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Paris Lump in Bbls. or 100-lb. Bags.....	5 1/2	" "
Powdered, Icing and Bar, in Bbls.....	6	" "

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"Bonnie Dundee"; Bon Accord Fishery Co's
"Consuls"; Candaian Pacific Packing Co.
"Flagship" brand.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,

Tuesday Morning, Sept. 4.

VICTORIA.

The past week has been a quiet one in general business. The climatic conditions have been unfavorable for trading. Smoke and fogs hindered navigation for a few days, but no accidents have so far been reported. On Sunday and Monday, the temperature was cooler, and will, if it continues, create a demand for fall dry goods and clothing.

The pick of the salmon canneries is being hurried forward to loading ports. Two vessels are now taking in cargo for the United Kingdom. Furs and pelts are coming in from the interior and Northern trading posts. Another large shipment of seal skins has been made during the week to London for the fall auction sales. The Indians who are down from the canneries are now quite a feature of the retail trade.

The money market is without any marked change.

The Vancouver *News-Advertiser* says: "The end of the month has been reached, and business has thus been somewhat slack during the last few days. The month's business as a whole has been about up to the average, and whilst collections are generally reported as slow, it is expected they will show an improvement at an early date, as the wages paid for the season's work are put in circulation. The shipping trade is still fairly active, the Oriental steamer having sailed during the past week, while another tea ship has arrived. One lumber vessel has also sailed, leaving three in port at present. The continuance of fine weather enables work on building operations to be carried on actively, and there is every prospect of the buildings in course of erection being completed before the wet weather sets in. Work on the street improvements has also been started at last, and quite a large number of men have found employment on this. Wholesale prices show but little change, and trade has been rather quiet during the past few days, but otherwise there is nothing of special importance to note."

GROCERIES AND PROVISIONS.

The markets in general are reported steady. Eastern creamery butter is reported firmer in Ontario, where the drought in the western counties has caused considerable shortage in the make of the creameries, and although there is little improvement in the demand from England, an advance is reported as quite probable.

The British Columbia Sugar Refinery quotes prices as follows, payment by spot cash:

Granulated, in bbls. or 100-lb bags	41
Yellow, according to quality	31 to 41
Paris lumps, in bbls. or 100-lb bags	54
Powdered, icing and bars, in bbls.	6

Jobbers quote:

Valencia raisins	per lb	\$ 7 @ \$ 0
Malaga raisins	per box	3 00 @ 3 25
Currants (barrels)	per lb	4 @
" half bbls.	per lb	5 @ 54
" (cases)	per lb	54 @ 74
Sultana raisins	per lb	8 @ 10
Taragoma almonds	per lb	11 @ 18
Grenoble walnuts	per lb	11 @ 18
Filberts	per lb	14 @ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	24 @ 24
Manitoba dairy	18 @ 19
" creamery in tins	27 @ 00
Cheese—Canadian, lb	12 @ 13
Canadian Stilton	17 @ 18
Eggs—Canadian	per doz 15 @ 00

Smoked meats and lard are quoted:

Hams	16 @ 17
Breakfast bacon	15 @ 16
Short rolls	11 @ 12
Dry Salt, long clear	10 @ 11
Backs	13 @ 13
White Label pure leaf lard, tierces	0 12
" " " 50-lb tins	0 12
" " " 20-lb "	0 12
" " " 10-lb "	0 12
" " " 5-lb "	0 12
" " " 3-lb "	0 12
Lard Compound, 10-lbs	10 @ 00
" " 20-lbs	10 @ 00
" " 5-lbs	10 @ 00
" " 3-lbs	10 @ 00

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

Dry Granulated (China)	14 to 15
Extra C, China	11
China, yellow	3
Dry Granulated (B. C. Refinery)	14 to 15
Extra C	13
Fancy Yellow	11
Yellow	11
Golden C	3
Cubes	6
Powdered	6
Syrups, per lb	3
" 1 gal. tins, American (10)	5 50
" 1/2 " " " (16)	5 25
" 1 " " Vancouver	5 50
" 1/2 " "	7 00

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

Helmet brand sugar cured hams, medium	0 17
" " " heavy	0 17
" " " breakfast bacon	0 16
Fancy Gold Band hams	0 18
" " " breakfast bacon	0 18

Jobbers quote as follows:

Liverpool salt, coarse, in 100-lb bags, per ton	12 00
Liverpool salt, fine, in 50-lb bags, per ton	18 00
Portland cement, White (best) per bbl	3 60
White mottled soap, English, in 12-lb bxs	8 75
" " " quarter boxes	
28 lbs, per cwt	9 00
Malt vinegar, English, 25-gal. bbls.	11 25
" " " octaves	6 50
" " " cases of 3 doz., per cs	5 50
Matches, block, in tins, Victoria	1 25
" " " California	1 30
Macaroni, No. 1, 10-lb bxs	90
Vermicelli, 10-lb bxs	90
Coal oil, per case	2 80
Nails, per keg—1d, \$3.10; 6d, \$3.20; 8d, \$3.05; 10d, \$3.00; 12d, \$3.15; 20d and 30d, \$2.95; 40d, 50d and 60d, \$2.85.	

FRUITS AND VEGETABLES.

The stock of bananas and Hawaiian watermelons is about sold out and dealers

are awaiting the arrival of the Warrimoo which is due on the 9th inst. California grapes are arriving freely, but prices keep about the same. Tokays are quoted at \$1.65, other varieties in boxes at \$1.25 and crates at \$1.35. Oregon peaches are quoted at 75c per box. Oregon pears and apples are also in good supply. Local fruit is coming in freely.

Jobbers' quotations for fruits are as follows:

Oranges—Australian	1 50 @ 0 00
Lemons—California (Johnson's)	5 50 @ 0 00
" "	3 50 @ 1 00
Pineapples	per doz 2 00 @ 3 00
" sugar	per doz 1 25 @ 0 00
Bananas—Honolulu	crates 2 25 @ 0 00
" "	bunches 1 75 @ 0 00
Apples—California	1 15 @ 1 35
Cocoanuts	per 100 8 00 @ 9 00
Peaches	75 @ 1 00
Plums	85 @ 1 15
Pears	1 00 @ 1 25
Grapes	1 25 @ 1 55
Watermelons	per crate 5 00 @ 0 00
Nutmeg melons	per crate 1 20 @ 0 00
Musk melons	per crate 3 50 @ 0 00

Vegetables are quoted:

Onions—Silverskins	per lb 1 @ 11
Cabbage	per lb 2 @
Potatoes	per ton 20 00 @
Tomatoes	75 @
Sweet potatoes	per lb 2 @ 02
Cucumbers	small boxes 50 @

FLOUR AND FEED.

Enderby brand xxx is completely sold out of jobbers' hands. New season's flour will arrive shortly and quotations will mill the same as before the supply ran out this summer. National mills chop feed is quoted lower.

The Portland *Commercial Review* says of flour: "There have been few changes in the general position since our last, the inquiry continuing mostly of local wants. Flour is easier in tone. Receipts are small, but ample to meet the demand. Quote standard brands, \$2.55 per barrel for valley; Walla Walla, \$2.40 @ \$2.50 per barrel."

