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- British Columbia Salmon:—Ewen & Co., "Lion." "Bonnie Dundee"; Bon Accord Fishery Co. "Consuls"; A. J. McLellan's "Express."

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, August 29.

VICTORIA.

Although times are quiet there is a steady volume of business. The stringency in the money market is having the effect of closing up some weak concerns. There is at present considerable activity in the sealing business; the schooners are re-returning home and the skins are being shipped to London. There were two good shipments made last week, the larger consisting of 11,000 skins, made by R. P. Rithet & Co. (Ld.). The returning crews are putting considerable of their money into circulation.

New Westminster and Lower Fraser River points are feeling the benefit of the salmon cannin'g season and large sums of money have been paid out by the various canneries along the river.

It is not expected that the crops will be as good as last year, on account of the heavy spring rains and consequent backward season.

The dry goods trade are expecting a fair autumn business, and all preparations are made awaiting the opening of the season.

Collections are still slow, although an improvement is expected shortly.

FRUITS AND VEGETABLES.

The local fruit crop will, it is believed, prove almost a failure this year. California grapes are a little lower this week, while peaches and plums remain about the same. Some grades of Australian oranges are selling at \$2.00. Nutmeg melons are on the market and sell at \$1.75 a crate. Pears are quoted at \$1.25 a box, and bartlets at \$1.35 to \$1.50. Oregon peaches are expected soon.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian	2 00 @	2 50
Tahiti seedlings	3 00 @	3 25
Lemons—California	4 50 @	6 50
Australian	2 50 @	0 00
Bananas	1 35 @	2 25
Apples, Red Astrakan	1 35 @	1 50
Nectarines	1 25 @	0 00
Plums	85 @	1 15
Peaches	1 15 @	1 25
Pears	1 25 @	0 00
—bartlets	1 35 @	1 50
Grapes	1 25 @	1 75
Cocoanuts	per 100	8 00 @ 9 00
Watermelons	per doz	3 00 @ 6 00
Nutmeg melons	crate	1 75 @ 0 00
Cantaloupes	per crate	3 50 @ 4 00
Pineapples—sugar	per doz	4 00 @ 4 50
Hawaiian	per doz	2 00 @ 0 00

Vegetables are quoted:

Potatoes—Local	per lb	1 @	1 1/2
New California	per lb	1 @	1 1/2
Onions—Silverskins		1 1/2 @	
Cabbage		1 1/2 @	2
Tomatoes	per box	75 @	90
large	per box	1 75 @	2 00
Cucumbers	per box	1 25 @	1 75

FLOUR AND FEED.

The Columbia Flouring Mills Co. have reduced their quotation for carload lots 15c a bbl. Quotations for Vancouver and New Westminster in car lots are as follows: Premier, \$1.35; XXX, \$1.25; XX, \$3.85; Superfine, \$3.35. There are no other changes to note. A small quantity of new hay has been received from Fraser

River points, but not sufficient to influence prices.

The Portland Commercial Review says: "The local demand for flour is the principal draft upon the output at present. Some stock is going to China via Sound ports and small shipments continue to be made to San Francisco, but requirements from these sources do not cut any important figure, and there is more or less c-

petition among agents to place stock, which means that concessions on the price list are obtainable for first class custom. Local receipts are light, but in the main somewhat above current requirements, and possibly transactions are not on so high a level as we quote, viz., \$3.40 per bbl for standard roller brands.

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

Ogilvie's Hungarian	\$1 40
" Strong Bakers	4 10

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

Premier	\$1 40
XXX	4 30
Strong Bakers or XX	3 90
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 65 @	0 00
XXX	4 55 @	0 00
XX	4 15 @	0 00
Superfine	3 65 @	0 00
Ogilvie's Hungarian	4 75 @	0 00
" Strong Bakers	4 60 @	0 00
H. B. C. Fort Garry Hungarian	4 75 @	0 00
" Strong Bakers	4 60 @	0 00
Oak Lake Patent Hungarian	4 75 @	0 00
" Strong Bakers	0 00 @	0 00
Regina Hungarian	4 75 @	0 00
" Strong Bakers	0 00 @	0 00
Benton County, Oregon	4 65 @	0 00
Portland Roller	4 70 @	0 00
Snowflake	4 75 @	0 00
Royal	4 60 @	0 00
Wheat, per ton	30 00 @	35 00
Oats	32 50 @	35 00
Oil cake meal	45 00 @	00 00
Chop feed	30 00 @	35 00
Shorts	28 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 @	28 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 whole-sale:

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

GROCERIES AND PROVISIONS.

American packers' prices of roast, corned and lunch beef, both 1's and 2's, have been advanced 10c a doz., since last week. American hams have declined 1/2c, making the quotation the same as two weeks ago. Jobbers are pushing off their stocks of old lard, and quotations have been reduced.

A small lot of new lard has arrived since the recent decline, and full stocks are shortly expected. Eastern creamery butter is held firmer this week, and prices are up about 1/2c. Canadian cheese is about 1/2c cheaper. The Hudson's Bay Co. have received a shipment of choice Manitoba cheese which they quote at 12 1/2c. The first shipment of new season's canned goods has arrived. It consists of a carload of peas which are quoted at \$1.25 per dozen. The sugar market is steady, with no change in prices. Besides the China sugar now on the market, dealers have placed orders for Australian sugar, and the first shipment is expected by the ss. Warrimoo which is due here early next month.

The Montreal Trade Bulletin says: "Receipts of butter during the past week were 4,151 pkgs., against 2,512 pkgs., for the week previous. The export trade seems to have fallen off entirely, owing to the decline in England, and consequently no new business can be worked until prices on this side recede on a parity with those on the other side. The price of June butter was unquestionably hoisted above a healthy basis, and this is where factorymen have been misled. They say we received 21c to 21 1/2c for June creamery, and why should we take less money for our later makes. The answer to that is, simply, "because the foreign markets have declined as shippers cannot pay as much money." For July creamery 20 1/2c is the very outside that can be paid, although 20c appears to be the general idea of shippers. In Eastern Townships there is little or nothing doing owing to the scarcity of supplies. Western butter is very quiet in the absence of demand, and prices may be quoted at 18 1/2c to 17c. Most of the Western goods bought some time ago is said to be still in cold storage in the West. August creamery is quoted at 21c to 21 1/2c. We quote:—Creamery 20c to 21 1/2c; Eastern Townships, 18c to 19c. Receipts of cheese during the past week were 72,648 boxes against 32,647 boxes for the week previous. The market is in a very sickly position at the moment, there being some weak points about it as well as strong. The weakness is caused by the monetary troubles, and the strength lies in the statistical position. Regarding the latter, it is claimed that the supply of milk in some sections has fallen off 50 per cent., from the June flush, in corroboration of which factories that made 14 cheese per day now only turn out 7, according to the returns received. The Texas fly, which this year attacks the cows like swarms of bees, is said to be the cause of the big decrease in the milk supply. In the meantime prices are kept up beyond the export basis, finest Western colored shipped by this week's steamers costing 9 1/2c here, while through shipments cost more."

