locality that under present conditions white labor is cheaper than Chinese. It gives several examples in support of its assertions. It has generally been admitted that the first cost of Chinese labor is less than the first cost of white labor. The difference is now the other way, partly because of the feeling against the Chinese and partly because white labor is cheaper than in some years past. There are some thousands of people in the southern countries who have fled before the Eastern hard times and are bidding for work at very low figures. But even if the first cost of white labor were a little greater than the first cost of Chinese labor it is clearly to the interest of employers to employ men and women who will return their wages to the channels of trade. A country cannot prosper that employs an alien labor force. It is the laborers' wages that make business good. If the laborer is poorly paid, or if he belongs to a race or nationality that regards some other land as their home, business will be dull. There will be many sellers and few buyers.

## CROFTERS IN THE NORTHWEST.

A Montreal *Star* correspondent had an interview with several persons thoroughly conversant with the condition of the Scotch crofters, settled in the Northwest, more particularly those at Saltcoats, whom Sir Charles Tupper has just visited. The complaint made to the Imperial Parliament by Sir George Trevelyan, that the crofters are paying neither the instalments to the Colonization Company nor their municipal taxes, is only partly true.

At the same time, the history of the Crofters' Colonization in the Northwest is somewhat discouraging. In the case of the colony at Saltcoats, it has been a comparative failure. All disinterested parties, familiar with the facts, agree that the reasons for the failures are the mismanagement by agents, the selection of unsuitable lands and the inexperience of the people sent out. Every praise is given to those philanthropists in Great Britain who advanced the money for starting these poor people in life in a new country; but the past experiments have not proved as successful as they might had a different class of people—those familiar with the agriculture—been selected. The crofters sent out were mainly fishermen, with little or no knowledge of the farm. The crofters at Saltcoats were settled by the London Colonization Company, who sent out one hundred families, including a large number of East End Londoners, ignorant of country life, and the majority of whom were paupers. Advances, consisting of \$500 cash, a house, a team of oxen, farming implements, etc., were made to each family. One gentleman who has been through the Saltcoats settlement said that the London Colonization Company has a thousand quarter sections of land, a thousand old houses, a thousand yokes of old oxen, a thousand old wagons and a thousand old plows, but their money is gone. While there is much truth in this, it is also true that some of the Saltcoats people have done fairly well and are gradually repaying their loans.

From Killarney settlement, come better reports. With favorable location, richer land and greater freedom from frost, the crofters there are progressing. South of Moosomin is another colony, about half of whom have done well, and are paying back the instalments. In fact, several have paid up in full, and the other half have assigned their property over to the Company, and have taken second homesteads elsewhere. The Moosomin crofters were brought out by the Canada Northwest Land Company and Lady Cathcart. North of Regina again, the fourth settlement is making fairly satisfactory progress, though they have been agitating for years for the privilege of taking second homesteads and thus practically surrendering their first homesteads to the Company. All of which goes to show that the Colonization Company, under the existing system, will not solve the Northwest settlers' problem. As for the statement made to the Imperial Parliament that crofters are not paying their municipal taxes, it is literally true, because there are no municipal taxes in either Regina, Moosomin or Saltcoats districts.

## THE FAMINE IN RUSSIA.

In order to get a correct understanding of how the peasants of Russia have been reduced to their present hopeless state, says a writer in the *Century*, it is not sufficient to know that there has been a series of bad crops. The land is impoverished, and often the peasants sell their manure for many years ahead at ridiculously low prices. It has been shown that the recent droughts were caused by the cutting down of the forests. When it rains, floods wash away the black soil, making the land as barren as a desert.

A few estate owners, who irrigate their land and carry on agriculture on a rational plan, have had good crops during these bad years. The intelligent and thrifty Menonites, who likewise cultivate the soil in a rational way, also have had good crops, and none among them have suffered from famine. This alone is enough to prove that the terrible famine was not caused merely by the last failure of crops.