The Ogilvie Milling Co., quote their celebrated brands of Manitoba flours in ear lots, on wharf in Victoria as follows: Ogilvie's Hungarian \$1 10 Strong Bakers 3 90

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

Premier	\$0 00
XXX	0 00
Strong Bakers or XX	0 00
Superfine	0 00

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

Delta	\$3 50
Victoria XXX	0 00

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 3 75 @ 0 00
Lion	3 50 @ 0 00
Premier, Enderby mills	0 00 @ 0 00
XXX	0 00 @ 0 00
XX	0 00 @ 0 00
Superfine	0 00 @ 0 00
Ogilvie's Hungarian	4 50 @ 0 00
Strong Bakers	4 35 @ 0 00
H. B. C. Fort Garry Hungarian	1 50 @ 0 00
Strong Bakers	4 35 @ 0 00

Ok. Lake Patent Hungarian	1 50 @ 0 00
" Strong Bakers	1 35 @ 0 00
Buzina Hungarian	1 50 @ 0 00
" Strong Bakers	1 35 @ 0 00
Benton County, Oregon	3 75 @ 0 00
Portland Roller	3 85 @ 0 00
Vashon, Washington	3 99 @ 0 00
Snowflake	3 75 @ 0 00
Wheat per ton	25 00 @ 00 00
Oats	30 00 @ 32 50
Oil cake meal	35 00 @ 50 00
Chop feed—California	30 00 @ 00 00
Shorts	20 00 @ 25 00
Br n.	20 00 @ 22 50
National Mills oatmeal	3 50 @ 0 00
" " rolled oats (90 lbsks)	3 50 @ 0 00
" " " 10 7s, baled	3 00 @ 0 00
" " split peas	3 50 @ 0 00
" " pearl barley	4 75 @ 0 00
" " Chop feed	20 00 @ 25 00
California oatmeal	3 85 @ 0 00
California rolled oats	1 15 @ 0 00
Corn, whole	37 50 @ 40 00
Peas, field	40 00 @ 00 00
Cornmeal	2 50 @ 3 00
Cornmeal-feed	40 00 @ 00 00
Cracked corn	10 00 @ 00 00
Hay, per ton	15 00 @ 18 00
Straw, per bale	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote whole-sale :

Japan rice, per ton	\$ 75 00 @ 80 00
" " (polished)	90 00 @ 00 00
Best China rice	80 00 @ 100 00
China rice No. 1	65 00 @ 00 00
" " (sacks)	63 00 @ 00 00
Rice flour	70 00
Broken rice	30 00
Rice Meal	17 50

SALMON.

All attention is being given by canners to getting the pack to market and local steamers are busily engaged in that work. The ship City of Glasgow, is loading at Outer Wharf, Victoria, and Clan Robertson at Phoenix Cannery, Fraser River. The British bark Northernhay, 1,221 tons, Capt. Miller, now at Esquimalt, has been chartered to load salmon for U.K., at 22s 6d by P. P. Rithet & Co., Ltd. The bark Corryorechan, 1,299 tons, under charter to load salmon is now out from Cardiff 131 days, and is due any time. Local holders are firm in their views, and the general situation justifies their position. Large quantities of Alaska fish were placed before the season opened and with a shortened pack this year the surplus is sure to be much smaller than for the last few seasons. Advices from Montreal state that large purchases have recently been made at figures which show quite an advance over former sales.

LUMBER.

The Am. schooner Aida, 507 tons, Capt. Anderson, sailed, Aug. 29, from Moodyville for Shanghai, with a cargo of 641,713 feet rough and 53,268 feet t & g flooring, making a total of 694,981 feet, valued at \$6,462. The Am. bktnr Irngard, 628 tons, Capt. Schmidt, now at San Francisco, was chartered prior to arrival to load at Hastings Mill, for Iquiqui, at 37s 6d.

The following vessels are loading lumber at British Columbia ports for foreign:

At Hastings Mill—American bark News-boy, 559 tons, for Sydney; Ital. bark Cavour, 1,389 tons, for Callao. At Moodyville—Br. ship Ballachulish, 1,806 tons, for Valparaiso. At Vesuvius Bay—Am. ship Occidental, 1,470 tons, loading mining props for Santa Rosalia. Total 4 vessels, 5,224 tons.

The following are the current city quotations, net in yard: Rough, \$8.00 per Mft; rough clear, \$14; ship lap, \$10; tongue and groove flooring, 4 in. No. 1, \$16; do. 4 in. No. 2, \$12; do. 6 in. No. 1, \$15; do. 6 in. No. 2, \$11; rustic, No. 1, \$15; do. No. 2, \$11; surfaced, \$15; shingles, \$2; lath, \$1.75.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchanta le, ordinary sizes, in lengths to 40 feet inclusive, per M feet..\$ 8 00 Deck plank, rough, average length, 35 feet per M..... 19 00 Dressed T. and G. flooring, per M..... 15 00 Pickets, rough per M..... 8 00 Laths, 4 feet 6 in, per M..... 1 90

INCORPORATIONS.

The Anglo-American Gold Platinum Hydraulic Mining Co, Ltd., Vancouver, capital stock \$250,000. Trustees J. B. MacLaren, Capt. S. F. Scott, G. D. Mackay and Robert Hughes.

The Alamo Mining Co., Ltd., New Denver, capital stock \$500,000. Trustees, W. D. More, J. Vallance and Howard Donnelly, New Denver, A. E. Humphreys and J. G. Williams of Duluth, Minn.

The Minnesota Silver Co., Ltd., New Denver, capital stock \$1,000,000. Trustees, A. E. Humphreys of Duluth, G. J. Atkins, H. Donnelly, Walter Marshall and J. S. Blackaller, of New Denver.

The British Columbia Dredging Co., Ltd., Vancouver, capital stock \$1,500,000. Trustees, W. A. Shaban, J. E. W. Macfarlane and Joseph W. Campion.

Bush fires have become dangerous in the neighborhood of Stratford and also of Brantford.

Half the cotton crop in Dallas county, Texas, is said to have been destroyed by boll worms.

It is said that Chicago capitalists are backing ex-Pullman employes to start car manufacturing works at Hiawatha, Kan.

Steel barrels, made from sheets ranging in thickness from one-sixteenth to a quarter of an inch, are coming into use.

The latest setting for a scarf pin is a miniature pipe of gold, from the bowl of which emerges a bubble in the form of a tinted pearl.

Hamilton city council has resolved that the finance committee consider the advisability of the city building and operating electric railways to Guelph, Brantford and other points.

BUSINESS NOTES.

Goldman Bros., merchant tailors, have opened in Victoria.

John Silver, grocer, Victoria, is offering business for sale.

Colbert & Warner, plumbers, Victoria, have dissolved.

Berger & Son, California fruit market, Victoria, have closed out.

Eli Beam, contractor, Victoria, has assigned to John Fullerton.

Chas. Muriset, Colonist Hotel, Victoria, closed out by landlord.

Herman Freeman, clothing and men's furnishings, has opened in Victoria.

L. Nelson, cooper, formerly of Mount Lehman, has opened at Mission city.

Ed. Atherton will shortly open a general store at Sandon, West Kootenay.

Thos. Peters, of Peters & Fox, hotel-keepers, Nanaimo, is reported to have left town.