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., \$1.75; 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 ham, 15 1/2c per lb;

heavy hams, 15c; choice breakfast bacon, 17½c; short clear sides, 14½c, and dry salt clear sides, 12½c. Armour's white label pure lard, 10lb. pails, 13½c 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, 18½c, breakfast bacon, 21½c.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	26½ @ 27
Manitoba creamery, 5-lb. tins	27 @ 28
" dairy.....	17 @ 18
Cheese—Canadian, lb.....	12½ @ 13½
California.....	16 @ 00
Eggs, case, per doz.....	17 @ 00

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.....	15 @ 15½
" 20lbs.....	15 @ 15½
Lard Compound, 10lbs.....	13 @ 13½

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

Dry Granulated.....	63
Extra C.....	51
Fancy Yellow.....	51
Yellow.....	51
Golden C.....	51
Dry Granulated (China).....	61
Syrups, per lb.....	3
" 1 gal. tins, American.....	6 50
" ½ " " ".....	5 75
" 1 " Vancouver.....	5 50
" ½ " " ".....	7 00

SALMON.

The run on the Fraser River was very good early last week, and the canneries worked to full capacity. The season closes on the 30th, when it is expected that the majority of the canneries will have put up all they made preparations for. The Routenbeck, is expected to commence loading this week for Liverpool. The Sirene will come down from Vancouver shortly and load for London, on account of Robt. Ward & Co., L'td.

The salmon packing season of 1893 is about at an end on the Fraser River. The run of sockeyes has fallen away, and the catch the last night did not average more than a dozen to a boat. A number of canneries, according to a dispatch of the 28th, have stopped fishing, and the remainder will shut down for the season within the next two days. It is impossible to get exact returns of the pack to date, but the following is nearly accurate:

	CASES.
Beaver Cannery.....	17,500
Wellington Canning Company.....	15,000
Delta Canning Company.....	15,000
Holly Cannery.....	15,000
Laidlaw (Sapperton).....	15,000
Harlock Packing Co.....	15,000
Deas Island Cannery.....	10,000
Ewen's Cannery.....	40,000
Phoenix Cannery, Britannia Cannery, Wadhams Cannery, Canoo Pass Cannery, British American Cannery and Birrell's Cannery.....	103,700
Lulu Island Canning Co.....	20,000
Pacific Coast Packing Co.....	16,000
Imperial Canning Co.....	16,000
Brunswick Packing Co.....	16,000
Munn's Sea Island Cannery.....	20,000
Seveston Canning Co.....	20,000
Canadian Pacific Canning Co.....	20,000
Bon Accord Cannery.....	20,000
Terra Nova Cannery.....	15,000
Richmond Cannery.....	16,000
Total.....	425,200

There is a probability that the total pack may be increased by 25,000 cases before the close of the season. The pack already is the largest ever put up on the Fraser River by about 75,000 cases.

LUMBER.

Tee Norwegian bark Fortuna, 1,332 tons, Capt. Mikkelsen, sailed from the Hastings Mill, Vancouver, Aug. 23, for Port Pirie, with a cargo of 1,280,102 feet lumber, valued at \$10,288; shipped on account of Robt. Ward & Co., L'td. There have been two arrivals during the week: The Am. barkentine, Chas. F. Crocker, 813 tons, Capt. Lund, which will load for Santa Rosalia, and the Am. barkentine Hilo, 642 tons, Capt. LeBallister, which is under charter to load at the Brunette Mills for Sydney at 28s. No new charters are reported, although there are some negotiating. The freight market has an upward tendency and is reported very firm.

These are at present eight vessels loading at British Columbia ports for foreign. At Burrard Inlet—Am. ship Gunford, 2,108 tons, for Port Pirie. Am. ship Wm. H. Starbuck, 1,272 tons, for London; Br. bark Gainsborough, 985 tons, for Valparaiso f. o.; Chil. bark India, 954 tons, for Valparaiso; Chil. bark Eliza, 915 tons, for West Coast S. A. Am. bknt Chas. F. Crocker, 813 tons, for Santa Rosalia. At Cowichan—Am. schr. King Cyrus, 667 tons, for Port Pirie. At Westminster—Am. bknt 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.	\$ 8 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.

PROVINCIAL TRADE NOTES.

Sunset Lodge No. 10 K. of P., Victoria, has been incorporated under the Benevolent Societies' Act.

Root, Ward & Co., L'td, have removed from Wharf street to their handsome new offices in the Temple building, corner Fort and Langley.

A new seam of coal has been discovered at the Northfield mine. It is 2½ feet in thickness, and is of the same quality as the coal previously mined at Northfield.

The Slough Creek Mining Company (foreign) has been registered under the Companies' Act with a capital stock of \$500,000. Victoria is the principal place of business in British Columbia.

The Inland Sentinel Printing and Publishing Company L'td, has been incorporated with a capital stock of \$10,000. The company acquires the printing and publishing business of Hugh McCutcheon, Kamloops. The trustees are H. McCutcheon, M. P. Gordon and Jas. Vair.

BUSINESS CHANGES.

A Knight, tobacco and stationery, h. opened in Victoria.

Cookson & Plows, plumbers, have opened in Victoria.

McHugh Bros., hotel, Vancouver, have been sold out by Bailiff.

Joseph Fortes, has opened the Englewood hotel, at Vancouver.

Clark & Pomeroy, hotel, Vancouver, have been sold out by Bailiff.

Sivertz Bros., grocers, Spring Ridge, Victoria, closed out by mortgagee.

A. G. Horne estate, general store, Nanaimo. Advertised for sale by tender.

Tyson & Co., Men's Furnishings, Vancouver, have assigned to R. W. Harris.

Otto Wolf, Grand hotel, Nanaimo, has left the country. David Steele succeeds.

W. M. Langton, variety store, Nanaimo, is opening a branch at Wellington.

O'Brian & Dunlop, livery, Nanaimo, have dissolved. Mrs. Louisa O'Brian, continues.

MacKinnon, MacFarlane & Co., brokers, Vancouver, have admitted Geo. Ward DeBeck into partnership.

Lenz & Leiser, have purchased the stock and good-will of C. Strauss & Co., wholesale dry goods, Victoria.

The stock of Disher & Campbell, grocers, Victoria, who recently assigned, has been purchased by Daniel Campbell for \$2,500. The creditors will realize 70 cents on the dollar.

Capt Mellon, of Vancouver, has been appointed provincial agent for the Australian Phoenix Royal and Imperial Privileged (Marine) Insurance Co., of Vienna.

The following are the shipments for the week ending August 26—

Date.	Vessel and Destination.	Tons.
19.	Wanderer, str., Port Townsend..	41
19.	Mogul, str., Port Townsend.....	34
22.	Tacoma, str., Port Townsend.....	39
24.	Montserrat, ss. San Francisco...	1,485
25.	Holyoke, str., Port Townsend.....	39
25.	Tacoraia, str., Port Townsend.....	35
25.	Grandholm ss. San Francisco....	1,638
26.	Stjorn, bk, San Francisco.....	2,700
Total.....		6,012

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending August 26—

Date.	Vessel and Destination.	Tons.
19.	Wanderer, str., Port Townsend..	41
19.	Mogul, str., Port Townsend.....	34
22.	Tacoma, str., Port Townsend.....	39
24.	Montserrat, ss. San Francisco...	1,485
25.	Holyoke, str., Port Townsend.....	39
25.	Tacoraia, str., Port Townsend.....	35
25.	Grandholm ss. San Francisco....	1,638
26.	Stjorn, bk, San Francisco.....	2,700
Total.....		6,012

The Haras National company's stables at Outremont, near Montreal, were burned lately with a large quantity of live stock. Fortunately, most of the blood stock had been sent to the World's Fair, or the loss would have been much greater. It is estimated that \$5,000 will not cover the loss.

