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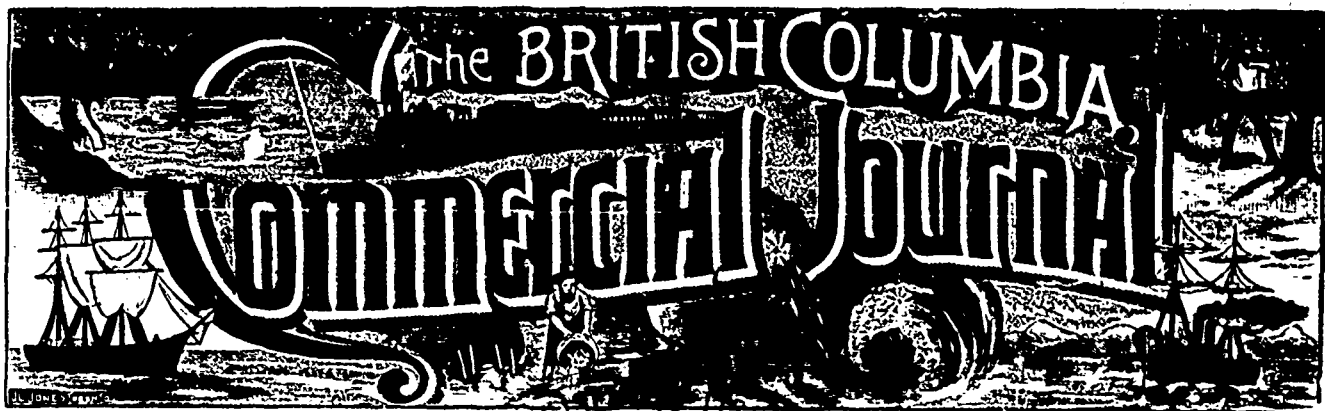
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Vol. IV.

VICTORIA, B. C., TUESDAY, MAY 22, 1894

No. 11

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Fishing Nets, Twines, Etc.  
Importers of Havana Cigars, Oilmen's Stores,  
Tin Plates, Portland Cement, Etc.  
British Columbia Salmon:-Ewen & Co., "Lion."  
"Bonnie Dundee"; Bon Accord Fishery Co's  
"Consuls"; Canadian Pacific Packing Co.  
"Flagship" brand.

## TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, May 22.

## VICTORIA.

The local situation, while still quiet, is generally acknowledged to be better than last month. The severe rains during last month have caused much damage to crops planted in low ground.

Active preparations are in progress at all of the salmon canneries for the coming fishing season. Material and supplies are going forward. A great many of the canneries are busily engaged in the manufacture of tins for the season's pack.

The Vancouver News Advertiser says: "Both wholesale and retail merchants report that business is very quiet at the present time, and the volume of trade during the past week has been smaller than for some time past. Collections are slow and have not been up to the average of the past few weeks. It is encouraging, however, to note that several new lumber charters have been made within the last few weeks, and quite a fleet of vessels are now on their way to this port to load lumber. Several logging camps are being opened up, and this line gives indication of being fairly brisk this summer. Retailers continue to pursue a 'hand to mouth' policy, and thus business is somewhat slack with wholesalers. Orders from the country districts are also small."

## DRY GOODS.

The Toronto Empire says: "Genial weather is producing good results in the dry goods trade. Both from country points and city retailers more numerous and more liberal orders are being received. In the country uninterrupted fine weather has enabled the farmers to get through with seeding earlier than usual, and as crops are looking unusually fine, a better feeling is promoted, and the buying sentiment has grown stronger. Leading city retailers report May trade up to the present as comparing favorably with that during the corresponding period last year. Through travellers and by house sales a good lot of sorting orders have been got in, and representatives of city retail houses have been picking up quite a number of clearing lines. The demand is running mostly on prints, sateens, dress goods, moire silks and ribbons, Japan and Swiss silks, braids and other dress trimmings, tablings, towellings and glass cloths, cretonnes, gents' furnishings, spring suitings, and smallwares, including hosiery, gloves, parasols, etc. The advent of the sporting season is creating an active demand for outing suitings, yachting serges, cricket flannels, etc. Travellers are now taking out an odd line of fall goods, but up to the present very few orders for autumn goods have been placed. Full lines will be put out about June 1. Prices are generally steady. Silks and laces are very firm, but cottons are easy, owing to dull foreign markets and the very low price to which raw cotton has fallen. In New York the cash price for middling uplands has fallen to 7½¢ per lb. During March the United Kingdom exported 55,000,000 yards of cotton goods less than during March, 1893, and the poor foreign enquiry has had

a very depressing effect in British markets. Payments are reported to be very fair during the first ten days of this month. The quantity of paper maturing on May 4 was not large, but the most of it has been taken up within the past few days. Instance of 75 to 80 per cent of total indebtedness having been discharged were reported, and the general tenor of opinion is, that money, considering the prevailing conditions, has come in very well."

## FLOUR AND FEED.

The feature of this week is a drop of 10c per bbl. in Manitoba millers' prices for Hungarian and Strong Bakers flour. It is believed that the reduction is because of competition for business. Chop feed has advanced in San Francisco, and local jobbers' prices for the California product will be advanced after the arrival of the next steamer. Local bran is somewhat firmer.

The Portland Commercial Review says of flour: "Nothing of importance has transpired to bring about a change in the market. Trade in the main has continued quiet. The weakness has had much to do with the slow and cautious movement of buyers. The demand has been largely for local account; limited dealing for export has been confined largely to the China trade. Quote standard brands at \$2.55 per bbl., other grades 5c per bbl. less."