Robt. Eccles & Son, pork packers, sausage makers, are opening in Victoria market building.

Wishart & Meldrum, Clarence Hotel, Victoria, have dissolved. George G. Meldrum continues.

McMillan Bros., bakers and grocers, Victoria, are giving up grocery business on Douglas street.

Alice & Ault, commission merchants, Victoria, have sold out their stock and office fixtures by auction.

The Nelson Miner says merchants are shipping more supplies into the Kootenay country now than they were two years ago.

The Slovan Prospector says that it is thought by those acquainted with the liquor trade that a wholesale liquor house will be established in New Denver within 60 days.

The Okell & Morris Fruit Preserving Co., have commenced the manufacture of candied peel. The samples shown are of excellent quality and are said to compare favorably with the best imported article. The manufacture of boiled sugar candies will also be undertaken at an early date. Machinery for the purpose being on the way.

Bricks said to be from the tower of Babel are plentiful at Birs Nimrod, Babylonia.

McKechnie's sawmills at Durham, Ont. have been burned, together with a lot of lumber. Firebugs are believed to have caused the blaze.

For some years past the imports of Canada from the States have been on the average about 12 millions of dollars lower than exports to that country.

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BRITISH COLUMBIA COAL.

Agents for British Columbia coal have been working this city for orders since it has become evident that the duty on coal will be reduced from 75 cents to 40 cents per ton. Manager Kangley of the Roslyn mines and owner of the Kangley mine, says:

"I do not think there will be much coal brought into this country from New South Wales or Australia as a result of the removal of a portion of the duty on coal. Some will come as a ballast very likely. We must, however, expect to be interfered with by the British Columbia coal producers. Of course this invasion of the coal dealers from the other side will not materially injure the trade on the other side of the Cascades, because of the cost of shipping, but, while the Roslyn mines will escape, the mines on this side will very likely be embarrassed by the importation of British Columbia coal."

"Can coal be mined more cheaply in British Columbia than in this state?"

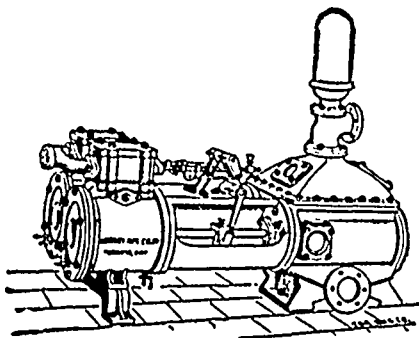
"Yes, the cost of the labor is about the same, but they have a breast of twelve feet of solid coal on Vancouver

Island, and it is not so difficult to handle as most of our coals. As a result they can mine more cheaply than we can."

Capt. Davis, of the Carbonado coal company, agrees with Mr. Kangley on the material points concerned in this statement. He will not anticipate what will be the result of the reduction of the tariff on coal. However the Southern Pacific coal company, which owns and operates the Carbonado mines, also owns mines in British Columbia and it may, it is understood, under certain conditions, take advantage of the reduction in the coal tariff to work the mines on the other side and, possibly, allow the Washington mines to remain idle for a time.

The agents of the British Columbia coal have tried to work up trade by agreeing to furnish a better quality of coal at the same price charged for alleged inferior grades in this state. Many consumers do not take kindly to depriving Washington coal miners of a livelihood by encouraging the sale of British Columbia coal in this market. Still, with the majority it is a question of cost, no particular attention being given to whose ox is gored or where the money paid for the article goes to. Tacoma Co. Seattle P. I.

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FAMILIARITY.

The descent from dignity is always into familiarity, and although it may not in all instances breed contempt it nevertheless is certain to weaken the moral influence of the one who practices it, remarks *Metal Worker*. Although familiarity frequently appears to be a factor in popularity, it actually is not, and has no part in that true and proper popularity that is enjoyed by the few because they command respect and reverence. Many a man's downfall as a successful manager has dated from the time that, for some cause or other, he sought to be popular. He has doubtless endeavored to become so by a certain intimacy, a familiar slapping on the back, a free conversation on an irrelevant subject. He has become too well liked from low rather than high motives, from expectation of favors or because unjustifiable favors have been granted. Even unintentionally the man sometimes places himself in an improper relation to the employer. Thus, a certain young timekeeper, out of the kindness of his heart, by extra work made up his pay roll so as to pay off the day before Christmas, although wages were not due until Christmas day, which, being a holiday, their pay should go over to the day after. The men in appreciation made up a subscrip-

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MINES, MINERAL PRODUCTS

tion which was invested in a fine meerschauum pipe and presented to him. He accepted it, but in so doing and by consequent intimacy with the men so compromised himself that it was soon deemed advisable by the management to find a substitute. In this is the lesson; familiarity must be avoided, dignity cherished, and every effort made to secure the sincere respect of the men rather than the hollow popularity which is for the day and then, like a bubble, bursts and is gone forever.

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TORONTO.



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THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY EDITOR IN CHIEF.
G. HENDERSON BUSINESS MANAGER.
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VICTORIA, TUESDAY, SEPTEMBER 1, 1891.

COLD STORAGE.

We are pleased to notice the progress which has been made in connection with the cold storage warehouse provided by the Messrs Dunsmuir, the concern being managed by Mr. Henry Croft. During last week operations were commenced in the actual work of refrigeration. The process used is what is known as the ammonia brine and the entire establishment is the most complete on the Pacific coast. The building is situated near the railway station and close to the harbor of Victoria. The building which is well known as the "Janion," on Store street, has at present only two floors completed which are divided into small compartments, three-quarters of them piped to a temperature of 20° Fahrenheit, and the remainder to 34° Fahrenheit.

Perishable goods that do not require freezing, such as fruit, eggs, cheese, butter, beer, etc., will be placed in the latter, and fish and meats of all kinds will be stored in the cooler chambers. As occasion arises the capacity of the concern will be augmented while ice for ordinary consumption will be manufactured from water supplied by the Esquimalt Water Works Company and afterwards distilled. It is impossible to estimate the advantages which this establishment will be to butchers, fish dealers, fruiterers and farmers, while on the cattlemen of the interior it will confer inestimable advantages since they can ship their cattle to Victoria in the fall, have them slaughtered here and put in cold storage, and losses through hard weather, while shrinkage will be avoided and the cost of winter feeding be saved.

TUBERCULOSIS.

Medical science is continually revealing new perils, and day by day are being brought to light fresh diseases or varieties of old diseases to which a new name is given. The list of ills to which our human nature is subject has become a terribly long one, and some of the names by which they are scientifically known are almost enough to appal afflicted people to an extent almost past recovery. The

various forms of lung disease which used to be spoken of as consumption are now many, prominent among which is what is spoken of as tuberculosis—a disease that affects human beings and animals alike. It is simply consumption by another name, and is readily transmitted from one person to another, and, as stated, from the lower animals to man. Medical men agree that the disease is principally induced through inhaling the bacillus or germ of tuberculosis, or by taking it into the body with food or drink.