Capt. John Challiston, schooner Gen. Banning, reports having sighted on Aug. 6, in latitude 36 degrees 22 minutes 27 seconds, longitude 126 degrees 12 minutes and 30 seconds west, the wreck of a large wooden vessel only half a mile away. Not a vestige of a mast remained in the derelict and it floated with the deck even with the surface of the water. It would be impossible to see the wreck except in daylight and clear weather.

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The Albion Fire Insurance Association, Ltd., England.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."
The Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

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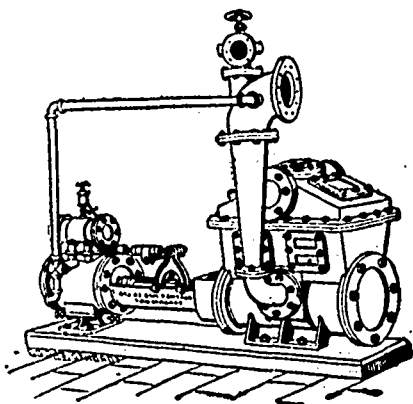


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COMMERCIAL SUMMARY.

A cordage trust has been formed at Philadelphia.

The Melbourne boss bakers are trying to cut wages 15 per cent.

Banks and factories in Eastern U. S. cities are still suspending.

A fire in Minneapolis on Aug. 13 destroyed over \$1,000,000 worth of property.

A British parliamentary committee is to inquire into the loss of the warship Victoria.

Apples and potatoes are reported to be nearly a failure in many parts of Kansas this year.

The Sydney Morning Herald has been

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We have 40 years experience of this business. We guarantee every package bearing our name or brand. We are sole owners of the following brands, viz:
"Elephant White Lead Ready-Mixed Paints and Colors," "Prism White Lead Ready-Mixed Paints and Colors," "Decorators' Pure White Lead," "Diamond Ready-Mixed Paints and Colors," "Victoria Ready-Mixed Paints and Colors," "Manhattan Coach Colors," "Peerless Varnish," "Sun Varnish."
These goods can be procured at any of the ship chandlers, hardware or paint stores in the province. Ask for our brands and take no other.

reduced to 2 cents a copy. It was originally 4 cents.

U. S. Senator Dolph has introduced into Congress a \$1,000,000 bill for a Pacific Coast gun factory.

It is said that 24,000,000 acres of New South Wales are owned by 430 persons, and 16 individuals own 10,000,000 acres.

Weavers at the Doveton Woollen Mills, Ballarat, Victoria, are on strike against a reduction of from 14 to 33 1/2 per cent in their wages.

The Union Pacific Railway at Omaha has cut the working hours of its workers to thirty-five per week and no work on Saturdays.

A reduction of 10 per cent. in the wages of the employes of the Chicago, St. Paul and Milwaukee Railroad has been decided upon.

The Pacific Mail Company has decided to reduce salaries from the general manager down, and also to pay in silver instead of gold.

It is expected that the French wheat

crop this season will reach about 300,000,000 bushels, while the requirements of the country will be 340,000,000 bushels.

The Commercial Banking Company of Sydney, N. S. W., intends to pay all current accounts in full. Even before announcing this determination, it released all trades-union and friendly societies' accounts.

An average hay crop for England and Wales is alleged to be about 8,000,000 tons. Last year the yield fell to 5,553,000 tons, and this year it is not thought to exceed 4,000,000 tons. This fact would appear to leave room for a considerable movement of hay from this continent in that direction.

A body of fifty Afghans in South Australia have petitioned the Chief Secretary to force a certain Abdul Wade, a countryman of theirs, to ship them back to Asia. Abdul Wade, it seems, imported them into Australia under conduct to serve him as camel drivers, and then left them to starve. The government has complied to the condition.

THE BRITISH COLUMBIA
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D. M. CARLEY EDITOR-IN-CHIEF.
L. G. HENDERSON . . . BUSINESS MANAGER.
Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, AUGUST 29, 1893.

CANADIAN-AUSTRALIAN TRADE.

On another page of THE COMMERCIAL JOURNAL will be found extracts from speeches delivered before the Toronto Board of Trade by Messrs. Huddart and Ward, representing the new Australian steamship service between Canada and the Antipodes. As the success of the new line depends entirely on the trade developed between the two countries, naturally the addresses of the two gentlemen named referred particularly to the mutual advantages which would result from an exchange of products between Canada and the Australian colonies on a broad and liberal scale. The benefits which would accrue to this Province from such exchange are so numerous and manifest that it seems to us every effort should be put forth to encourage it both by the Government and individuals. The Boards of Trade through out the Province might well take the matter up and urge upon the Dominion Government the advantage of looking well into the possibilities of the trade.

The Toronto *Empire*, in a late issue, contains a lengthy article from a Sydney correspondent in which are enumerated several of the Australian commodities which Canada can import with advantage. For instance, fruit culture is one of the most promising of Australian industries, and the fact that the new steamship service brings midwinter in Australia and midsummer in Canada within three weeks' distance of each other makes it quite clear that extensive interchanges will be made. Fresh fruit will be in season in Canada at times at which fresh fruit was hitherto unknown.

So far, Canadian wool imports have been principally from South Africa, but it is quite probable that the new Australian line will change the current of the wool trade. Already a large quantity of Australian wool has found its way into the Canadian market, but when it is considered the enormous production of this commodity in the Antipodes, it is only surprising that the demand being so great the importations have been so small. The importance of this industry alone will commend itself to the attention of British Columbians at once, for, as is suggested by the *Victoria Times*, why should it not be possible for some enterprising British Columbian to engage in the woollen manufacturing business, since there is now a chance of securing the necessary raw material directly and cheaply from Australia. This Province, to keep abreast in

the race for commercial supremacy, must engage in manufacturing, and here an opportunity presents itself, which should not be permitted to go by default. Canada has only 2,000,000 sheep, while Australia has at least fifty times that number, and, on account of the favorable climatic conditions for pasturage in the latter country, the ratio is not likely to change perceptibly in the future.

Sheep farming, owing to the severity of the seasons in Canada, can never be carried on to advantage, and, as is suggested, the same severity necessitates the wearing of heavy woollen clothing. In Canada, Australia should find an outlet for its surplus mutton, the shipments of which in good condition cold storage makes possible. Wines, superior in quality to many imported from France, are produced in Australia, and in these should be built up a large and beneficial trade. The above are only a few of the many commodities which we can buy to advantage from the Australian colonies, but they are sufficient to demonstrate their commercial value as an exchange between the two countries.