The Ogilvie Milling Co. quote their celebrated brands of Manitoba flours in car 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 .....	\$3 90
XXX .....	3 75
Strong Bakers or XX.....	3 30
Superfine .....	3 05

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

Delta.....	\$4 00
Victoria XXX.....	4 00
Jobbers' quotations to the trade are:	
Delta, Victoria mills.....	\$ 4 25 @ 0 00
Lion, " .....	4 25 @ 0 00
XXX .....	4 25 @ 0 00
Premier, Enderby mills.....	4 25 @ 0 00
XXX.. ..	4 10 @ 0 00
XX.. ..	3 65 @ 0 00
Superfine, ..	3 40 @ 0 00
Ogilvie's Hungarian.....	4 50 @ 0 00
" Strong Bakers.....	4 35 @ 0 00
H. B. C. Fort Garry Hungarian ..	4 35 @ 0 00
" Strong Bakers ..	4 35 @ 0 00
Oak Lake Patent Hungarian ..	4 50 @ 0 00
" Strong Bakers ..	4 35 @ 0 00
Regina Hungarian.....	4 50 @ 0 00
" Strong Bakers ..	4 35 @ 0 00

Benton County, Oregon.....	3 85 @ 0 00
Portland Roller.....	3 85 @ 0 00
Snowflake .....	3 85 @ 0 00
Wheat, per ton.....	27 50 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	35 00 @ 50 00
Chop feed - California.....	30 00 @ 00 00
Shorts.....	25 00 @ 30 00
Bran.....	23 00 @ 27 50

National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats .....	3 00 @ 0 00
" " split peas .....	3 50 @ 0 00
" " pearl barley .....	4 50 @ 0 00
" " Chop feed .....	25 00 @ 27 00
California oatmeal.....	3 75 @ 0 00
California rolled oats.....	3 75 @ 0 00
Corn, whole .....	per ton 37 50 @ 40 00
Pras. feed .....	per ton 50 01 @ 60 00
Coramuel.....	2 75 @ 3 00
Coramuel feed .....	per ton 40 00 @ 00 01
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	15 00 @ 18 00
Straw, per bale.....	1 00 @ 0 00

## RICE.

The Victoria Rice Mills quote wholesale:

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

## FRUITS AND VEGETABLES.

Beyond a few slight variations in quotations there are no particular features to note. The retail trade are well stocked with fruit in anticipation of a good demand during the celebration.

Jobbers' quotations for fruits are as follows:—

Oranges - California navel .....	3 50 @ 1 50
" " seedlings.....	2 75 @ 3 00
Lemons - California .....	3 25 @ 1 25
Bananas - New Orleans .....	2 75 @ 0 00
" " Honolulu crates .....	3 00 @ 0 00
" " bunches .....	2 00 @ 2 50
Cherries .....	1 50 @ 1 75
Apples, .....	bxs 1 50 @ 1 75
Cocoanuts .....	per 100 8 00 @ 9 00
Strawberries, per case of 15 .....	0 00 @ 3 15

Vegetables are quoted:

Potatoes .....	per ton 20 00 @ 25 00
Onions Red .....	per lb 1 ½ @
Cabbage .....	per lb 2 @ 2 ½
Asparagus .....	per box 1 75 @ 2 00
Peas .....	per box 2 00 @ 0 00
New potatoes.....	per lb 02 @ 2 ½

## GROCERIES AND PROVISIONS.

The American packers have advanced the prices of canned meats on account of the shortness of stocks and a big demand from the European markets. All staple products are unchanged in price.

Jobbers quote:

Valencia raisins .....	per lb \$ 7 @ \$ 0
Malaga raisins .....	per box 3 00 @ 3 25
Currants (barrels) .....	per lb 5 @ 5 ½
" half bbls.....	per lb 5 @ 6
" (cases) .....	per lb 5 ½ @ 7 ½
Sultana raisins .....	per lb 3 @ 10
Taragona almonds .....	per lb 14 @ 18
Grenoble walnuts.....	per lb 14 @ 18
Filberts.....	per lb 11 ½ @ 11

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	
Manitoba dairy.....	00 @ 00
California creamery .....	27 @ 28
California rolls.....	@ 27
Cheese—Canadian, lb.....	14 @ 15
California.....	15 @ 16
Eggs, pick'ed, case, per doz .....	10 @ 00
Oregon eggs, per doz.....	15 @ 00

Smoked meats and lard are quoted:

Hams.....	13 ½ @ 14 ½
Breakfast bacon .....	14 ½ @ 15
Short rolls.....	11 @ 12
Dry Salt, long clear.....	10 ½ @ 11
Backs.....	13 ½ @ 13 ½
Pure Lard, 20lbs, pails .....	11 @ 14 ½
" " 10lbs, tins .....	14 ½ @ 14 ½
" " 5lbs " .....	14 ½ @ 15
" " 3lbs " .....	14 ½ @ 15
Lard Compound, 10lbs .....	11 @ 00
" " 20lbs.....	11 @ 00
" " 5lbs.....	11 ½ @ 00
" " 3lbs.....	11 ½ @ 00

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

Dry Granulated (China).....	4 ½
Extra C, China .....	4 ½
Dry Granulated (B. C. Refinery).....	5
Extra C .....	4 ½
Fancy Yellow .....	4 ½
Yellow .....	4 ½
Golden C .....	4 ½
Cubes.....	6 ½
Powdered.....	6 ½

Syrups, per lb .....	3
" 1 gal. tin, American (10) .....	5 50
" 1 " " " (16) .....	5 25
" 1 " " Vancouver .....	5 60
" 1 1/2 " " " .....	7 00

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

Helmet brand sugar cured ham, medium	9 16
" " " " heavy..	0 14
" " " " breakfast bacon	0 15
Fancy Gold Band ham .....	0 16 1/2
" " " " breakfast bacon .....	0 17
White Label pure leaf lard, tierces .....	0 13
" " " " 50-lb ins .....	0 13 1/2
" " " " 20-lb " .....	0 13 1/2
" " " " 10-lb " .....	0 13 1/2
" " " " 5-lb " .....	0 13 1/2
" " " " 3-lb " .....	0 13 1/2
Lard compound (tierces) .....	0 10

LUMBER.

The British bark Gainsborough, 955 tons, Capt. McPhail, arrived at Moodyville May 20 from San Francisco under charter to load lumber for Melbourne at 37-6d. The British ship East Croft, 1,312 tons, now loading at Moodyville, is expected to finish and sail during the week for Valparaiso. The British ship Benmore, 1,460 tons, will commence loading at the Sayward mill, Victoria, this week for Adelaide. The cargo for which the Wrestler was engaged will be included in her manifest.