When we consider the cruel way in which the authorities extort enormous taxes from the poor people, it is no wonder that the peasants live constantly on the verge of famine. I have myself seen the tax-gatherer take the cow of a poor widow because her taxes had not been paid. Informed of his coming, I went to the izba of the widow and found her in the yard with her arm about the neck of her only cow. The tax-gatherers frequently have the muzhiks beaten with rods until they promise to produce money in some way or other for the payment of taxes.

A prominent Russian lawyer told me of a newly invented (not as yet patented) beating machine. The use of the machine has many advantages over that of the knout and the rods. Among other things, there is no danger of the machine feeling any forbidden sympathy with the victims, and the force of the blows can be regulated according to the strength of the patient and the will of the representatives of the government.

These cruel extortions on the part of the officers of the government seem to breed the same heartless rapacity among the people. It is not only the nobles, but merchants, kulaks and upstarts of different kinds who oppress the peasants. Most of the loans are taken in January, February and March; in January, because the taxes are then gathered; in February and March, because then the provisions of the peasants run short, and all kinds of eatables used by peasants go up in prices until they reach the climax in April. From April, the peasants begin to earn a little, and the loans diminish until August. After that they rise again because, after the crops have been gathered, the peasants begin to pay their debts with their harvest, so that they themselves are soon without provisions and must take loans again. Sometimes the interest charged on peasant loans amounts to 300 per cent.

## INSURANCE IN CANADA.

There are now 91 insurance companies in Canada coming under the supervision of the Dominion Superintendent of Insurance. Of these, 40 are level premium life companies and six on the assessment plan. Transacting fire insurance there are

thirty-seven companies, some of which also transact inland marine business, the whole number engaged in inland marine being eight. Two companies transact ocean marine business, six accident, three guarantee, two steam boiler, five plate glass, and one each credit indemnity and burglary guarantee. Of the life companies, twelve are Canadian, fourteen British and fourteen American. Eight of the British and four of the American companies, however, transact no new business. There are, says the *Insurance Chronicle*, which we quote, three American and three Canadian assessment companies doing a life business. Of companies transacting fire insurance, seven are Canadian, twenty-two British and eight American. The total premiums received in Canada in 1892 by all kinds of authorized companies, as above, amounted to \$16,759,700, of which \$6,361,365 were received by Canadian and \$10,398,335 by British and American companies. Of the totals, \$9,070,354 were received by the life companies, \$6,512,327 by the fire companies, and the balance, \$1,177,019, by other classes of companies, of which \$582,804 were received by the assessment life associations and \$316,643 by the accident companies.

## TRADE WITH AUSTRALIA.

Turn in what direction we may there is no trade that seems more possible of development than that between Canada and Australia. Both are willing and anxious to do business with each other. Canada has granted a yearly subsidy of £25,000, New South Wales has donated £10,000 and Queensland is doing what she can to help on the project. In addition to this, a movement is on foot, so it is said, for the establishment of subsidiary lines between Sydney and the principal ports of sister colonies to act as feeders to the main line crossing the Pacific. But what seems to us one of the best assurances for the success of this trade is that the two countries are the very antipodes of each other; while we are sweeter in midsummer, our brothers and sisters in Australia are wearing their winter clothing, and vice versa.

Australia is a great fruit growing country, and, consequently, could keep us supplied with fresh fruits gathered from the trees three or four weeks before they adorned our tables. Bananas, oranges, lemons, apples and such fruits it has already been demonstrated they can supply us with. Then they have wool and other raw materials which they can sell us. In fact, we already take about a quarter of a million dollars' worth of wool from them annually, but there is no reason why we should not take more, now that there is direct communication between them and us, seeing that, all told, we import more than one and a half millions' worth every year. The beauty about the Australians is that they do not want the Canadian market for the purpose of getting rid of their surplus manufactured goods. On the contrary, they want our manufactured goods, and, in return, they ask us to take raw material from them. *Canadian Hardware.*

At Nottingham, England, six of the principal lace and hosiery factories have been closed on account of the lack of coal.