On the other hand, in Canada's list of productions are included many articles for which there is a growing demand in Australia. For instance, the latter country imports annually machinery to the value of a million dollars and over from the United States, nearly all of which amount should find its way into Canada. The Dominion manufacturers take this view of the situation, for we read that one implement firm in Toronto alone claims to have paid over \$25,000 in freight on goods sent to our sister colony this year. The Canadian factories produce the same class of goods as those which are purchased in the United States market by the Australians, and it is claimed also that Canadian machinery is produced at less cost. There seems to be no question as to the opening for trade in other lines, such as pianos, organs, furniture and carriages, in the manufacture of which Canada justly lays claim to special excellence. It will be some years before the Australians will turn their attention in the direction of manufacturing, as wealth there can be accumulated in greater volume through other channels.

But what will interest British Columbians more is the market which Australia offers for our fish and lumber. A Sydney correspondent writes: "The item of fish, of which commodity we take close on half a million dollars a year from the United States, has only to be mentioned to suggest the specialty which Canada can fairly claim in providing for Australia. We have had a foretaste of what the rivers and lakes of the Dominion can send us in its freshest and most delectable form through the chilled chambers of the Miowera, and without doubt, salmon and other choice fish will become a leading item in the trade that will spring up from direct steamship communication." This fact alone should induce British Columbians to strain every nerve in the direction of encouragement to the new line.

Australians annually import, according to recently published statistics, timber of

all kinds to the value of \$3,000,000 or over from the United States. As was remarked by one of our leading Wharf street merchants, some weeks ago, Canada can compete with any country in the world in this product. British Columbia alone has an almost inexhaustible supply of timber, and the importance of Australia as a market for the disposal of our lumber cannot be overestimated. In the past extensive shipments of lumber have been made to Australia, and we are not sure but that a considerable amount credited as imports from the United States should have been placed to the account of Canada. However, there is room for an increase in this avenue of trade, which will enhance the value of our supply of the product.

We observe that Mr. Huddart is now at the Dominion capital, and was to have interviewed the members yesterday in regard to increasing the subsidy to the new line. Of course it is difficult to predict what the outcome of the conference will be, but already it is announced that Mr. Huddart is so well satisfied with his venture that he is willing to extend his original contract with the Government, which was for three years, to fourteen.

BUSINESS DEPRESSION.

The financial crisis through which the United States has been passing during the past two months is probably the most peculiar of all the panics that have occurred in the history of that country. Other panics have occurred after an unhealthy inflation of business—there was a boom and then a panic, followed by more or less long-continued liquidation. In the present instance the country had not been through a period of inflation; in fact for two years there had been considerable contraction. The present trouble has been likened to a panic in a theatre, when some fools yell "Fire!" The bears in Wall street got up a scare to influence stocks, and presently the whole country was on the run. A large proportion of the failures in the United States during the past few months show assets far in excess of liabilities. Unless the signs all fail, as soon as our neighbors on the other side get over their scare business will at once pick up, but no doubt the graves which will be strewn along the wayside will be numerous.

In Canada we may not have a great deal about which to boast, but we may be pardoned for congratulating ourselves on the fact that our financial institutions are solid, and that money can be obtained on reasonable terms for legitimate business operations. Prospects were never better for a good fall trade, and we have not a crisis, financial or otherwise, hanging over our heads. In the city of Chicago alone there are 200,000 men out of employment, which far exceeds the number of unemployed throughout the whole Dominion of Canada. In British Columbia times are slightly out of joint, but there is some consolation in the fact that we are in a better position than our neighbors, and that business shows unmistakable signs of recovery.

THE SALMON RUN.

The methods resorted to by certain canners on the Fraser to secure an extension of the time for operations from August 25, to August 30, are just now the subject of considerable animated discussion. It is contended that such extension will result in the demoralization of the salmon market. Nearly all of the packers had filled their contracts, and it appears that there was really no necessity for an extension. All contracts contain, or should contain, the stipulation that they shall be completed in the time provided by law, barring accidents by fire, water, or in transportation. All have the same chance to complete their contracts, and no cannery should be conceded privileges which must result in damaging the market for all. Of course the light pack on the Columbia may result in the prices maintaining a stiff position.

INSURANCE AND FIRE LOSSES.

THE COMMERCIAL JOURNAL has repeatedly pointed out that provision for an emergency is the business man's sheet anchor. With ample capital and a thriving business everything looks prosperous and hopeful, but if no provision is made for a remote possibility, that possibility is almost sure to become a reality, and misfortune will sweep away success, as a cloud would suddenly shut out the light of the sun. All commercial forces are more or less under our control, but not entirely so; yet there are vastly more subject to man's domination than the forces of nature, the most destructive and relentless of which is fire. But if fire is the most destructive it is also the easiest to provide against, and herein lies a privilege which at once becomes a duty.

The securing of reliable insurance should be considered of as much importance as any other investment which a business man is bound to make. The size of his business has nothing to do with the principle. It is as important to have an insurance on a small plant as on a large one; and yet, among those who do not carry insurance, nearly all are small concerns, who perhaps need it most.

Small stores are the worst offenders, and it is to this class that we direct our words. A merchant owes it to himself that he secures insurance on his store the moment it is ready for business. To continue one day without it is more than he can afford. Let him be ever so careful he is liable to burn out, because he is in jeopardy, not only from his own house, but from fire in adjacent buildings.

The fire loss of the United States and Canada, for the month of July amounted to \$12,118,700, over \$500,000 more than the aggregate for July, 1892. During the first seven months of 1891, the fire loss amounted to \$70,247,370; during the same period in 1892, the loss by fire amounted to \$70,967,230; this year the loss for seven months amounts to \$98,101,300. During July there were 225 fires of a

greater destructiveness than \$10,000 each. For the week ending August 10, the loss by fire amounted to \$1,895,000. It is evident that the fire loss this year will reach \$120,000,000, and will surpass all previous records.

No one better than the merchant's paper knows the necessity for insurance, for no one knows better the history of the thousand and one fire disasters that occur among them. Therefore, it is with the best data of information that we feel the necessity of urging upon them the importance of providing against fire loss.

EDITORIAL COMMENT.

APPLES are very scarce this year both in the United States and Canada.

It is stated that the large post cards, in use but a short time, are to be withdrawn.

It is believed in some quarters that the result of the Behring Sea arbitration will not affect British Columbia interests quite so seriously as was at first anticipated. The absence of positive information on the subject makes speculation as to the future of the sealing industry very unreliable, and in this state it will remain until the receipt of the full text of the regulations.

THE *Inter-State Grocer* says that the average wholesale grocer throughout the United States, instead of studying the general needs and requirements of the business and leaving the trivial and minor details of it to his clerks and employes, usually burries himself in the duties which should be left to an employe. He does not trouble himself about gaining an intelligent comprehension of the scope of his business, nor even to the extent of reading good trade papers and discussions on trade subjects, and is therefore not usually as well posted on such matters as is the better class of retail grocers.