The following vessels are loading lumber at British Columbia ports for foreign: At Moodyville Mill—Br. ship Eastercroft, 1,312 tons, for Valparaiso. Br. ship Largo Law, 1,597 tons, for Valparaiso, f.o. Br. bk Gainsborough, 955 tons, for Melbourne. At Hastings Mill—Br. ship Astoria, 1,335 tons, for Queenstown for orders: Br. barkentine Nantippe, 960 tons, for Queenstown f.o. Br. schr Grace Harwar, 1,750 tons, for Queenstown for orders. Am. bktn Chehalis, 656 tons, for Adelaide. tons, for Santa Rosalia. At Sayward Mill, Victoria—Br. ship Benmore, 1,460 tons, for Adelaide. Total, 8 vessels, 10,001 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 Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet, \$ 8 00 Deck plank, rough, average length, 35 feet per M .....

per M .....	19 00
Dressed T. and G. flooring, per M .....	15 00
Pickets, rough per M .....	8 00
Laths, 1 feet 6 in, per M .....	1 90

FOREIGN COAL SHIPMENTS

The following are the shipments for the week ending May 19:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
15.	Maid of Oregon, str., Port T'ns'nd	5
15.	A. McNeil, bark, San Francisco	1,681
16.	Wanderer, str., Port Townsend	61
19.	Wilma, bark, San Francisco	2,350
19.	Bertha, str., San Francisco	700
Total .....		4,800

The North Star Mining Company, L'td., Vancouver, has been incorporated, with a capital stock of \$100,000. Trustees: J. M. Browning, E. P. Davis and C. B. MacNeill.

BUSINESS CHANGES.

Ralph Craig, black-mith, Nanaimo, is dead.

Henry Marsden, butcher, Vancouver, is giving up business.

G. H. Cross, commission agent, has opened at New Westminster.

Wilson McKinnon has taken over the Richmond Hotel, Vancouver.

B. C. Iron Works, Vancouver, was slightly damaged by fire Thursday evening.

Wm. Finlayson, general store, Sicamous, stock and premises destroyed by fire.

The B. C. Milling and Feed Co., New Westminster, have closed down their mill.

Mowat & Coanonica, Sunnyside hotel, Vancouver, succeeded by Coanonica & Seaton.

An effort is being made to organize a joint stock company to revive the Nanaimo Telegram.

A meeting of creditors of Jas. Atkinson, estate, butcher, Northfeld, will be held at Nanaimo, on May 29.

The Westminster News, a daily four page morning paper, has commenced publication at New Westminster.

McLellan & McFeely, house furnishings, hardware, stoves, and etc., Vancouver, have sold out plumbing department.

George T. Mallory, late manager of the Central Drug Store, Victoria, has sold out his fifth interest to Fred J. Hall, who is now sole proprietor.

The council of the B. C. Board of Trade met this morning at 11 o'clock.

Six inches of snow lay on the ground at Clinton one morning last week.

The Canadian cattle shipments last week were not so extensive as during the previous week. The total was only 1,597 head.

A centipede two and a half inches long was discovered on Saturday at New Westminster in a box of apples which came from Australia by the last steamer.

The Real Estate Loan Company, of Canada, L'td., (foreign), has been registered under the Companies Act. Capital stock \$1,600,000. The head office is situated in Toronto, Ont.

The Cunard Steamship Co., despite their high reputation, their great success in beating the record across the Atlantic, and their wonderful luck in avoiding accidents, only paid 2 per cent per annum last year.

The Nanaimo Gas Company will at once set about the erection of a new gasometer, with, it is believed, the early reduction in the price of gas. At present the ruling price is \$3 per thousand feet, and it is understood that when the proposed improvements are completed this rate will be reduced 50 cents.

There is a revolution going on in all the departments of agriculture, dairying and live stock raising. The man who is to succeed in any of these industries in the future is he who will use his brains as shrewdly and constantly as the great

financier uses his. The old-fashioned, slow ignorant farmer and dairyman, with their sloppy, dawdling methods, will fortunately soon now be starved out.

Vice President Shaughnessy, of the C. P. R., arrived at Montreal last Sunday from the coast. To a newspaper correspondent he said that compared with the cities of the south which he had passed through, Winnipeg, Brandon, Calgary, Vancouver, Victoria and other Canadian towns, and cities visited by the party appeared to be in a most healthy condition. Mr. Shaughnessy said he found the farmers somewhat disappointed owing to the low prices of wheat, but they did not seem to be at all discouraged.

Recently Mr. Mara made an important suggestion in the Committee on the Tariff of the House of Commons. He said he wished to see the most liberal construction given to the definition of mining machinery, and proposed to add to the tariff a list of articles not made in Canada which prospectors and capitalists would know could all be brought in free. At the suggestion of the Finance Minister, Mr. Mara will prepare such a list as the one he speaks of in order that it may be printed and circulated among the different collectors of customs. Those who are interested in mining in British Columbia will, we are sure, appreciate Mr. Mara's attention to this subject.

The commerce of Australia with the outside world amounts to \$130,000,000; of this \$315,000,000 was to Britain and British Colonies. The revenue of the Australasian Colonies amounted to \$165,000,000; of this \$60,000,000 were railway receipts, so that the net receipts amounted to \$95,000,000. The sheep of the Australian colonies numbered 130,000,000. Since 1851, when gold was discovered, Australia had realized from this source \$1,650,000,000. Australia has been shipping mutton in ever increasing quantities, and the result has been that in England men who once rarely tasted meat are now able to procure it daily. Four years ago no butter was shipped from Australia. Last month, Hon. Mr. Reed, of Victoria, received a telegram from his Government to arrange for the shipment next season of 10,000 tons of butter, valued at one million sterling.

The C. P. R. authorities have issued notices to shippers, consignees and agents that in order to expedite the delivery of small shipments of freight from British Columbia coast points, they will load a special car (or more if required) exclusively with less than carload shipments for the Kootenay country. The shipments will leave Vancouver every Tuesday, reaching Revelstoke in time for the boat leaving there on Friday morning for Robson. To accommodate the Okanagan country they will land special cars exclusively, with less than carload shipments for points on Okanagan branch and lake. These shipments will leave Vancouver every Friday, reaching Sicamous Junction in time for the train leaving there Monday morning, and freight should reach destination the same day. The C. P. R. is thus doing something special to accommodate the districts referred to and the merchants of Victoria and Vancouver are certain to appreciate this action on their part.