It is alleged by authorities that a large portion of the deaths among children attributed to diarrhoea, cholera infantum, atrophy, etc., are really due to tuberculosis, and this in turn is attributed to milk from diseased cows. It is stated that tuberculosis is prevalent in the neighborhood of Victoria and Vancouver, and if even but a few of the dairy cows are diseased, and the danger to our children is nearly as great as is represented, no effort should be spared and no expense grudged to eradicate the disease. Even if all the herds should have to be destroyed and a fresh beginning at dairying be made, better that than infect our children with a constitutional affection that is known to exist and which when it once takes hold is almost certain to be transmitted from generation to generation.

It has been well said that cattle disease in different parts of Canada has reached such a pass that we owe it to ourselves to fight it and stamp it out, whatever its origin, for until this be done, Canadian animals will continue on the British schedule. The British Board of Agriculture, in the course of its report declaring that the prohibition against Canadian cattle must stand, said: "It is beyond question that a disease occurs in Canadian cattle which many of the ablest and best qualified veterinarians in Great Britain declare to be contagious pleuro-pneumonia, and which even those holding the opinion that it is a new disease, pronounced bacterial and that the disease could not have developed to the extent shown when the animals were killed, three weeks after shipment, unless contracted before leaving Canada." We say tuberculosis—the Mother Country say pleuro-pneumonia. What's in a name!

IMMIGRATION TO BRITISH COLUMBIA.

We notice that a Mr. Elliott Bell has been sent by the B. C. Government to England to endeavor to attract the attention of immigrants with capital to British Columbia, it being duly recognized by the authorities that there is little use in attempting to locate settlers in British Columbia unless they have some financial resources. We need do no more than reiterate the fact that this is no country for

the indigent immigrant: In the first place it is a portion of the Dominion which is exceedingly difficult and expensive to reach, land is held at high prices, almost every article even of necessity is dear, and the cost of clearing land is far and away ahead of what it is elsewhere. Still ours is the country for the man of some means, witness the careers of some of the people who have successfully and prosperously located themselves in the Okanagan valley and similar sections of country both on the island and mainland. We wish Mr. Bell every success in his mission, but trust that in his zeal to carry out the objects of his visit to the motherland nothing will induce him to lead unsuitable parties to come here.

FRUIT AND FIELD PESTS.

Almost, as it were, in season and out of season, THE BRITISH COLUMBIA COMMERCIAL JOURNAL has urged the utmost exertions to eradicate the pests by which the fruit trees of this Province were being ravaged. A day or two since, a gentleman called upon us and expressed his high appreciation of our endeavors in this direction. He also brought with him specimen branches of apple and other fruits upon which the green aphid had wrought dire destruction. His idea was, he said, to have special emphasis laid on the necessity that existed for much more vigorous effort in this matter than any which had yet been displayed. Spasmodic exertions have been made in this direction, it is true, but the effort has not been kept up, for scarcely have the trees been apparently freed from the insects, than they are covered again with a fresh brood, and this, said our informant, would continue, unless really eradicated measures are undertaken. There are many trees so infested, he said, for which the only remedy was to cut them down and burn them, and, at the same time, burn over the land in the vicinity.

They do better than we do, in the United States. They, as it were, flood the country with appropriate literature, showing that the loss to the crop ranges from 15 to 75 per cent., and having as it were set the pocket nerve pulsating, point out the proper course to pursue. No time is to be lost. The vermin increase to a remarkable extent, and spread from tree to tree, infecting, if we may use the term, vast areas of the best fruit fields. Experience has shown that by the adoption of judicious measures, the enemy can be met and successfully contended with at a nominal cost, while not only is the fruit yield made a more generous one, but its quality is wonderfully improved, its appearance alone commanding a much enhanced price.

While speaking on this subject it might

not be out of place to refer to the various weeds with which the country is overrun. In consequence the lands we refer to are comparatively valueless, while they produce crop after crop in rapid succession, the wind scattering the bounteous harvest of seeds in every direction. A drive to the outskirts of the city, the other day, was almost a revelation to the writer, who little thought that so many of these destructive pests flourished in the vicinity. Prominent among these was the thistle, which flourished by the roadside as well as in the fields, while within the city itself, despite the by-law, there were the indications of a big crop of seed, though why the authorities have not seen fit to prevent its spread surpasses comprehension.

We occasionally hear of some unfortunate lot-holder being fined for his carelessness in this particular; but the authorities, who do the prosecuting, neglect their manifest duty by not as much as keeping the streets and roads free of the noxious things. Apparently there is something in the contention which we have heard that the thistle by-law and other regulations are used more for the purpose of raising revenue or punishing obnoxious people than for anything else. If there were any sincerity in the movement, care would be taken to see to it that the public observed the law, at the same time the authorities seeing to it that the city authorities are not among the worst offenders.

THE INTERSTATE FAIR.

The Interstate Fair at Tacoma was, on Wednesday, formally opened, and though, as was to have been expected, it was inaugurated with very many promised exhibits yet to arrive, it has every appearance of being a success. The Midwinter Fair at San Francisco did not open with "a full house," and many persons persistently discouraged the departure, still it may be said to have been more than fairly successful and to have attracted an attention to the Pacific coast and its resources that cannot but be beneficial. Of course, it did not compare with the Columbian Exhibition at Chicago, which was a great international undertaking, still it had its uses, and the same will be the case with the Tacoma enterprise. British Columbia, we think, scarcely reaped the advantages that she might have done from the California Fair; it is to be hoped that she will pay greater attention to the enterprise nearer home. The Board of Trade has already sent its delegation to the City of Destiny to see what there was to be seen and report and further to arrange for an excursion on what will be known as British Columbia's Day.

STARVATION WAGES.

We cannot see how it would be possible to reprobate too strongly the course of the Dominion Postoffice authorities in still further cutting down the salaries of the letter carriers. With the provisional allowance of \$10 per month their stipend has been only \$40 per month—itsself insufficient to support a wife and family honestly and respectably. Nevertheless, Sir Adolphe Caron and his deputies and assistants have deemed it wise and in the interests of the public to knock off the \$10 and bring down the men's salaries to \$30 or rather \$29.10 per month, deducting the sum of 90 cents as contribution to the superannuation fund. Does the Minister think that this is the proper way to secure and retain an honest and efficient service? In a word, does he think \$29.10 per month sufficient to remove a man from the temptation of taking what is not his own in order to supply the natural wants of those who are near and dear to and dependent upon him? Besides the letter-carriers, there are two messengers and fourteen clerks who have had their provisional allowance taken away—a grand encouragement to efficient service.

Sir Adolphe, perhaps, wants to introduce something like a Chinese service or to have sent out here from the East men who have been accustomed to work cheaply, because the low cost of living has enabled them to do so. Sir Adolphe, we know, belongs to a race that is accustomed to live cheaply and to have but few ambitions, and it is possibly his desire to have some of them exported here, the mills of New England being practically closed to them for the present at least. But as the old saying had it, we want employment for the people we have already here. We have no desire that they should be driven away to make room for Sir Adolphe Caron's proteges or, probably worse, for Chinamen, who, as a rule, earn more money than the sleek and well-fed Department at Ottawa allows to its half starved carriers here. Less than a dollar a day for a white man whose honesty, intelligence and courteousness must be his leading characteristics! God, help us all from the Government at Ottawa, if this be a sample of its enlightenment, not to say humanity.