THE attention of the Department of Customs have been called to the practice which obtains at some ports in the case of goods of small value imported by express of ignoring for the purposes of duty any parcels of a less value than fifty cents, and of charging duty on a value of one dollar upon all parcels of a value of 50 cents or over. Controller Wallace has issued a circular to collectors informing them that this practice is not sanctioned by law, and that for the future all parcels coming by mail or express must be entered at the exact cost to the importers for the same, and duty must be collected on such fractional parts of a dollar on each. A memorandum has been issued by the Department of Agriculture to collectors containing instructions with regard to the amendment to the Petroleum Inspection Act of last session, with respect to the petroleum in bulk.

ACCORDING to the report of Mr. David Matheson, the superintendent of the Dominion Savings Bank branch, for the year ending June, 1893, the sum now

standing in these bank, to the credit of depositors is \$24,153,193. This, of course, does not begin to state the whole of the savings of the people. What are known as the Government Savings Banks contain over \$17,000,000 of deposits, and the chartered banks of the country contained last year over \$170,000,000 of deposits. The twenty-four millions in the post office and the seventeen in the Government banks are largely the surplus earnings of farmers, workmen and other careful people who like to have their money safely deposited in institutions with the country's credit pledged to their security, and who consider that it is rather an advantage to have money laid away where precipitate withdrawals are avoided by the one or two days' delay in conforming to the present regulations.

IN reviewing the wheat trade Beerbohm's *London List*, of August 4, says: Whilst the present depressed financial conditions in America last, the trade will be naturally slow to move, and little or no attention is paid to the fact that the statistical position as it now applies to the forthcoming season, is much more healthy than it has been in the past two years; two circumstances alone go to prove this, viz., that the U. K. and France will require foreign wheat to the extent of probably 28 million quarters against 24 million quarters in the past year; whilst the United States will in all probability have at least 8 million quarters to spare. There are other circumstances which may change the prevailing sentiment in the more immediate future, chief amongst them being a possible wet August; but, as we have said, the future is left unregarded whilst American monetary affairs are so distressingly trained.

A SIX MONTHS' review of shipping in Great Britain, just at hand, is somewhat encouraging to the interests represented. It is stated that the 600,000 tons of idle ships in ordinary at the beginning of the year are again in commission, and are earning fair profits, a circumstance that is due to the large amount of tonnage "removed from the register," or, in other words, lost or worn out, and to the exceptional demand for breadstuffs and fodder on the continent, and the large harvests in the Western hemisphere. The revival of trade in the Argentine Republic, where, since the great failure, things have been running close, is a considerable factor in this increased demand for tonnage. These appear to be the happy auguries, while on the other hand it appears that there has been a large general reduction in wages throughout the kingdom, and, notwithstanding the large decrease in the cost of material, the amount of tonnage under construction at the end of the first six months of this year was 300,000 tons less than that underway a year ago. It is furthermore stated that a 5,000 ton steamship can be constructed now at a price no greater than was paid four years ago for a 3,000 tonner. Other conditions disadvantageous to Great Britain are the hard times in Australia and the depression in the colonies over the silver changes.

THE BUSINESS OUTLOOK.

The people of the Dominion of Canada have had their attention called to the severe depression which has prevailed for some time past in business circles in the United States. There a plethora of silver gave rise to a drain of gold from the country. Currency became scarcer and scarcer, banks from which alarmed depositors sought to withdraw their deposits closed their doors by the hundreds, mills, manufacturing establishments, mines and other industries were obliged to shut down altogether or reduce their employees to shorter working hours and lower pay, and even large railroad corporations were unable to obtain from banks which were regarded as strictly sound the amounts necessary to meet their monthly pay lists. Gold and currency are now at a premium, and the business situation in the United States is anything but certain or satisfactory. Money is scarce and is being hoarded up and locked away in safety drawers with deposit companies instead of being placed where it could be utilized to reduce the scarcity and relieve the depression. All this is occurring south of line 45°, in a country with a population of sixty-five million people. Now let us change the scene and look at the Dominion of Canada, with less than one-twelfth of the population, and what do we find? As to its banks they are all sound, prosperous, well supplied with funds of all kinds, and not only making money but in a position to lend some of their gold to the United States. The stock of these institutions command high prices, being above par, and are regarded as most desirable investments. Our merchants are doing a good and fairly profitable trade. Failures among them are few and less than for many years past. Our manufacturing and industrial establishments are working steadily and giving constant employment to armies of operatives whose earnings are constantly contributing to swell the amount deposited at interest in our savings banks. Our farmers are pleased with their crop prospects and a magnificent harvest is in sight in our vast north-western territories. Side by side with our American neighbors the condition of our country financially is in every way superior. We are told that during the recent stock market excitement large amounts of money were dropped in stock speculations and yet none of these have been attended with failures in business, showing that those who lost money in that way could afford to do so. But with all this we are subjected to be affected by what is transpiring in the United States and that is what we have to guard against. Want of stability, want of confidence, might produce the same or similar results here. It is against this we have to guard, and in order to guard against it as we ought to do, nothing should be left undone which could be done with that object in view. Not only that, but efforts should be put forth to increase the confidence in our institutions which now prevails. In order to do this attention should be given to matters which call for improvement. In the case of the farmer,

with his bountiful harvest in view, something should be done to reduce the cost of transport to the consumer across the Atlantic. High rates for freight on cargoes for Great Britain reduce the farmer's profit on his crops. These high rates are due to the want of sufficient outward freight from Great Britain. Could larger cargoes be procured to bring to Canada the vessel owners could reduce their rates on freight leaving Canada, and thus the farmer would be directly benefitted. In order to do this we must increase our imports, and this cannot be looked for so long as our tariff places a high rate of duty on goods wanted here but not manufactured in Canada. Were the rate of duty reduced the imports would be multiplied, and thus the farmer and the consumer would both be benefitted. The aim of the Government should be to increase the happiness of its wards—the people. The reductions we suggest would have this effect. While the Government is pledged to the National Policy, it is also pledged to tariff revision. The changes we suggest come within those pledges. By carrying these out fully they will contribute to maintain confidence and will themselves become the subjects of confidence. The business outlook for Canada is good, and Government and people should keep it bright by the application of that excellent burnisher commonly called loyalty to crown and people.—*The Shareholder.*

SAN FRANCISCO COAL TRADE.

J. W. Harrison reports Aug. 18 as follows for the Australian trade: "Since the departure of the last Australian mail there have been the following arrivals from Newcastle, N.S.W., viz: Escadale, 3,120 tons; Falls of Afton, 2,520 tons; Cedar Bank, 3,800 tons; Speke, 3,958 tons; Blackbraes, 3,667 tons; Earl of Hopetoun, 2,931 tons; Janet Cowan, 3,857 tons; total, 24,202 tons. During the month the fuel trade has been exceedingly quiet; very few cargoes have changed hands. Under usual circumstances, with strikes in England in certain counties, and a marked advance on coal produced in others, this would have led to a certain amount of speculation, which at present is unknown in our market. Jobbers purchase simply what their actual requirements call for, absolutely no more; and importers are floating unsold cargoes as of yore; they load when they have covering orders in hand. The decline of one shilling per ton in Newcastle coals should have increased shipments, but cablegrams report there is a scarcity of carriers there, and late sales of Cardiff and Liverpool steam coals approximate too closely to Wallsend to permit liberal sales of the latter grade; and our principal gas consumers are not in the market for Wallsend or Greta, as they are well stocked up, and they have recently bought liberally coal that suits their purposes better at a much lower figure. The quantity of Australian listed to arrive within the next sixty days is very light."