## THE LIVERPOOL LIVE MEAT TRADE

Liverpool's share in the vast traffic that supplies the British consumer with much of his beef far exceeds that of any other port, and the provisions which her Docks and Harbor Board have made for the requirements of the business are on the most complete scale. In fact, the Mersey cattle trade is second to none in the world, and it may give some idea of its magnitude to remark that at the more important of its two "lairage" the highest record of animals slaughtered in a single day is in excess of 1,800.

There are several vessels among Liverpool's cattle fleet that carry with perfect comfort and safety 1,000 head of cattle, and the average loss all the year round is but one-half of 1 per cent., or, in other words, one beast out of every 200 dies on shipboard. Cattle carrying has now attained the dignity of a science; and one has but to observe the condition of the bovine passengers as they are landed to see how healthy is the treatment which they must have received during the voyage.

On arrival in the Mersey the cattle-laden steamer proceeds, we will suppose, to the Woodside Cattlestage, which is on the Cheshire side of the river, immediately opposite to Liverpool. Her the cattle are landed amid the persuasions, vocal and otherwise, of the cattlemen, or "bullpushers," as the vernacular of the trade denominates those who have had charge of them during the voyage.

From the stage they proceed directly into the lairage, where there is stall accommodation—and this is only one of the two lairages devoted to the American live meat trade—for 3,500 head. Very comfortable, indeed, are the quarters in which the cattle now find themselves. Their inviting coolness, the all-pervading sense of cleanliness, combined with the suggestiveness of the sweet smelling hay, would lure the most refractory of bullocks to enter, even were the door posts inscribed in characters intelligible to the bovine understanding with the warning, "Abandon hope, all ye who enter here."—*Chambers' Journal.*

## INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Aug. 22, 1893, is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

Wm. Graham, assignor of one-half to W. F. Ashbaugh, Hamilton, mop-wringer.  
Chas. F. Lavender, assignor of one-half to T. Fano, Toronto, wheel tire.

John S. Mercer and W. Greatrex, assignors to Mercer Bros. & Co., Alliston, harvester-binder.

Elwin J. Merry, assignor of one-half to H. R. Merry, Magog, thill coupling.

Wm. H. Rodden, assignor of two-thirds to E. A. Mulholland and F. R. James, Toronto, memorandum or copying book.

Edward G. Stayner, Halifax, skate.

George W. Watson, Toronto, assignor of 61-100 to W. H. Laird, New York, N. Y., apparatus for producing and utilizing gas for heating purposes.

Total issue, including patents, designs, trade-marks and re-issues, 428.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUK.	ARRIVED.
Br bark.	Routenbeck	930	Russell	October	Victoria	Liverpool	38,800	\$201,875	
Ger ship.	Sirene	137	Saunern-leh		Victoria	London			
Br bark.	Grandholm	871	Masou		Fraser River	U. K.			
Br bark.	Jessie Stowe	615	Blanche		Fraser River	U. K.			
Br bark.	Ladstock	845	Williams		Fraser River	E. K.			
Br bark.	Formosa	915	Kain		Victoria	C. K.			