We wonder what Mr. Laurier will have to say on the subject when he comes here. He does not put on half as many frills and tucks as the gentleman who heads the post office service, but we venture to think that in this connection he will not hesitate to denounce the action for which his compatriot is responsible. This reduction is a devilish, peayune piece of business that would only be authorized by men who are utterly ignorant of the requirements and conditions of

the Province, or whose souls are no bigger than that of the most filthy parasite that frequents the most disgusting and uncleanly of men.

VICTORIA'S WATER SUPPLY.

At length the civic authorities have been forced to admit that the water supplied to the city is filthy and not fit to use. It has therefore been determined to at once fix up the existing filter beds, and to expend \$100,000 on the general improvement of the plant, a further \$30,000 to be expended on the construction of new filters. But will this be enough? The people will soon be called upon to vote for or against a by-law granting \$150,000 for water works purposes, but to our mind they have not sufficient information, and, in view of past experiences, unless there be a great deal more light as to the effectiveness and sufficiency of the scheme proposed, the by-law will be rejected. Now is the time for the City Engineer and municipal authorities to speak out loudly and plainly and take the public fully into their confidence. A vital question which cannot be answered too soon is whether or not Elk Lake, no matter how much it may be improved, can supply the wants of a city of at least 50,000 inhabitants. If it cannot then the sooner the idea of improvements be abandoned and an entirely new and more extended project undertaken.

EDITORIAL COMMENT.

The new U. S. Tariff Bill has become law without the President's official sanction. He says i did not go sufficiently far to meet with his approval, still he regarded it as a step in the right direction, and allowed it to go into operation which would be the effect of his not interposing his veto.

The *Railway Review* remarks that the Eastern States and Canada will benefit from the shorter distance and lower rates of the Nicaragua canal route, but not so materially as the Pacific Coast, whose shippers will be brought into direct competition with their hitherto invulnerable rivals of the old world. In connection with the British Columbia salmon trade we notice that the *Primera* with the last cargo for the season of 1893-4 reached London, August 13, having left Victoria on December 17, whereas by way of Nicaragua it would have been possible for her to make the passage in sixty days without transshipping instead of as was actually the case 239 days, in which, moreover, was involved the dangerous and difficult rounding of Cape Horn. This is a consideration worthy of the greatest attention and in view of the practicability of the enterprise it is to be hoped that quiet will soon be restored in the disordered republic.

HOW SOME LARGE FORTUNES ARE MADE.

The largest fortunes of the present day have been acquired by applying an acute and enterprising mind to the improvement of the conditions of life. Some of the largest among them may be traced to the extension of the railroad, telegraph and telephone systems, to the sewing-machine, to the automatic agricultural machines, to the application of electricity to mechanics, to new applications of chemistry to manufactures. Henry Bessemer, who discovered a way to convert carbon retted iron into steel was a type. He rendered it possible to gridiron the country with steel rails, and, of course, he becomes a millionaire. Any young man who will devise a method of making an article of general use at less than the present cost, or of making it better in quality at the same cost, will make a fortune as he did. The article need not be an important one, so long as it is generally consumed.

BON MOTS OF DR. HOLMES.

A distinguished Frenchman said of Dr. Holmes that he had taught the Yankees how to laugh properly, and it was a new experience for these children of the Puritans, who had been howling at Artemus Ward and John Phenix.

Undoubtedly Dr. Holmes is a wit, and his is that kind of wit which brightens the dinner table and puts everybody in the best of humor. In early life, he had a weakness for punning, and reminds one of Tom Hood, but later this is suppressed or modified, and he reminds us in his extemporaneous repartee more of Douglas Jerrold. What can be more American than, when dining with Lord Coleridge, he remarked about lawyers that the poverty of the American lawyer and the wealth of his client was his glory.

When in England, Mrs. Siddons was being discussed. Some one said that the statesman Fox had been smitten by the great actress. Holmes said that from all he had heard of her he could not understand a man falling in love with her. She was too grand it was like falling in love with the pyramids. Perhaps the Worshipful Company of Clothmakers or Board of Aldermen might have loved her—but one man never.

It was Holmes who remarked that, though woman tempted man to eat, he had an idea that Eve had nothing to do with his drinking. He took to that on his own account. On another occasion, at a dinner party, he remarked with affected gravity: "I really must not smoke so persistently. I must turn over a new leaf—a tobacco leaf—and have a cigar only after each" here he paused, as if to say "meal," but he continued

"after each cigar." When the smile ran round the table, he leaned back in his chair and said: "A foreigner is an alien, a foreigner who drinks too much is a bacchanalian, and may not a foreigner who smokes too much be called a tobaccoman?"

Once, when he had been heavily lionized and mobbed by a deputation of rough men from the far West, and some one asked him if he did not enjoy it, "Enjoy it," he exclaimed. "I felt like the small elephant at the Zoo with a cheap excursion party on its back."

He said Prof. Agassiz was the Liebig's extract of the wisdom of ages. "Whenever he goes off on long voyages to remote islands," said Holmes, "I can't help thinking what a feast the cannibals would have if they boiled down such an extract."

Speaking of a certain extremely thin aesthetic Boston lady, he said she reminded him of a bag of bones, and if shaken she certainly would have rattled. Her scratch-up, touseled hair suggested the idea that the birds had prepared it for a nest, and her strange, rich, hectic-looking gown resembling nothing so much as a faded fresco of the middle ages.—*E.c.*

A BANK OF ENGLAND DIRECTOR.

We have the amplest evidence that no great institution was ever happier in the character of those who presided over its birth and directed its earliest years. The original directors of the Bank of England were among the leading merchants and the most influential citizens of London. No fewer than 7 of the 24 were chosen, between the years 1696 and 1719, to fill the office of Lord Mayor; two others were members of Parliament. There could not have been found anywhere a body of men better qualified to conduct the new institution. They were the monied men of the community; they were thoroughly skilled, by daily practice, in matters of commerce and finance; and they knew, as well as any could know, with which of the merchants and traders of London it was safe and desirable to do business.

Some of them, too, were able to defend with literally skill and effect the principles on which the bank was based. The most distinguished of them all was Michael Godfrey, the first Deputy-Governor, whose name would be remembered even for the ability of his writings if it were not still better known by the tragic circumstances of his death. He died in the trenches at Namur, on the 17th of July, 1695. Along with two of his colleagues, he had been sent to the king's headquarters in Flanders, in order to make arrangements for the payment of the troops.

On the day of his death he had dined with the King in his tent, and had accom-

panied him out of curiosity to the trenches where he was struck down by a cannon ball. His death was regarded as a grave national loss and brought about a fall of 2 per cent. in the price of bank stocks.

DAIRY PRODUCE.

The Montreal *Trade Bulletin* says: Butter receipts during the past week were 2,927 pkgs against 3,643 pkgs for the week previous. The improved enquiry noted us by last week has received a little further impetus; but the demand is chiefly for late made August creamery, sales of which has been made on the basis of 19c in the country at nearby points costing about 19½c laid down here. Buyers want the last half of August make, but factorymen of course will not sell that apart from the first half of the month. So what else have taken place have been chiefly the first half of August. Sales of round lots of fine Eastern Townships have been made at 16½c but buyers complain of this class of dairy butter running very uneven now that some of the best dairies have gone into cheese making of the manufacture of creamery butter. Western is quiet with a few sales reported at 15c to 16c, the latter figure for selections. A large fall make of creamery is said to be in progress and there is no prospect of any falling off in production, the pastures being all that could be desired. We quote prices as follows:—

Creamery, fresh..... 18 c to 19 c per lb
 Eastern Townships dairy. . . 16 c to 17 c "
 Western..... 14 c to 16 c "
 Add 1c to above for single packages of selected.