**SAVE FUEL**

-BY-

COVERING

-YOUR-

Steam Pipes,  
Boilers

AND ALL

Heated Surfaces

WITH-

**MINERAL  
WOOL**

Sectional Covering.

-BEST-

Fire-proof Non-Conduc-  
tor at present known.

**EASILY APPLIED.****Asbestos Goods**

OF EVERY DESCRIPTION.

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TORONTO.

M. SROUSS, Victoria, sole agent  
for British Columbia.

**THE BRITISH COLUMBIA  
SUGAR REFINING COMPANY, L'D.**  
VANCOUVER.

Manufacturers of

Refined Sugars and Syrups

Of the highest quality.

**PRICE LIST.**

(Applicable to lots of not less than 10 barrels or equal.)

SUGARS—Powdered, Icing and Bar, in bbls.....	6½c per lb.
Paris Lumps, in bbls. or 100-lb. bags.....	5½c "
Granulated ".....	4½c "
Yellows according to quality ".....	4 c to 4½c "
100-lb. kegs, ½c more; Half-bbls., ½c more;	½c more.
SYRUPS—30-gal. bbls .....	2½c per lb.
10-gal. kegs.....	2½c "
5-gal. kegs.....	\$2.00 each.
1-gal. tins.....	\$1.25 per case of 10.
½-gal. tins.....	5.75 per case of 20.

Payment by Spot Cash. All prices subject to change without notice. Special terms for lots of 100 barrels and upwards.

**NO CHINESE EMPLOYED.**

TO THE PUBLIC—We guarantee for our sugars absolute purity. Every dealer knows they are superior to any others in the market. Compare and decide for yourselves. When you ask for B. C. Sugar see that you get it.

**BURRARD INLET RED CEDAR LUMBER  
COMPANY,**

VICTORIA, - - - - BRITISH COLUMBIA.

MANUFACTURERS OF

British Columbia Red Cedar Shingles,  
British Columbia Red Cedar Lumber

—OUR SPECIALTY:—

➤ **BEVEL CEDAR SIDING.** ◀

This Company have special machinery for the manufacture of cedar lumber and shingles, and dealers will do well to call at their office and get prices. Their shingles will lay more roof to the M than any other shingles made, the packs being tight and no vacant spaces in bundles

Mills at Port Moody, B. C.

Office: 30 Broad Street, Victoria, B. C.

**A. LEOFRED,**

(Graduate of Laval and McGill.)

**MINING ENGINEER.**

MAIN OFFICE: Quebec. BRANCH OFFICE:  
Sherbrooke. Montreal, 17 Place d'Armes Hill.

**MINES, MINERAL PRODUCTS****PROVINCIAL TRADE NOTES.**

Over a million shingles were shipped East, Friday, by Westminster mills.

The people of Revelstoke are asking that their town shall be made a port of entry.

The Vancouver Council has notified the

electric light company that they must not erect any more poles on the streets without their permission.

Negotiations are in progress, it is said, for the amalgamation of the interests of the Nanaimo electric light works and the proposed street railway enterprise.

A. W. Presley's store, Chilliwack, was broken into one morning last week, while Mr. Presley went to the steambent landing, and \$20 were extracted from the till.

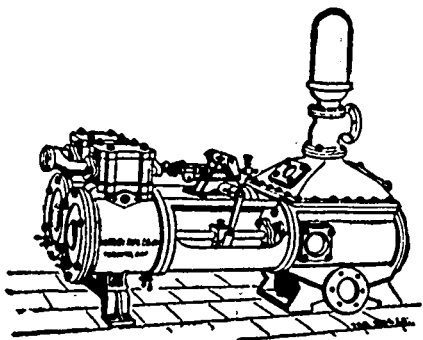
R. Dunsuir & Sons have placed an order for mineral wool for their cold storage establishment with M. Strouss, of this city, who represents the Canadian Mineral Wool Co., of Toronto.

THE COMMERCIAL JOURNAL is \$2 per year.

**ALLICE & AULT,**  
 WHOLESALE  
 Produce and Commission  
 Merchants.  
 75 WHARF STREET, VICTORIA.  
 SOLE AGENTS

Clover Leaf Brand of Creamery Butter which was awarded the medal and diploma at the World's Fair, Chicago, 1893.

**PUMPING  
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**NORTHEY M'FG CO.  
 LIMITED.**

TORONTO.

CATALOGUE ON APPLICATION.



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 Building Edition, monthly, \$2.50 a year. Single copies, 25 cents. Every number contains beautiful plates, in colors, and photographs of new houses, with plans, enabling builders to show the latest designs and secure contracts. Address  
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THE LEADING BRANDS IN THE DOMINION ARE

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 UNICORN PURE,  
 THISTLE,**

**CRESCENT STAR.**



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—The Best in Canada.—



Elephant Mixed Paints, Prism Mixed Paints.  
 Victoria Mixed Paints. Elephant Enamels,  
 Equal to any for decorating purposes.  
 Elephant Oil Wood Stains,  
 Guaranteed superior to any brand made.  
 Manhattan Buggy Paints.



These and other brands of ours are stocked by all dealers in the Province.

**BUY THEM ONLY—BECAUSE**

First, We guarantee the quality every time. Second, they are always reliable.

**COMMERCIAL SUMMARY.**

The London *Times* again calls on Mr. Mundella, president of the Board of Trade, to resign.

Rainy Lake mining district is experiencing a tremendous boom. Mining men are flocking there by hundreds.

Rate cutting in the transatlantic steerage business has carried the price of passage from London to New York to \$12.50.

There are 105,312 Chinese in the United States, according to the returns of the number registered under the Exclusion Act.

There is no doubt but what the business man who keeps his credit good can do a larger and more successful business on small capital than a man who, with a moderate cash capital is burdened with a tarnished and questionable reputation as to his reliability. Hence it is that we make the assertion, good credit is better than large capital.

**Montreal Smelting and Refining Works.**

**G. Langwell's Babbit Metal.**

This Babbit, or anti-friction metal, is the best that is manufactured, and is made in numbered grades, containing certain percentages of copper, tin, antimony, etc. Every block is stamped, "G. LANGWELL'S BABBIT."  
 A trial will convince users of its superiority.