Work at the Union Mines continues to be brisk.

DRESS GOODS FOR FALL.

Hopsackings will be among the strongest in dress goods departments for fall. The estimation is borne out by the extent of the offerings in those goods, as well as by the varied range of samples that follow the hopsacking order. A leader in the matter will be the Panama cloths, which, though introduced by large retailers late in the spring, are now extensively shown by jobbers. Amongst the hopsackings and their kindred, many fanciful varieties find a place. In these, the most noticeable, and what will possibly prove the most desirable later on, are the ombre effects, which are really beautiful goods. In both hopsacking and Panama, the goods range from the finest to a coarseness which seems extravagant. Nette is a new cloth of the same order as Panama, though much finer in weave. Two toned effects are largely shown in hopsackings for the new season.

Diagonals are to the fore in full force. In these, drap de Paris will be a leader. This fabric, which is a diagonal with an armure surface, is very presentable, and will command success. In this order diagonal cords, which show a satin finish, also bid fair to command a large share of patronage.

It is possible that whipcords will hold yet another season. Advices from Paris recount the fact that they are being sought there.

Serges will be strong this year. In these there is a tendency towards goods of the cheviot order. Navy in the coarser serges will be best. Royal serge shows a wider wale and smoother surface than the plain serge. The usual amount of fancy piece-dyed goods are shown. In the smooth varieties in these goods, heliotropes, myrtles and browns will possibly be best. Navy will lead in the coarse varieties.

In the new color card, the prevalence of the purplish shades is also noticeable.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, July 18, 1893, is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

John A. Cameron, Cornwall, anti-friction journal bearing.

Granville S. Decatur, Hamilton, adjustable earth augur.

Franklin W. Fraser, Toronto, stop-action for organs.

Wm. T. Mackey, Vancouver, gang saw-mill.

Albert E. Trentowsky, St. John, sifting attachment for stoves.

Total issue, including patents, designs, trade-marks and reissues—479.

Large numbers of prospectors are now in the Big Bend country in search of gold.

The cost of maintaining the fire brigade of London during the past year was \$644,675, and there was paid for pensions \$41,885. In addition, \$179,635 went for capital expenditure, making a total of \$865,655. The brigade consists of 825 men all told. The number of calls for fires during the year was 4,449.

PAWNBROKING IN CHINA.

A financial contemporary gives, under some reserve, the following description of the appearance of trade unionism among the pawnbrokers of China. One of that body began to charge his customers 16 per cent., instead of the usual 21. Naturally he did a roaring trade, to the dismay of his colleagues, who carried him before the mandarin of the province with bitter complaints of unfair competition. The mandarin, however, commended the pawnbroker for his charity and good feeling in only charging 16 per cent., but pointed out that the charge was quite illegal. He therefore directed that in future he should charge the customary 24 per cent., of which he was only to keep 16 for himself, while the other 8 was to be distributed in charity in consonance with the pawnbroker's benevolent idea.

CANADIAN TRADE WITH AUSTRALIA.

Those of our readers who perused the reports of the conference held recently between the council of the Toronto Board of Trade and a couple of prominent delegates from Australia, who visited this city for the purpose of presenting their views upon the extension of our trade relations with Australia before our leading merchants and manufacturers, must have been impressed with the apparent feasibility of the propositions made for increasing our commerce with that country. The representatives of our sister colony, namely, Messrs. Jas. Huddart, chief owner of the new Canadian and Australian steamship line, and F. W. Ward, editor of the *Sydney Daily Telegraph*, paid a glowing tribute to the stability of Canada compared with some other countries, and, as will be seen by the resolution passed by the council of the Board of Trade, they made out a pretty good case in favor of the exchange of their raw material and products for Canadian manufactured goods in many lines that can be made as cheaply here as in the United States. Mr. Huddart gave the result of his negotiations with the Governments of Canada and the Australian colonies, and stated that the Canadian Government had granted a yearly subsidy of £25,000 sterling for five years to the new line, while New South Wales had given £10,000, and Queensland had also assisted. He pointed out that the new steamship company were better equipped with vessels, and were able to perform much better service than the lines already established between Australia to New Zealand and San Francisco. If considerable trade could be done with the Dominion he felt that it would not only insure success for the enterprise but would tend to advertise the two countries with each other; they were anxious to divert the wool traffic through Canada and to ship westward large quantities of their semi-tropical fruit, the accomplishment of which the reversion of season would be of assistance; he referred to Toronto manufactured goods having already been distributed

in Australia within five weeks from the time of leaving the workshops in Toronto, and stated that the last steamer carried 700 tons of freight. He pointed out that they have made it possible for Canada to trade with the Sandwich Islands by their steamers touching at Honolulu; San Francisco has had a monopoly of this trade hitherto, 89 per cent., of those Islands' trade going to the United States. He claimed for his route the shortest distance, while being under the British flag all the way, and predicted that in time it would become the great highway for the English mail.

Mr. Ward also delivered a very practical, instructive address, pointing out that the external trade of Australia amounts to \$600,000,000 a year, 80 per cent. of which is in Great Britain's hands, while her inter-colonial trade is often greater in volume; outside of Great Britain, the largest trade done is with the United States, and it was with the hope of diverting much of this commerce to Canada that they had visited this country. He thought that a good trade should be done with British Columbia, whose waters are so rich in fish, and if Australia could put their fruit on our tables and in return get our delicious salmon, both countries would be the richer and the carrier be benefited. After referring to the fine class of wool raised in that country Mr. Ward said:

"We want to do business with your manufacturers. Australia is not a manufacturing country. It pays best for us to ship the raw material which nature has for centuries been storing up and sell it—here I hope—for the manufactured goods we must buy. We do not want to get money in exchange for our natural products. We cannot eat gold—it is one of our products, and we send it out to countries that need it. It is of no use to us, nor is the silver we produce, unless to send it out. What we want is goods, and we send out our raw materials to exchange for manufactured articles. We want to send away our wool and fruits and buy things with them. Already we have bought your harvesting machines. England is not like Australia. Canada in many respects, especially in your prairies, is like Australia, and your harvesting machines are developed under conditions resembling ours. So your agricultural implements are better suited to us than are those of England. I saw a factory here to-day with many articles which should find a ready sale in Australia. I would like the Board of Trade to urge the Government to send a competent man to Australia, who is acquainted with your manufacturing, and who would report to you as to what he sees there.

"Be assured of one thing, that the great industries of Australia are where they were before the recent trouble came. They will suffer, of course, as we all bear each other's burdens, but they had nothing to do with it. There is still the same output of actual wealth—this year larger than ever. All that has tumbled down is the man-built fabric of credit; what is left is our God-built fabric of natural resources. While there is room for caution in forming your business connections, yet you will find Australians

ready to make reasonable arrangements. They went insane recently, but crashes always make men sane, and they have had the cobwebs swept out of their heads."—*Toronto Merchant*.

THE SUBSTITUTE FOR GLASS.