## 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	7,814	March 21	owners ac
Br bark.	Mark Curry	1256	Liswell	Jan. 1	Vancouver	Plymouth	923,058	9,882	May 20	52s 6d
Nor. bark.	Fritzoe	1078	Rolf-en	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	896,663	15,537	June 23	Private
Chil. bark.	India	953	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn.	Bittern	329	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger. ship.	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br. ship.	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship.	Hindostan	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	1,000,913	7,960	April	Private
Am. ship.	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,417	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	961,969	7,718	Aug. 31	42s 6d
Am. bark.	Hurry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark.	John Ema	2600	Schmuer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark.	Blairhoyle	1231	Gray	June 1	Vancouver	Sydney	913,635	7,804	Aug. 16	31s 3d
Br bark.	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	663,000	5,296	Aug. 26	55s
Nor. bark.	Sigurd	1530	Anse	May 21	Vancouver	Port Pirie	1,426,000	10,698		40s
Chil. ship.	Atacama	1245	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762		owners ac
Br bark.	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship.	Gryce	1029	Roberts	June 25	Vancouver	Antwerp	786,228	11,700		50s
Ger bark.	Heinrich	923	Hemo	June 7	Vancouver	Holland	577,537	4,968		55s
Br bark.	Bohra	936	McJarrow	June 26	Vancouver	Adelaide	710,231	5,920		38s 9d
Br ship.	Kinkora	1739	Lawton	July 29	Vancouver	Callao	1,430,128	12,463		30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,822		39s
Am bark.	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,015,003	7,897		Private
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,451	8,625		55s
Am bark.	Sonoma	928	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289		30s
Br ship.	Gunford	2108	Wier		Vancouver	Port Pirie				37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	921,551	10,300		52s 6d
Nor bark.	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288		36s 3d
Br bark.	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	792,153	5,524		33s 9d
Chil. bark.	India	953	Funke	Sept. 10	Moodyville	Valparaiso	799,267	7,000		owners ac
Chil. bark.	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916		37s 6d
Am bktn.	Chas. F. Crocker	813	Lund	Sept. 23	Vancouver	Santa Rosalia	783,548	7,676		Private
Am bktn.	Hilda	612	LeBallister	Sept. 23	Westminster	Sydney	688,652	6,619		28s
Am schr.	Lyman D. Foster	725	Dreyer		Cowichan	Port Pirie				27s 6d
Am bark	Hesper	664	Underwood		Vancouver	Port Pirie				37s 6d
Am schr.	Wm. Bowden	728	Fjerem		Victoria	Australia				
Br bark	Elizabeth Graham	538	Anderson		Moodyville	Melbourne				
Am brig.	Geneva	471	Nelson		Vancouver	Sydney				27s 6d
Am schr.	Aida	507	Anderson		Moodyville	Shanghai				40s
Am bktn	Robert Sudden	583	Ulberg		Vancouver	Port Pirie				37s 6d

### SHIPPING INTELLIGENCE.

Substantial iron buoys are to replace the spar buoys at present used in the waters of the Nanaimo coast and Island districts.

The Winter time table of the C. P. R. Steamship Line now comes in force, and the Empress of India will remain in port 19 days this trip.

Advices from the owners of the "Martha Fisher" state that she is on the way from Liverpool to Valparaiso and not Vancouver as has been previously reported.

The American brig Geneva, 471 tons, Capt. Nelson, 14 days from San Francisco, in ballast for Vancouver to load lumber, sailed into Burrard Inlet Thursday morning, Sept. 28. Capt. Nelson sailed right up, and did not take a tug until he was in the Narrows when he took a tow from the Steamer Swan. Capt. Nelson sailed through Active Pass, and did not take the outside passage. This is a feat that in

the memory of the oldest settlers has only once before been achieved, and that was about 20 years ago. Owing to the light winds Capt. Nelson took some time to come up, and was in fact rather carried up by the tide than by the wind. He has expressed his intention of sailing out again.

### PROVINCIAL TRADE NOTES.

The Slovan Prospector says: "We doubt whether there is a better opening in British Columbia for a bank in New Denver."

The Okell & Morris fruit preserving company will have by long odds the greatest pack this year of any year since the factory started. Fruits from California and Oregon are now being used almost exclusively.

The Wycott Hydraulic Mining Co., Ltd., has been incorporated with a capital stock of \$500,000. The trustees are S. K. Twigge, J. M. Spinks, T. J. Trapp, M. H.

Hirschberg and J. Twigge. Vancouver is the principal place of business.

The Vancouver and Westminster Electric Tramway & Light Co., Ltd., has been incorporated with a capital stock of \$2,500,000. The company take over the franchises and business of the Vancouver E. R. & L. Co., Ltd., of Vancouver, and the Westminster and Vancouver Tramway Co., Ltd. Vancouver will be the principal place of business. D. Oppenheimer, Benjamin Douglas and Percy N. Smith are the first directors.