**GEO. LANGWELL & SON,**

Metallurgists and M'rs, Montreal, P. Q.  
 N. B.—Order through your wholesale house ONLY.

**A Friend at Your**

**Elbow. THE DRY GOODS REVIEW**

The "Dry Goods Review" is the only journal in Canada published in the interests of the Dry Goods trade. It is full of hints on Buying and Selling, Window Dressing, Store Management, etc., etc.

It contains valuable suggestions on new goods, what's coming and what's going; enables you to avoid old stock, to attract trade and to hold it.

It deals with matters of greatest importance to you and your business.

**THE DRY GOODS REVIEW,  
 TORONTO.**

**SCHULTZ & MORPHY,  
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# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

**SUBSCRIPTION - - \$2.00 PER YEAR.**

Advertising Rates on Application.

D. M. CARLEY . . . . . EDITOR-IN-CHIEF.

L. G. HENDERSON . . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, MAY 26, 1891.

## QUEEN'S BIRTHDAY.

Before the BRITISH COLUMBIA COMMERCIAL JOURNAL again appears the loyal subjects of Her Majesty the world over will have observed with due honor and respect the seventy-fifth birthday of Queen Victoria, the years of whose reign will, if she be spared, soon be as long as those of her grandfather, King George III. Practically she has reigned the longest on the extended list of British monarchs, for, while during some years of the life of King George, his official duties were performed by a regent, Victoria has been able to fulfill the duties of her exalted office without a regency or being in any way superseded in the exercise of her monarchical functions. We can only hope that her life may continue to be spared and none more than the people of this Province will more sincerely wish for the illustrious sovereign long life and prosperity.

## POSTMASTER BROWN.

Is it not possible, it may be asked, that certain of the newspapers on both sides of politics are making too much out of the case of Postmaster Brown, of Westminster, who recently retired from the Provincial Parliament because the department of which he was an important official had intimated to him that the occupancy of the two positions was not possible? Mr. Brown himself read to a meeting at Westminster the Postmaster-General's letter, whose request he could not say was unreasonable. He continued:

"It was written in a kind and courteous manner, and no attempt was made to deprive him of his political rights. The sole objection was taken on the ground that being in the Legislature, he must of necessity delegate to others the personal supervision of his work. It was due to himself to say that when he entered the department the obligation was to see that matters were going on properly, sign certain documents, and pay for the clerical assistance. This letter put him in new relations to the work, and he was glad to see that the Postmaster-General realized the growing importance of the city which called for this extra personal supervision."

We fail to see, however, how the letter has put Mr. Brown in new relations to the work. His only duties were, according to his own statement, "to see that matters were going on properly, sign certain documents, etc." Now, if Mr. Brown were absent for weeks at a time, what knowledge could he have that matters were "going on properly"? It appears to us that his remark as to "new relations"

was intended to explain away the honest meaning of the distinct statement that "no attempt was made to deprive him of his political rights." We may further add that Mr. Cotton was doing his "friend and former colleague in political life" no service when he undertook to make the meeting gotten up to say "farewell" to Mr. Brown, M.P., the occasion to dip his finger in gall and to say at that time and in his paper in connection with the meeting, some of the most bitter things possible against the Provincial Government.

## SEALING MATTERS.

The British Columbia sealers are beginning to return at least such of them as have been warned by the British cruisers which went out on that special mission. The first one to arrive was the *Triumph*, about whose position there is some doubt, as not only was she warned, but Capt. May, of H.M.S. *Hyacinth*, took possession of her guns, spears and log, and ordered her to report herself to Collector of Customs Milne at Victoria. That official, having received no instructions, and as the vessel was the bearer of no special message, declined to take any action, and the *Triumph* is therefore free until such time as Capt. May shall take action. It is understood that in no other case of warning were the vessel's appliances taken possession of. This makes the *Triumph's* position a rather peculiar one; but Capt. Cox, of the *Triumph*, maintains that he was not seized. One American schooner which was warned by the *Hyacinth* persisted in sealing, declaring that she recognized no authority save that of the United States. She is likely by this time to have been taken in charge by either the *Hyacinth* or the *Pheasant*, or, if not, possibly some vessel of the U. S. patrol, which recently left Port Townsend with such a flourish of trumpets, will probably have got hold of her.

## THE COAL STRIKES.

The effect of the coal strikes, not in the United States alone but in several parts of Canada, is a very reasonable cause for the most serious alarm. Manufacturing industry has been completely paralyzed, thus materially augmenting the distress that has attended the long period of commercial and industrial depression. The coal troubles which had been expected to have been only temporary in their duration are by no means near an early and amicable settlement. The conference of operators and miners at Cleveland was barren of result, the representatives of both parties to the controversy have returned to their homes with no prospect of a settlement being reached until one or other of the parties is tired out. The miners have decided to continue the fight until the operators restore the old scale. They, it is said, realize the odds that are against them in the long run, but have made up their minds not to surrender.

All over the Eastern and central country the number of works depending upon supplies of bituminous coal or coke for fuel is large, and a considerable portion of them has already been compelled to stop

operations. No doubt the proportion is larger in the iron and steel manufacture than in any other business, but nearly a third in capacity of the iron furnaces at work a few weeks ago appear to have closed. Some railroads are embarrassed, and textile works of some importance are finding themselves obliged to close down. In fact the situation is calamitous. The Grand Trunk Railway works at Montreal, Brantford, and elsewhere have been forced to shut up, they being largely dependent upon United States coal. It is said by General Manager Sergeant that by the strictest economy they may be able to carry on traffic operations for a month or five weeks, but not more, should the strike continue. On the other hand, the C. P. R. are so far comparatively unaffected by the coal strikes and are congratulating themselves accordingly. Mr. Tait, Assistant General Manager, is reported to have said: It has always been our policy to prepare for coal famines and we anticipate no difficulty. There are always large supplies on the north shore of Lake Superior at Fort William, Algoma and other points. The lines east of Smith's Falls and Ottawa are fed from Nova Scotia, so that the mileage we have to supply from Pennsylvania and Ohio is comparatively small. This being the case the company are particularly fortunate.