Cheese receipts during the past week were 57,061 boxes, against 71,755 for the week previous. The market is firm and higher, cheese amounting to about 5,000 boxes by boat and rail being disposed of at 9½c to 9½c which is ½c to ¾c higher than the week previous; but the cheese were August make and a better class of goods. Prices, however, still show an advance. Sales in the country have been made of Western cheese 10c to 10½c; but choice colored goods cannot be sold at under 10½c. Contracts have been made in the Belleville section at 10c, August, September and October, and in other sections at 10c August, 10½c September and 10½c October. The Liverpool cable continues to creep up slowly being now quoted at 46s tid while actual business has been done at 48s to 50s.

Finest Western colored..... 10c to 10½c
 " " white..... 9½c to 10½c
 " Quebec colored..... 9½c to 10 c
 " " white..... 9½c
 Under grades..... 8½c to 9½c
 Cable..... 46s 6d

Harvest prospects in Europe are unfavorable owing to too much wet weather.

There is still a plethora of money in London. Business on the continental bourses is steady and firm.

DON'T CUT PRICES.

A trade paper published the following, which is as applicable to the grocery trade as to any other: Many of our readers have heard the old time anecdote of the two darkies who were rival broom sellers. One began cutting prices when he thought he had a "flush" over the other darkey; but, to his surprise, the other ebony gentleman cut lower, and as often as the first cutter cut, the other rival cut lower. This was a great surprise to the broom merchant, who was getting badly beaten at his own game, as it was also an agreeable surprise to their customers to get brooms at so low a price. So one day the first broom merchant, whom we will call Sambo, took the second, whom we will call Pomp, aside, and said:

"See here, Pomp, how am it dat you kin all de time cut lower on de brooms dan I can, when, between you and me, I steals de materials to make my brooms?"

To this the other darkey replied:

"Why, Sambo, you is a fool cuttin' agin me, when, between you and me, I steals de brooms already made."

The natural level to which prices go without individual effort is low enough for anyone who wants emdy, and the individual efforts should be at all times toward high quality of goods rather than low grade of prices.

In this world all human traffic is like that in Wall street, a battle of bulls and bears; the effort of the manufacturer naturally being to "bull" the market, or elevate prices, and that of the consumer to "bear" the market, or squeeze prices. It is therefore a strange anomaly for a manufacturer to desert his sides and his real interest to become a bear, and in the long run both he and his industry are sure to suffer thereby.

The contest in cutting is frequently between a long purse and a short one, and the result often is that while the long purse wins, it becomes a short one, while the short purse—well, there frequently isn't any short one left.

But even in a contest where one or more of the cutters of prices are vanquished, that doesn't admit of going back again to the old standard; for after prices are once lowered it is difficult to raise them again, and the public can kick awfully hard at such an effort to go deeper into their pockets.

When we were a boy we could buy butter just from the churn at 10 cents a pound, and over since then butter at 40 cents a pound has appeared outrageously high, because we originally got the idea that it was only worth a dime. Just so when candy prices have been cut, people regard the lower price as the right one.

If candy men will devote their efforts to making the best candies, and getting the

highest prices they can, and pay no attention to the efforts of rivals to cut, they will make more in the long run just as certainly as the cutter will lose more in the long run.

No grocer ever raised the standard of his goods after he began to cut prices, and generally the quality is left to follow the prices to the devil, where the manufacturer will meet them later.

INTERCOLONIAL CONFERENCE.

"Slowly, but certainly, the mists that hang over the Intercolonial Conference are being dispelled. The colonial department, in Downing street, has taken the opinion of the law officers of the Crown on the effect of the treaties between Great Britain and Germany and Great Britain and Belgium. Their opinion is that these treaties do not prevent England according preferential treatment to the colonies, and that they do not stand in the way of the colonies treating one another preferentially; but that they forbid the colonies to give preference to Great Britain. Canada and Australia, for any effect treaties can exercise, may make any commercial arrangements between one another that they like; Great Britain can prefer these or any other colonies, in her tariff, to foreign nations. Whether she will do so is another matter. If she granted preference to a colony it would be a free gift; she could take nothing in return for it. Whether she will be willing to deal in this one-sided way is the question. She does not want preference from the colonies for herself, and would not likely be willing to give it to Canada or Australia. The opinion of Crown law officers only goes to show what can be done under the treaties. The question of denouncing the treaties is an ultimate resource to which the intercolonial conference looked. This is a question of policy, and so far we have seen no indication that denunciation will be resorted to. On another question which was before the conference, the statement is made, unofficially, that the Earl of Jersey will favor subsidies for Atlantic and Pacific steamship lines. With the endorsement and aid of the British Government both these projects would be assured."

PARISIAN ARCHITECTURE.

The extraordinary grandeur and beauty of the street effects of Paris are well-known. How the effects are produced is stated in the *Real Estate Record*. Let us pause a moment and see how they do these things over in Paris. True, Paris has never grown with the prodigious rapidity of some of the American cities, yet Paris is worth studying and emulating. They have a building regulation that a projected structure may only be so

high, and its height is regulated by the width of the thoroughfare on which it is to be located. The official who passes on these matters is a man of artistic knowledge, and conceded ability; he has much to say about the architecture of the projected building, and care is taken that it be not lacking in harmony of architecture in comparison with its neighbors—instead of the motive being to outshine its neighbors in architectural splendor and to overtop them in height, as seems to be the rule in this country. The result of this system of building construction in Paris is that the avenues are magnificently beautiful, the harmony of architectural effects are preserved, and the symmetry of the buildings one with another shows that the French are willing to subordinate the individual preferences in the architecture of their buildings in order that the tout ensemble may be grand and imposing.

The architecture of Paris is like a vast army under one command. Its discipline from an artistic standpoint is perfect. The taller structures are on the wide streets, the smaller buildings on the side streets. There are no "sky-scrapers" alongside one storied shanties, no churches whose spire fall a dozen feet short of the thirteenth story of some huge apartment building. All is order, discipline, harmony.

A great improvement in business throughout Manitoba is reported.

As soon as the railway is open through to Spokane, which will be within a few days, the Hall Mines, limited, will begin shipping the ore now stored at Nelson.

A smoking tree, on a mountain near Asheville, N. C., has for a year excited the wonder of people who saw it. Some revenue officers recently discovered that it was the chimney of an illicit still located in a cave.

The Nanaimo City Council decided at its last meeting not to insure Bastion street bridge. The aldermen are up in arms against the insurance companies, which they claim are trying to cinch the business men of Nanaimo on account of the fire last May, the first of any size in the city during the past 13 years.