The substitute for glass brought to notice some time ago by a manufacturer in Vienna, Austria, is pronounced a practicable thing likely to be introduced as valuable for certain purposes. The article is produced by dissolving from four to eight parts of collodian wool in about 100 parts by weight of ether, or alcohol, or acetic ether, and with this are intimately combined from 2 to 4 per cent., of castor oil, and 4 to 10 per cent., of resin or Canadian balsam. This compound, when poured upon a glass plate and subjected to the drying action of a current of air of about 50 degrees solidifies, in a comparatively short time, into a transparent glass-like sheet or plate, the thickness of which may be regulated as required. The sheet or plate so obtained has substantially the same properties as glass, resisting the action of salts and alkalies and of dilute acids, and like glass, is transparent and odorless. Again it is said to be pliable or flexible and infrangible to a great degree, while its inflammability is much less than that of the collodian substitutes. Any desired color may be given to the compound by admixture of the necessary pigment, the latter to be soluble in the solvent used in the preparation of the compound, if incorporated therewith; but color may be imparted by surface application, aniline dyes being employed, and thus the sheets may be used in lieu of stained glass.

An overhead electric railway for Naples, Italy, is proposed.

The new Chicago directory shows a population of 1,610,000.

In Russia there are said to be 615 new cases of leprosy every year.

A universal exhibition has not been held in London in thirty-one years.

Three-fourths of the whole population of Russia are engaged in cultivating the soil.

The new constitution of Venezuela fixes the presidential term at four years, instead of two.

The failures for the first six months in 1893 in the United States were \$,239, more than in any previous like period.

Railroad managers are now ordering engines for next year to make fifty miles an hour between New York and Chicago.

The largest tub works in the United States will soon be completed at Schenectady, N. Y.

From 1876 to the present time over 100,000 acres annually have been reclaimed from marsh and sea by the people of Denmark.

British advices are to the effect that while the wheat crop in India is about 70,000,000 bushels in excess of last year's crop, the exports are liable to be less than the average, unless prices improve materially.

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.....		Victoria.....	Liverpool.....			
Ger ship.	Sirene.....	1437	Sauerw'ich		Victoria.....	London.....			

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.....	896,938	7,844	March 21	owners ac
Br bark.	Mark Curry.....	1256	Liswell	Jan. 1	Vancouver	Plymouth.	923,058	9,882	Msy 20	52s 6d
Nor. bark.	Fritzoe.....	1078	Holfsen..	Jan. 10.	Vancouver	Callao.....	879,220	8,031	March 3.	36s 3d
Am. bark.	Colorado.....	1036	Gibson	Jan. 19.	Cowichan	Valparaiso f.o.	882,657	7,077	April 27.	37s 6d
Br bark.	Highlands.....	1236	Owen	Jan. 26	Vancouver	Montreal	886,663	15,537	June 23	Private....
Chil. bark.	India.....	953	Funke	Jan. 11.	Moodyville..	Valparaiso	738,782	7,160	March 30	owners ac
Br bktn.	Bittern.....	329	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,950	4,201		owners ac
Ger. ship.	Katharine.....	1630	Spille.	Feb. 7.	Moodyville..	Iquiqui.....	1,328,879	11,058	May 6.	35s
Br ship.	County of Yarmouth.	1431	Swanson	March 23	Vancouver.	C. K. f. o.	1,628,539	17,500		50s
Chil. ship.	Hindostan.....	1542	Welsh	March 6.	Moodyville..	Valparaiso.	1,196,826	10,242		owners ac
Am. bark.	Seminole.....	1439	Weeden.	March 19.	Moodyville..	Santa Rosalia.	1,010,913	7,966		Private....
Am. ship.	Ivy.....	1181	Lovell	April 22.	Vancouver	Wilmington	791,914	10,497		Private....
Br bark.	Assel.....	795	Gilmour.	April 22.	Moodyville..	Antofagasta	631,165	6,577		35s
Br ship.	Natuna.....	1106	Grain	April 20.	Vancouver.	Port Pirie	961,848	7,718		42s 6d
Am. bark.	Harry Morse.....	1313	Hughes	April 19.	Moodyville..	Shanghai.....	928,219	8,900		45s
Haw. bark.	John Eua.....	2500	Schnauer	June 2.	Cowichan	Port Pirie	2,580,797	19,500		40s
Br bark.	Bhairhoyle.....	1201	Gray	June 1.	Vancouver	Sydney.....	913,633	7,804		31s 3d
Br bark.	Mary Low.....	813	Robertson.	May 24	Vancouver.	Pisagua.....	663,000	5,296		35s
Nor. bark.	Sigurd.....	1530	Ause	May 21.	Vancouver.	Port Pirie.	1,426,000	10,638		40s
Chil. ship.	Atacama.....	1245	Caballero.	May 13.	Moodyville..	Valparaiso.	967,361	7,762		owners ac
Br bark.	Wythop.....	1248	Edwards	May 26	Vancouver.	Sydney.....	1,019,667	8,365		31s 3d
Br ship.	Gryfe.....	1069	Roberts..	June 25	Vancouver.	Antwerp	786,228	11,790		50s
Ger bark.	Heinrich.....	923	Henne	June 7.	Vancouver.	Holland.....	577,537	4,968		55s
Br bark.	Doehra.....	966	McJerraw ..	June 26	Vancouver..	Adelaide	740,234	5,920		38s 9d
Br ship.	Kinkora.....	1799	Lawton	July 29	Vancouver.	Callao.....	1,436,128	12,465		30s
Am schr.	Carrier Dove	672	Branddt.	Aug. 7	Cowichan	Adelaide	886,989	7,982		39s
Am bark.	Seminole.....	1439	Weeden	Aug. 1	Moodyville..	Santa Rosalia.	1,045,008	7,896		Private....
Am schr.	Puritan.....	581	Warner	Aug. 4	Moodyville..	Tientsin	725,954	8,625		55s
Am bark.	Sonoma.....	928	Anderson	Aug. 16.	Vancouver.	Iquiqui.....	811,183	9,289		50s
Br ship.	Gunford.....	2108	Wier		Vancouver.	Port Pirie				37s 6d
Am ship.	Wm. H. Starbuck	1272	Reynolds.		Vancouver.	London.				52s 6d
Nor bark.	Fortuna.....	1532	Mikkelsen	Aug. 23.	Vancouver.	Port Pirie.	1,286,192	10,288		36s 3d
Br bark.	Gainsborough.....	985	McPhail		Moodyville..	Valparaiso f.o				33s 9d
Chil. bark.	India.....	953	Funke		Moodyville..	Valparaiso				owners ac
Chil. bark.	Elisa.....	915	Harken		Moodyville..	Valparaiso f.o.				owners ac
Am schr.	King Cyrus	667	Christiansen		Cowichan	Port Pirie				37s 6d
Am bktn.	Chas. F. Crocker.....	813	Lund		Vancouver.	Santa Rosalia.				
Am bktn.	Hilo.....	612	LeBallister.		Westminster.	Sydney.....				28s

FREIGHTS.

The market is very firm with an upward tendency and grain charters are made at constantly advancing rates.

Freights from British Columbia or Puget Sound are quoted as follows:— Valparaiso or orders, 32s 6d; to 33s 6d; Sydney 30s; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 45s; Tientsin 55s.