The not unnatural hard feeling between the miners and the operators has been greatly intensified by the failure of the negotiations and the prospects of their coming together is not yet. It might possibly be that were a commission to issue, as was the case in Great Britain, for conciliation meetings to be held under government auspices something might be accomplished but otherwise the case is apparently hopeless until one or other of the parties is exhausted. In fact, it would seem as if the time had arrived when the authorities might interfere; a dire calamity is threatening the entire community which might possibly be avoided were judicious action taken. There are rights or wrongs, somewhere, and, difficult as might be the undertaking, these should be found out and the remedy applied.

## TRANSPORTATION BY WATER.

Within the last few days, Queen Victoria has formally opened the great Manchester ship canal, on the occasion of whose inauguration THE BRITISH COLUMBIA COMMERCIAL JOURNAL made reference to the project and to some of the advantages it would confer. We then spoke of the enterprise of the men who had so much faith in the scheme and its results that they were prepared to invest millions in it. Their confidence in the future of the great cotton city led them to entertain no doubt as to the outcome. The cotton mills of Lancashire and the iron industries thereabouts are of immense magnitude and importance, and the nearer the ocean vessels could get to them, the better for all concerned. These are the days of inland navigation by ocean-going steamships, as has been proved in the case of the trans-Atlantic vessels that have gone as far into the interior as Chicago, the problem of success having been previously solved in

the case of the port of Montreal. Despite the strenuous efforts of that aforesaid great ocean port, Quebec now does comparatively little business compared with the rival ocean port further up the St. Lawrence. In fact what is termed the ancient capital has degenerated into a very ancient commercial *entrepot*. We expect great things from the Manchester ship canal. Its tendency will be to cheapen freights to and from Lincahire's most powerful manufacturing centres, and in these days of close competition, that is a consideration of the highest possible importance. It may have been all very well to lighter portions of cargoes to or from Liverpool; but even that, cheap as it may have been compared with transportation by rail, involved extra handling, an item of expense and delay that it was advisable to avoid, if in any way possible.

In this connection it may not be out of place to once more refer to the Nicaragua Canal and the benefit its construction and operation would be to the trade of the entire Pacific coast. Whatever rapid transportation there has been in the past was in the hands of the Panama Railway Company and the steamship lines that were connected with it. These were accustomed to maintain specially high rates that could, however, only be competed with by the transcontinental railways traversing three thousand miles or more or the slow going vessels that made their tedious voyages around Cape Horn. With, however, the Nicaragua or the Panama canal, one may hope for and expect to have comparatively rapid and relatively cheap transportation, for the voyages would be very materially abbreviated, and there would be no breaking of bulk, as all the alternatives, save that of going round the Horn, would involve. What a boon either of these canals would be to the numerous industries whose products are exported from British Columbia! What an impetus would be given to them, especially to those of mining and lumbering, in which it is generally admitted that this Province is *facile princeps*! Thus to what extent might not the various branches of our natural fishery industry be enlarged!

#### EXPERIMENTING ON CANADA.

The London *Times*, which has been publishing a series of important articles on Canada, recently contained one that is considered to be of more than ordinary interest as will be seen from the following extract: "It seems manifest that of the large problems on the successful solution of which the future of the British Empire will depend, there are very few which are not more or less directly illustrated by Canadian experience, and the probable solution that Canada will find whether for good or evil will largely affect the organic structure of the Empire."

It is added that the influence of Canada on international relations between Great Britain and the United States has tended more than anything else to a peaceful settlement by arbitration of questions which, under less favorable conditions might have proved intractable to diplomacy. The *Times* continues to enlarge upon the manner in which the diplomatists have successfully experimented upon us,

by the arrival at settlements in which we were primarily concerned, by a resort to arbitration; but it fails to say how we have always been made to suffer by the concessions that have been made. Truly we have been made to lose by this process, and in this way only have we demonstrated "that nations having different interests and different forms of government, can live side by side independently and in unbroken friendship, without armies or fleets or fortifications, which are such a terrible menace to the nations of the Old World and such a heavy burden for its peoples to carry." This last quotation is not from the *Times*, but from one of those journals in this Dominion which is prepared to have peace at any price, and appears—at times only, we must admit—to prefer being sat upon rather than otherwise.

#### CANADA AND GREAT BRITAIN.

According to the British Board of Trade returns, the total emigration from that country decreased one half during the first four months of the present year as compared with 1893. To Canada, emigration declined from 8,557 in April, 1893, to 3,521 in April, 1894. For the first four months of 1894, emigration to Canada declined to 6,923, while for the same time in 1893 it was 18,259. On the other hand, the *Canadian Gazette* shows the continued enormous expansion of trade between Britain and Canada. The imports for the month of April increased thirty-two per cent, and the increase for the four months of 1894 is ninety-six per cent. Fish increased in the four months, £170,000; wood £16,000, cheese £26,000, hams and bacon, £10,000, and wheat £22,000. The exports to Canada declined, however. For April the figures show a decrease of nineteen per cent, and for the four months twenty-one per cent, the chief decline is in railroad iron, steel, cotton and wooden goods.

#### AN AMERICAN'S OPINION.

As the result of an interview had by the *Seattle Press-Times* with Captain Alger, owner of the recently wrecked sealing schooner, Henry C. Dennis, and the well-known Allie I. Alger, the *Seattle Press-Times* publishes a very strong condemnation of the Behring Sea regulations. The captain is very indignant and outspoken with regard to them, declaring them to be entirely in the interests of the lessees of the American Government, some of whose members and supporters he declares to be interested in that corporation. He points out that the seal herds of late years have enormously increased in numbers, while year by year the takes of skins have been very materially augmented. The captain further says that because of the action of the Government many American owners have been forced to sail their vessels under British or other foreign flags and the whole trouble he lays at the door of the venality of United States politicians and public men. Objection is taken by him to the system of pelagic sealing; as it is at the islands, he says, where the seal should be taken under proper regulations but not by a monopolistic and corrupt company.

#### EDITORIAL COMMENT.

THE nominations for the Ontario Legislature, according to the official announcements, will take place on June 19 and the polling on June 20.