A meeting of subscribers to the new Merchants' Exchange club was held Friday afternoon at the Board of Trade building. A committee was elected by ballot and requested to draw up a constitution and by-laws, and to report at a full meeting in two weeks. The members of the committee are: H. D. Helmcken, Thos. B. Smith, C. A. Coffin, R. H. Hall, Lt.-Col. Wolfenden, C. Hayward, F. B. Gregory, D. R. Ker, and A. R. Milne.



# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNERS OR AGENTS.	DAYS OUT.
Br bark	City of Carlisle	823	Hughes	Sept. 7	K Santa Barbara	Victoria	Turner, Beeton & Co	26
Br ship	British General	1754	Tulloch		Samarang	Vancouver	B. C. Sugar Refinery Co	
Br ship	Candia	1222	Keo	May 31	London	Victoria	Turner, Beeton & Co	125
Br ship	Drumcraig	1919	Sparring	June 8	F Liverpool	Vancouver	Evans, Coleman & Evans	117
Br bark	Acher	789	Dawson	Aug. 4	L Liverpool	Victoria	R. P. Rithet & Co., Ltd.	60
Br ship	Dunboyne	1380	Neill	Aug. 1	L London	Vancouver	Evans, Coleman & Evans	60
Ger bark	Gutenberg	627	Zeppelin	Aug. 10	G Glasgow	Victoria		54
Br ship	Brodick Castle	1745	Ferguson	Sept. 5	O Yokohama	Vancouver	C. P. R. Co	28
Br ship	Ainsdale	1725	Owens		N Liverpool	Victoria	R. P. Rithet & Co., Ltd.	
Br bark	Primera	597	Gardner		A Acapulco	Victoria	Turner, Beeton & Co	
Br ship	Astoria	1335	Dagwell		G Lad n & Liv pl	Victoria & Van		
Am schr	Salvator	414	Tibbets	Sept. 20	C San Francisco	Port Angeles fo	Robert Ward & Co., Ltd.	13
Br s	Mowera	1911	Stott	Sept. 18	S Sydney	Victoria & Van	C. P. S. S. Co	15
Br ship	Arctic Stream	1498	Brown		M Montevideo	Royal Roads		
Br s	Tacoma	1662	Hill	Sept. 28	J Hong Kong	Victoria	Dodwell, Carrill & Co	5
Br s	Empress of Japan	3043	Lee		M Hong Kong	Victoria & Van	C. P. S. S. Co	
Br ship	Andrina	2636	Smith		Santa Rosalia	Royal Roads		

F—June 12 passed Tuscar. To load grain at Tacoma. K—Chartered for salmon to Liverpool or London at 33s 9d. I—June 2 passed Dover. Spoken June 11 lat. 38° N., long. 12° W. June 21 lat. 23° N., long. 27° W. June 28 lat. 12° N., long. 27° W. Chartered for salmon from Victoria to London or Liverpool by R. P. Rithet & Co., Ltd. O—To load grain at Tacoma. A—Chartered to load salmon for U. K. at 38s 9d; November loading. N—To sail Sept. 30. L—Spoken Aug. 23 lat. 48° N., long. 13° W. To load grain at Tacoma. G—To sail Oct. 10, and return Liverpool Nov. 10. C—Lumber to Sydney at 27s 6d; option Port Pirie at 37s 6d; Melbourne or Adelaide, 38s 9d. J—Via Yokohama Oct. 9. M—To sail Oct. 4. Via Yokohama Oct. 13.

### VESSELS IN PORT.

#### VICTORIA.

(October 2, 1891.)

Br. bark Routenbeck, 930 tons, Capt. Russell, arrived Aug. 4, loaded with salmon for Liverpool and ready to sail. Findlay, Durham & Brodie, consignees.

Ger. ship Sirene, 1,437 tons, Capt. Sauer-milch, loadingsalmon for U. K. on account of Robert Ward & Co.

Am. schr. Wm. Bowden, 728 tons, Capt. Ejerem, arrived Sept. 20, loading lumber for Australia on account of Robert Ward & Co., Ltd.

Br bark Formosa, 915 tons, Capt. Kain, arrived Oct. 1, from Liverpool in 196 days, general cargo, R. P. Rithet & Co., Ltd., consignees. To load salmon for U. K.