Grain freights from San Francisco to U. K., Cork for orders, 28s 9d; to 30s.

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.

The premises of Rolph, Smith & Co., lithographers, Toronto, has been gutted by fire. Loss, \$30,000; covered by insurance.

The registration of the Dominion Provident Benevolent and Endowment Association of Stratford has been cancelled and the affairs of the company are being wound up. Policy holders will get about 80 cents on the dollar.

John Coon, a private banker, who is wanted at Alvinston for forgery, has been arrested by Detective Rogers, in Detroit. Coon assigned and disappeared. He forged papers and negotiated with the Molson's bank to the amount of something like \$55,000.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship.	Blair Athole	1697	Lister	March 3	R Samarang	Vancouver	B. C. Sugar Refinery Co.	179
Br bark	Formosa	915	Kain	March 18	H Liverpool	Victoria	R. P. Rithet & Co., Ltd.	164
Br bark	City of Carlisle	823	Hughes		K Santa Barbara	Victoria	Turner, Beeton & Co.	
Br ship	British General	1754	Tulloch		Samarang	Vancouver	B. C. Sugar Refinery Co.	
Br ship	Candida	1222	Whittem	May 31	I London	Victoria	Turner, Beeton & Co.	90
Br ship	Drumcraig	1919	Sparring	June 8	F Liverpool	Vancouver	Evans, Coleman & Evans.	82
Am ship.	A. J. Fuller	1782	DeWinter		S Hiogo	Vancouver	C. P. R. Co.	
Br bark	Ladstock	816	Williams		J Honolulu	Westminster	Bell-Irving & Paterson	
Br bark	Archer	789	Dawson	Aug. 4	L Liverpool	Victoria	R. P. Rithet & Co., Ltd.	25
Br ship	Dunboyne	1380	Neill	Aug. 4	L London	Vancouver	Evans, Coleman & Evans.	25
Br bark	Jessie Stowe	615	Blanche	June 18	X Townesville	Vancouver	C. P. S. Co.	72
Am schr.	Golden Shore	644			G San Francisco	Victoria	Robert Ward & Co., Ltd.	
Br ss	Grandholm	871	Musson		B	Victoria	Robert Ward & Co., Ltd.	
Ger. bark	Gutenberg	627	Zeppelin	Aug. 10	B Glasgow	Victoria		19
Am schr	Lynan D. Foster	725	Dreyer	Aug. 15	L San Francisco	Cowichan	Robert Ward & Co., Ltd.	14
Am schr	Wm. Bowden	728	Fjerem		Q San Francisco	Cowichan	Robert Ward & Co., Ltd.	
Br ss	Empress of China	3003	Archibald	Aug. 16	D Hong Kong	Vancouver	C. P. S. Co.	13
Br ss	Mogul	1827	Johnson	Aug. 8	P Hong Kong	Victoria	Dodwell, Carlill & Co.	21
Br ss	Crown of England	1658	Hollywood		Hong Kong	Victoria	F. C. Davidge & Co.	
Br ss	Warrimoo	1897	Arthur	Aug. 17	M Sydney	Vancouver	C. P. S. Co.	12
Am ship.	Benjamin Sewell	1361	Sewell	June 30	I Iquique	Victoria		60
Br ship	Brodick Castle	1745	Ferguson		O Yokohama	Vancouver	C. P. R. Co.	
Br bark	Martha Fisher	811	Meadowcroft	Aug. 4	E Liverpool	Vancouver		25
Br ship	Ainsdale	1725	Owens		L Liverpool	B. C.		

R Cargo of 2,300 tons raw sugar. Chartered to load lumber at Vancouver for Cork f.o. at 48s 9d. H—March 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F—June 12 passed Tuscar. K—Chartered for salmon to Liverpool or London. at 33s 6d. I—June 2 passed Dover. Spoken June 14 lat. 38° N., long. 12° W. June 21 lat. 23° N., long. 22° W. June 23 lat. 12° N., long. 26° W. Chartered for salmon from Victoria to London or Liverpool by R. P. Rithet & Co., Ltd. J—Chartered to load salmon for U. K. at 38s. X—Chartered for salmon by A. B. C. P. Co. G—Lumber to Port Pirie at 37s 6d. B—Chartered for salmon to U. K. at 42s 6d. September 15 loading on Fraser River. L—Lumber to Sydney at 27s 6d. Q—Lumber to Sydney at 27s 6d.; option Adelaide at 37s 6d.; Sept. Oct. loading. D—Via Yokohama Aug. 25. P—Via Yokohama Aug. 19. M—Via Brisbane Aug. 19. and Honolulu. S—Chartered to load grain at Tacoma. E—Aug. 6 went ashore on Kish bank, afterwards put into Kingston. Aug. 18 sailed again. O—To load grain at Tacoma.

VESSLS IN PORT.

VICTORIA.

(August 28, 1893.)

Br. bark Routenbeck, 930 tons, Capt. Russell, arrived Aug. 4, to load salmon for Liverpool, Findlay, Durham & Brodie, consignees.

Br. ship Rathdown, 2,058 tons, Capt. Morrissey, arrived Aug. 22, with steel rails for Sidney and Vancouver, Turner, Beeton & Co., consignees.

VANCOUVER.

Ger. ship Sirene, 1,437 tons, Capt. Sauer-milch, arrived Aug. 17, from Yokohama with tea for C. P. R., to load salmon for U. K. on account of Robert Ward & Co.

Br. ship Gunford, 2,108 tons, Capt. Weir, loading lumber for Port Pirie.

Am. ship Wm. H. Starbuck, 1,272 tons, Capt. Reynolds, loading lumber for London.

Br. bark Gainsborough, 935 tons, Capt.

McPhail, arrived Aug. 2, loading lumber at Moodyville for Valparaiso f. o.

Br. bark India, 953 tons, Capt. Funke, arrived Aug. 5, loading lumber at Moody ville for Valparaiso.

Chil. bark Elisa, 915 tons, Capt. Harken, arrived Aug. 8, loading lumber West Coast S. A., owner's account.

A.n. bktn Chas. F. Crocker, 813 tons, Capt. Lund, loading lumber for Santa Rosalia.

NEW WESTMINSTER.

Am. bktn Hilo, 612 tons Capt. Le Ballis-ter, loading at Burnette Mills for Sydney.

COWICHAN.

Am. schr. King Cyrus, 667 tons, Capt. Christiansen, arrived Aug. 20, loading lumber for Port Pirie on account of Robert Ward & Co., Ltd.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship Commodore, 1,978 tons, Capt. Davidson.

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

WELLINGTON SHIPPING.

Am. ship America, 1,952 tons, Capt. Harding.

Am. ship Yosemite, 1,104 tons, Capt. Fullerton.

Nic. ss. Costa Rica, 1,274 tons, Capt. McIntyre.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	2	2,968
Vancouver	7	8,483
Nanaimo	5	7,742
Cowichan	1	667
New Westminster	1	642
Total	16	20,522
Previous week	12	17,305
Correspond'g week last year	19	26,960



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& Co.—Washable Cashmeres—Bradford, Eng.;
Scott & Co.—Special Scotch Whiskies—Glas-
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