THE report is officially denied that the Great Northern Telegraph scheme has fallen through for lack of financial backing. Mr. Burner, the secretary, saying that the prospects are exceedingly bright.

THE Bank of Montreal statement for the year ending April 30, shows the profits for the year, after deducting charges of management, to amount to \$1,312,280.80, only a few thousand dollars less than 11 per cent. on the capital stock of twelve and a half million dollars.

CHIEF COMMISSIONER CHIPMAN denies—all reports to the contrary notwithstanding—that it is the intention of the Hudson Bay Company to remove their British Columbia headquarters and wholesale business from Victoria to Vancouver. The extensive buildings now being put up at the Terminal city are, says Mr. Chipman, required for general warehousing purposes.

By a majority of 185 the unsecured creditors of Messrs. Green, Worlock & Co., decided on Friday afternoon to endorse the petition adopted at a previous meeting asking the courts to substitute Hon. Robert Beaven for Messrs. Coltart and Heisterman, as liquidators of the defunct bank. Previous to the vote being taken a resolution was passed in effect that the secured creditors not being affected by the liquidation should not vote upon the question, this point being the great and burning one of the controversy.

FIRE CHIEF DEASY, as was only to have been expected, promptly repudiated the idea held by many people that large quantities of clothing had been destroyed by the chemicals used to put out a recent fire in a dry goods establishment. The damage done, according to his statement, was by fire, and his explanations as to the composition of the solution used by the chemical engine shows that the materials were not of sufficient strength to injure the finest goods. The Chief says that if he had his own way the city would own two more chemical engines, and, if we are to take the experiences of other cities as a guide, we should say the departure would be a wise one.

MESSRS. R. G. DUN & Co., manifestly think that the financial situation is not so bad as some people believe. In their last circular they comment upon the diminishing importance of the failures as proof of the soundness of the commercial world. Not unnaturally many of the weaker concerns have by this time been forced to the wall by the process to which they have been subjected and it is satisfactory to notice the appearances of improved stability that exist. Many of the light weight and comparatively worthless concerns have already succumbed and those which are left are here much upon the well known principle of the survival of the fittest.

## THE AUSTRALIAN TIMBER SITUATION.

The Melbourne (Australia) *Age* says: "It has been disclosed in our market reports of late that there has been more movement in timber. Perhaps no other line that is dealt in here has been so terribly depressed for so long a period as that. Necessarily, building during the boom period used up enormous quantities of wood, and naturally supplies kept pace. Indeed, they far exceeded the abnormal demand. The collapse came suddenly, the demand for weather boards, Oregon and the finer American timber ceased, but there were many cargoes and shipments afloat which had to be landed. For years the market has been overshadowed by these stocks, and the losses of shippers, importers and dealers were considerable. Of late, however, there has been a distinct revival, and indents have commenced to go forward for Oregon and other descriptions of soft wood. Fraser & Co. Limited, thus explain the increment: 'The disposition on the part of the trade to enter into stock at the present time is chiefly due to the manifestation of the fact that supplies in the storage yards are gradually but surely diminishing, and that shipments from the usual sources of supply are not likely to be on any important scale in the immediate future; and as some holders of old shipments are now inclined to sell large lines at a concession, this fact has also induced buyers to take the opportunity given for purchasing on a generally better basis than of late. The sooner old supplies are taken off the market, it is realized that the better will be the prospects for an earlier return of the timber business to its normal state.' In regard to Oregon, however, a word of warning is necessary to shippers. It is bad enough for inferior timber to be sent on to a quiet market, when shippers take the risk, but it is essential for the security of the trade that when advances are made by importers, no doubt should be possible as to the condition of the wood covered by the bill of lading. The market is slowly recovering; the demand is not keen, and it must be humored. Shippers, their agents and importers must work together to effect a steady and permanent improvement; any attempt to gain a point on the part of one or the other by hurrying cargoes forward is likely in the end to defeat its own object. There has, of late also, been a much better demand for American shelving. The combination price on a dull market kept the trade off for a long while, spruce, redwood, etc., being worked up in place of the more expensive line. Supplies of the substitutes have, however, considerably declined with the result above stated. Regarding spruce, there seems to be some probability of a shorter supply in the future. All reports from New Brunswick agree in saying that the present logging season is, owing to the absence of frost in the early part of the winter and the now excessive depth of snow and hard crust, a very unfavorable one—in fact, the worst experienced during the last 30 years, and that consequently the output will be very small. In view of this condition of

things, and having in mind the prospective extra demand from the United States which must follow from the abolition of the duty of \$2 per 1,000 super feet imposed by the McKinley Tariff, the necessary exports to South America and the very material advance in the price of North of Europe whitewood, many leading people in the spruce trade are, remarks *Timber*, 'at a loss to understand why spruce should have been sold at the figures reported in respect of recent sales. It may be, however, that the sales referred to were practically concluded before it was not so visibly evident as it is now reported to be that the cost of operating in the forests is so much greater than usual, and that in consequence the supply of logs will be on a correspondingly smaller scale. Still we understand that better prices are now being obtained, though sellers are as yet by no means satisfied. They seem to think and not without some reason, that even under the most favorable operating conditions spruce is valued too low as compared with other woods, and they are of opinion that it would pay 'limit' holders better to let the timber stand for a few years than to cut it now and sell it at present prices. They are, however, not without hopes that it will not be necessary to adopt extraordinary and artificial methods in order to raise the value of spruce. In addition to the extra demand expected from the United States and South America, it is credibly stated that there is a growing demand for spruce for making pulp, for which it is stated to be about the most suitable wood as yet known, being long and tough in fibre.' It has, however, to be borne in mind, so far as regards this market, that spruce has to meet the competition of Baltic deals. As to flooring and other lines from Swedish ports, there seems to be some danger of the mills overdoing the supply."

## PARCEL POST BETWEEN CANADA AND AUSTRALIA.

It is expected that the direct parcel post service between Canada and the Australian colonies will be inaugurated upon Dominion Day. The rate to New South Wales will be 30 cents a pound, and to the other colonies slightly higher. The New South Wales Government will undertake the distribution in Australia of parcels sent from Canada, and for this reason a slight increase on the South Wales rates will be charged. It is to be hoped that by July 1st, also, arrangements will have been made with the Hawaiian Islands and Fiji, for the establishment of a similar service. The benefit which will accrue from this parcel post may be judged from the fact that recently a Canadian firm sent a parcel to Australia weighing a little over three pounds, the charges upon which amounted to \$5.50. The change which is about to be made is another result of the work done by Hon. Mr. Bowell on his recent mission to Australia, the question having been thoroughly discussed by him with the different Australian Governments.