The wonderful durability of Douglas fir is well shown by a piece that the Victoria City Engineer now has in his possession. It is a part of one of the old wooden water pipes which were put in 31 years ago by Coe & Martin to bring down a water supply from Spring Ridge. When the contractors were excavating in front of the Delmonico on Government street they came across the old pipe. The piece in question is entirely free from any signs of decay, the wood being as fresh in appearance as if it were just newly cut from a tree.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

B. C. LUMBER FLEET, 1894.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Am ship.	Eclipse	1536	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720	June 7	60s
Nor ship	Beaconsfield	1150	Bastiansen	Feb. 5	Vancouver	Amsterdam	1,035,411	13,191	July 8	Private
Am schr.	Pioneer	337	Hughes	Feb. 28	Victoria	Santa Rosalia, A	57,714	161	arrived	Private
Am schr.	Aida	597	Anderson	March 25	Moodyville	Shanghai	686,562	6,562	June 10	40s
Chil. bark.	India	353	Funke	April 7	Moodyville	Valparaiso	761,101	5,305	July 2	owners ac
Br bark.	Thermopylae	918	Winchester	May 2	New Westminster	Shanghai	581,830	6,112	July 7	37s 6d
Chil. ship.	Hindustan	1512	Welsh	May 12	Moodyville	Valparaiso	1,207,552	9,378	July 7	owners ac
Br ship.	Astoria	335	Dagwell	June 21	Vancouver	Antwerp	710,681	17,115	July 7	65s 9d
Ger bark.	Gutenberg	627	Zephen	May 12	Moodyville	Valparaiso f.o.	591,766	5,392	July 7	42s 6d
Am bktn.	Moloe	452	Rosch	May 5	Victoria	Santa Rosalia, C.	101,211	2,210	arrived	Private
Am bktn.	Katie Flickinger	419	McRae	May 5	Vancouver	Santa Rosalia, B	339,148	3,258	May 29	Private
Br ship.	East Croft	1312	Rammer	May 25	Moodyville	Valparaiso f.o.	1,038,081	9,067	July 7	49s
Br ship.	Bennore	1169	Scott	Aug. 2	Victoria	Adelaide	1,086,429	8,710	July 7	40s
Br schr.	Grace Harwar	1750	Hunt	June 27	Vancouver	Queenstown f.o.	1,348,871	12,190	July 7	62s 6d
Br bktn.	Nantippe	967	Falconer	June 11	Vancouver	Queenstown f.o.	811,219	12,241	July 7	Private
Am bktn.	Chelalis	633	Watts	May 31	Vancouver	Adelaide	72,163	6,197	July 7	40s
Br ship.	Large Law	1597	Furcaux	June 20	Moodyville	Valparaiso f.o.	1,358,351	12,177	July 7	37s 3d
Br bark.	Gainsborough	985	Mel'phall	June 21	Moodyville	Melbourne	710,840	5,630	July 7	37s 6d
Am ship.	Guardian	1073	Marden	July 3	Victoria	Santa Rosalia, D	179,357	1,600	Aug. 1	Private
Am bark.	Olympic	1112	Gibbs	July 12	Vancouver	Callao	1,398,752	11,010	July 7	35s
Nic bark.	Don Carlo	621	Tobey	July 11	Vancouver	Noumea	536,091	1,819	July 7	40s
Br ship.	Borrowdale	1187	Bolderston	July 28	Moodyville	Caleta Buena	910,683	6,830	July 7	40s
Am bark.	Hesper	661	Sodergren	June 30	Vancouver	Sydney	711,601	5,357	July 7	30s
Br bark.	Villalta	866	Harland	July 9	Vancouver	Melbourne	656,735	1,860	July 7	37s 6d
Am bark.	Southern Chief	1219	Svensen	July 12	Vancouver	Santa Rosalia, F	891,436	6,982	July 7	Private
Am schr.	Wm. Bowden	725	Fjerem	July 8	Moodyville	Sydney	676,072	5,191	July 7	39s
Ital. bark.	Elisa	915	Harken	July 16	Moodyville	Antofagasta	763,952	7,011	July 7	owners ac
Nor ship.	Drammen	1117	Anderson	Aug. 21	Vancouver	Amsterdam	991,910	12,330	July 7	Private
Br ship.	Verajeau	1821	Rowcey	Aug. 29	Vancouver	Alexandria	1,622,176	19,161	July 7	70s
Am schr.	Aida	597	Anderson	Aug. 29	Moodyville	Shanghai	691,981	6,162	July 7	42s 6d
Am ship.	Occidental	1170	Morse	Aug. 29	Victoria	Santa Rosalia			July 7	Private
Am bark.	Newsboy	559	Molsted	Aug. 29	Vancouver	Sydney			July 7	31s 3d
Ital. bark.	Cavour	1389	San Menter	Aug. 29	Vancouver	Callao			July 7	32s 6d
Br ship.	Balachulish	1866	Gawley	Aug. 29	Moodyville	Valparaiso			July 7	32s 6d

A—Also 68,013 lineal feet of props valued at \$1,020. B—Also 29 cords of slabs and 100 poles. C—Lineal feet of poles. D—Mining props. E—Also 770 lineal feet spars. F—Also 25M shingles and 15 cords slabs.

VESSELS IN PORT.

(September 3, 1894.)

VICTORIA.

Am. bark Wrestler, 417 tons; wrecked Feb. 7 and floated July 6, repaired on Esquimalt Marine Railway.

Br. bark Northernhay, 1,221 tons, Capt. Miller, chartered to load salmon for U. K. by R. P. Rithet & Co., Ltd.

Br. ship City of Glasgow, 1,168 tons, Capt. Tamock, arrived July 22, chartered for salmon to United Kingdom by Turner, Beeton & Co.

Am. ship Occidental, 1,170 tons, Capt. Morse, arrived Aug. 11, loading mining props at Vesuvius Bay for Santa Rosalia.

Am. ship Iroquois, 2,025 tons, Capt. Nickels, arrived in Royal Roads Aug. 17, seeking.

Nic. ss. Costa Rica, 1,271 tons, Capt. McIntyre, taking in new boilers at Albion Iron Works.

Am. bark Detroit, 1,138 tons, Capt. Darrah, arrived Aug. 26, on Esquimalt Marine Railway for overhauling, chartered to load coal at Comox for San Francisco.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Aug. 29, seeking.

VANCOUVER.

Br. ship Ballachulish, 1,806 tons, Capt. Goudey, arrived July 2, loading lumber at Moodyville for Valparaiso.

Ital. bark Cavour, 1,389 tons, Capt. San Meter, arrived Aug. 19, for orders, loading lumber at Hastings mill for Callao.

Am. bark Newsboy, 559 tons, Capt. Molsted, arrived Aug. 20, loading lumber at Hastings mill for Sydney.

Br. ship Lismore, 1,588 tons, Capt. Ferguson, arrived Aug. 10, from London, with general cargo, Evans, Coleman & Evans, consignees.

Ger. ship Henriette, 1,705 tons, Capt. Seemann, arrived Aug. 21, from Yokohama with tea for C. P. R'y. Co.

NEW WESTMINSTER.

Br. ship Clan Robertson, 1,510 tons, Capt. Lane, loading salmon at Phoenix Cannery for U. K., on account Anglo R. C. Packing Co.

SANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

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

Am. ship Rufus E. Wood, 1,406 tons, Capt. Melcod.