Am bktn Robert Sudden, 585 tons, Capt. Ulberg, arrived Oct. 1, to load lumber at Vancouver for Port Pirie on account of Robert Ward & Co., Ltd.

#### VANCOUVER.

Am bark Hesper, 664 tons, Capt. Sodergren, arrived Sept. 16—loading lumber for Port Pirie, on account of Robt. Ward & Co. Ltd.

Br ship Rathdown, 2,058 tons, Capt. Morrissey, arrived Aug. 22, discharging steel rails at Port Moody: Turner, Beeton & Co. consignees. Chartered to load grain at Tacoma.

Br bark Elizabeth Graham, 508 tons, Capt. Andresen, arrived Sept. 22, loading lumber at Moodyville for Melbourne.

Br steamship Empress of India, 3,003 tons, Capt. Marshall, arrived Sept. 26, sails Oct. 16.

Am. brig Geneva, 471 tons, Capt. Nelson, arrived Sept. 23, loading lumber for Sydney.

Am. ship A. J. Fuller, 1782 tons, Capt. DeWinter, arrived Sept. 30, cargo of tea for C. P. Ry. To load grain at Tacoma.

Am. schr. Aida, 507 tons, Capt. Anderson, arrived Sept. 29, loading lumber at Moodyville for Shanghai.

#### NEW WESTMINSTER.

Br. bark Jessie Stowe, 645 tons, Capt. Blanche, loading salmon for U. K.

Br. bark Ladstock, 816 tons, Capt. Williams, arrived Sept. 21, loading salmon for U. K.

#### COWICHAN.

Am. schooner Lyman D. Foster, 725 tons, Capt. Dreyer, loading lumber for Sydney, on account of Robert Ward & Co., Ltd.

#### NANAIMO.

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

Am. bark Wilna, 1,400 tons, Capt. Slater.

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

##### WELLINGTON SHIPPING.

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

Am. bark Harvester, 1,494 tons, Capt. Reck.

Am. bark Alex. McNeil, 1,068 tons, Capt. Sorman.

##### EAST WELLINGTON SHIPPING.

Nor. bark Dominion, 1,255 tons, Capt. Greendale.

##### UNION SHIPPING.

Am. bark Enoch Talbot, 1,191 tons, Capt. Rice.

### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	5	4,505
Vancouver	7	9,063
Nanaimo	7	9,507
Cowichan	1	725
New Westminster	2	1,401
Total	22	25,461
Previous week	20	20,783
Correspond'g week last year	23	31,415

### FREIGHTS.

The tendency of the market is still upward, although grain chartering in San Francisco has received rather a check by unfavorable advices from Europe.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 32s 6d; Sydney, 30s; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 37s 6d; Tientsin 55s.

Grain freights from San Francisco to Cork, U. K., for orders, usual options are quoted at 35s, with but little doing.

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

### FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending September 30—

Date.	Vessel and Destination.	Tons.
23	Tyce, str., Port Townsend	95
23	Wanderer, str., Port Townsend	51
23	Jabez Howe, ship, San Francisco	2,871
25	Montserrat, str., San Francisco	1,476
30	Romulus, str., San Diego	4,190
Total		8,283



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# THE BRITISH COLUMBIA

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## COMMERCIAL JOURNAL.

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FURS

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Furnishings.

**BRITISH COLUMBIA FALL TRADE, 1893**

*Merino and Woollex Underwear, Scarfs,  
Ties, Shirts, Collars and Waterproof Coats.*

WAREHOUSE:

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

**MONTREAL.**



*The Largest Factory of its Kind  
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**LION 'L' BRAND  
Pure Vinegars,**

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

Mixed Pickles, Jams, Jellies  
and Preserves

—PREPARED BY—

**Michel Lefebvre & Co  
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*Established 1849. Gold, Silver  
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Prizes.*

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

**BAGS FOR ORES,**  
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a special feature of our trade.

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The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST

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(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL

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

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*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. SEWED WITH OUR SPECIAL TWINE—RED, WHITE AND BLUE.

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