Am. ship Elwell, 1,461 tons, Capt. Ryder.

WELLINGTON SHIPPING.

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

Nic. bark Dominion, 1,255 tons, Capt. Matheson.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	8	10,079
Vancouver	5	7,057
Nanaimo	5	7,610
Westminster	1	1,510
Total	19	26,316
Previous week	17	22,813
Correspond'g week last year	14	17,835
1892	15	21,088

FOREIGN COAL SHIPMENTS.

The following are the New Vancouver Coal Co's shipments for the week ending Sept. 1:

Date.	Vessel and Destination.	Tons.
25.	Holyoke, str., Port Townsend	43
25.	Tacoma, str., Port Townsend	35
27.	Holyoke, str., Port Townsend	21
29.	Gen. Fairchild, bk. San Francisco	2,462
30.	Holyoke, str., Port Townsend	23
16.	Crown of England, Port Los Angeles	3,540
Total		6,064

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck.....	930	Russell.....	October 9...	Victoria.....	Liverpool.....	38,800	\$201,875	March 25
Ger ship.	Sirene.....	1437	Sauernilch.....	October 19.	Victoria.....	London.....	56,558	282,700	April 1
Br ss.....	Grandholm.....	871	Masson.....	October 19....	Victoria.....	Liverpool.....	31,707	158,535	January 13
Br bark...	Jessie Stowe.....	615	Blanche.....	October 14....	New Westm'r.	London.....	30,000	137,112	April 22
Br bark...	Ladstock.....	816	Williams.....	October 19....	New Westm'r.	Liverpool.....	35,773	178,865	March 20
Br bark...	Formosa.....	915	Kain.....	November 18..	Victoria.....	London.....	33,125	191,830	April 25
Br bark...	City of Carlisle.....	828	Hughes.....	November 21..	Victoria.....	Liverpool.....	37,381	185,905	May 30
Br ship...	Candida.....	1222	Kee.....	December 22..	Victoria.....	Liverpool.....	A 50,318	249,523	May 12
Br bark...	Harold.....	1307	King.....	January 15....	New Westm'r.	Liverpool.....	61,024	321,511	May 26
Br bark...	Primera.....	397	Gardner.....	December 17..	Victoria.....	London.....	B 21,636	123,350	Aug. 11

A—Other cargo value \$1,316. B—Arrived in distress at Talcahuana, March 13. Sailed again April 25.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship...	Eaton Hall.....	1779	Lourison.....	April 2.....	K. London.....	Vic and Van.	Robt. Ward & Co., Ltd and Evans, C. & E.	157
Chil. ship.	Atacama.....	1235	Caballero.....	.....	Valparaiso.....	Moodyville	R. P. Rithet & Co., Ltd.	.....
Br bark...	Ladstock.....	816	Williams.....	May 26.....	A. Liverpool	Victoria	R. P. Rithet & Co., Ltd.	102
Br bark...	Corryvreckan.....	1237	Abbott.....	April 26.....	B. Cardiff	Esquimat	Naval Storekeeper.	131
Ger bark...	Senta.....	1037	Thiemann.....	.....	L. Honolulu	Westminster	A. B. C. P. Co.	167
Br bark...	Carmony.....	1255	Smyth.....	Aug. 11.....	L. Liverpool	Victoria	R. P. Rithet & Co., Ltd	21
Br bark...	Thermopylae.....	918	Winchester.....	.....	Hong Kong	Victoria	Victoria Rice Mills	.....
Br schr...	Rimac.....	885	Warn.....	.....	M Santos	Victoria	Findlay Durham & Brodie	.....
Br bark...	Alexandra.....	1227	Barfield.....	.....	N. Honolulu	Vancouver	Hastings Sawmill	.....
Br ss.....	Sikh.....	1376	[Rowley]	Aug. 7.....	D. Hong Kong	Victoria & Tac.	Dodwell, Carhill & Co.	28
Br ss.....	Warrimoo.....	1897	Perry.....	Aug. 18.....	E. Sydney	Victoria & Van	C. A. S. S. Co.	17
Br ss.....	Empress of China.....	2903	Archibald.....	Aug. 16.....	F. Hong Kong	Victoria & Van	C. P. S. S. Co.	19
Br ship...	Cape York.....	2930	Mitchell.....	Aug. 8.....	Nagasaki	Royal Roads	.....	27
Br ship...	Victoria.....	1922	Panton.....	Aug. 28.....	G. Hong Kong	Victoria & Tac.	Dodwell, Carhill & Co.	7
Br ss.....	Empress of India.....	3903	Marshall.....	.....	G. Hong Kong	Victoria & Van	C. P. S. S. Co.	.....
Am bktrc	Irngard.....	628	Schmidt.....	.....	H. San Francisco	Vancouver	Hastings Saw Mill	.....

K—April 6 passed Dungeness; April 8 passed Brixham. Spoken April 26 lat 22° N., long. 25° W. Spoken May 11 lat 3° S., long. 207° 2' W. Its ported having put into Valparaiso leaking. F—To load a return cargo of lumber. B—Chartered for salmon to U. K. at 36s 3d. by Robert Ward & Co., Ltd. L—Chartered for salmon to U. K. at 36s 3d., September landing. M—Chartered for salmon, to London or Liverpool. 3s 6d. N—Chartered for lumber, to Calais at 63s 9d. A—Spoken June 27 equator 27° W. Spoken July 5 lat. 5° S., long. 30° W. D—Via Yokohama Aug. 25. E—Via Honolulu Aug. 31. F—Via Yokohama Aug. 25. G—Via Yokohama Sept. 8. H—To sail Sept. 5. Via Yokohama Sept. 11. H—Chartered for lumber to Iquiqui at 37s 6d.

FREIGHTS.

The rate from San Francisco to Cork for orders may now be said to be established at 2s, with an upward tendency. For lumber vessels, quotations remain comparatively unchanged.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 35s; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie, 36s 3d to 37s 6d; United Kingdom, calling at Cork for orders, 45s; Shanghai,

45s asked, 42s 6d offered; Tientsin 55s; South Africa 60s; Noumen, 40s.

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

Trallic—both passenger and freight—on the Shuswap & Okanagan Railway is reported by the local papers to be very light.

The exploring expedition sent out to

the north end of Vancouver Island has returned to Victoria, finding it impossible to carry out the programme.

It is reported that recently the Bank of Montreal made a most successful deal in handling the latest issue of bonds of the city of Montreal. They subscribed for two millions of them which in a few hours were disposed of at a profit of something like four per cent. or \$80,000.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST

THE NANAIMO COAL. (Used principally for Gas and Domestic Purposes.)	THE SOUTH FIELD COAL (Steam Fuel.)
--	---------------------------------------

THE NEW WELLINGTON COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL

Which was introduced a short time ago, 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.

PROTECTION ISLAND COAL. Upper Seam.

This coal is similar in appearance and quality to the New Wellington, but is a superior gas coal, and for general purposes will be preferred to all other coals produced on Vancouver Island.

The several Mines of the Company are connected with their Wharves at Nanaimo, Departure Bay and Protection Island, where ships of the largest tonnage are loaded at all stages of the tide. Special despatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

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World's Columbian Exhibition,
Chicago, 1893.

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