The German steamship companies have compromised with the British companies, making steerage rates from Italian ports to New York \$20.

## PAPER MONEY.

The Bank of England note is five inches by eight in dimensions, and is printed on Irish linen, water-lined paper, plain white with ragged edges.

The notes of the Banque de France are made of white, water-lined paper, printed in blue and black, with numerous mythological and allegorical pictures, and running in denominations from the twenty franc note to the one thousand franc.

South American currency in most countries, is about the size and general appearance of American bills, except that cinnamon-brown and slate-blue are the prevailing colors, and that Spanish and Portuguese are the prevailing languages engraved on the face.

The German currency is rather artistic. The bills are printed in green and black. They run in denomination from five to one thousand marks. Their later bills are printed on silk fibre paper.

The Chinese paper currency is in red, white and yellow paper, with gilt lettering and gorgeous little hand-drawn devices. The bills, to the ordinary financier, might pass for washing bills, but they are worth good money in the Flowery Kingdom.

Italian notes are of all sizes, shapes and colors. The smaller bills—five and ten lire notes are printed on white paper, in pink, blue and carmine inks, and ornamented with a finely engraved vignette of King Humbert.

The one-hundred rouble note of Russia is barred from top to bottom with all the colors of the rainbow, blended as when shown through a prism. In the centre, in bold relief, stands a large, finely executed vignette of Empress Catherine I. This is in black. The other engraving is not at all intricate or elaborate, but is well done in dark and light brown and black inks.

The Australian bill is printed on light-colored, thick paper, which shows none of the silk fibre marks or geometric lines used in American currency as a protection against counterfeiting.

London market reports say that the rescinding of the recent law passed by the Canadian Government, imposing a 10 per cent. duty on tea imported from England, etc., has had a beneficial effect there, and a fair business has been done in Foochow kinds suitable for that market.

## WOOD & ORR,

Importers and Dealers in Home Made and Imported

## STOVES AND RANGES.

Importers of Tinware, Hollow-ware, Agate Ware, etc. Manufacturers of Tin, Copper and Sheet Iron Ware. Steamboat Work. Steamboat and Ship Ranges a specialty. Jobbing work promptly attended to.

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## • STEIN & BELL, •

Chartered Accountants, Auditors and INSURANCE AGENTS.

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Grinders of

COLORS IN OIL  
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Importers of and Dealers in

## METALS, PAINTERS' PLUMBERS' & TINSMITHS' SUPPLIES

Sanitary specialties, Water Closets, Iron Pipe and Fittings.

Write for Prices and Catalogues.

Agents: E. G. Anderson & Co., Victoria.

### STARTING IN BUSINESS.

There is a universal desire on the part of young clerks and employees in general to get into a business of their own at the earliest possible time, remarks an exchange. Of every three who leave a salaried position in the store or shop, two would have done better by remaining on salary; and the third doesn't find that his business career is leading through a pathway strewn with roses. No; far from it, in many cases. Some find themselves burdened with responsibilities and cares they had never dreamed of in building their air castles of a future business career.

We do not wish to discourage the young men who can see his way clear, and whom community needs in some business calling, but there are many to whom it never occurs that there are a few things as much needed and absolutely necessary as capital. One of the few is a thorough and practical knowledge of the business to be entered into; one is industry; one is firmness; another is quick and correct judgment of human nature in all its phases; and still another is the capacity of making innumerable friends. If you possess all of these requisites, then your success in business is assured.

We have on various occasions known men—good, clever men—to go into a new town, among strangers, open a store of new goods, and after running several

months or a year or two sell out at heavy loss, or pull up stakes and shift to some other town at a still heavier loss and try it over. Often the same result would follow after removal to another town. In the majority of such cases, it is self-evident that something is lacking, and it can almost invariably be traced to the absence of some one or more of the above-mentioned qualifications.

Starting a new business is too often equivalent to building another fence around the farm ten feet outside of the old fence, which already answers every purpose for which it was built. This is a condition which exists throughout the greater part of the west—business in nearly every line is overcrowded. The evils of the situation, or the lack of economy we might say more correctly, is the rental of two stores, when one would answer; double the amount of capital tied up than is actually necessary, and double work in keeping two stocks in order instead of one.

If you possess the ability to conduct a business of your own, by remaining with a good established business on salary that same ability will sooner or later promote you to the position of junior partner or manager.

Cheese buyers purchased second week of May product at Belleville for 10¢ cents.

### SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports May 12, as follows: "During the week there have been the following arrivals: From the Coast mines, 22,071 tons, from Swansea, 1,788 tons. We are sadly in need of some foreign grades for special uses, principally Australian, but are substituting other fuel meanwhile awaiting overdue cargoes. Firemen become accustomed to feed certain coals daily and thus acquaint themselves with their characteristics; eventually they believe that some certain grade must be utilized or steam cannot be made. These fallacious conclusions become very costly to some manufacturers, who could with economy make a change of fuel. European and Australian coal freights are hardening, and a further advance is anticipated. The Wilson tariff is being pruned and trimmed to suit the requirements and demands of about every state in the Union, hence an early passage is assured, and we may reasonably look for bituminous coal to be dutiable at forty cents per ton about July 1st, proximo. If our interests had been subserved it would have been, as it always should have been, on the free list, if our local rights had not been bartered for."

J. H. Falconer shipped fifty cases of goods by the Warrimoo to Australia.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	1130	Russell	October 9	Victoria	Liverpool	38,890	\$201,875	March 25
Ger ship	Sirene	1137	Saurenlich	October 19	Victoria	London	56,558	282,790	April 1
Br ss	Grundholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	615	Blanche	October 11	New Westminster	London	30,000	137,112	April 22
Br bark	Ladstock	816	Williams	October 19	New Westminster	Liverpool	35,773	178,865	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,880	April 25
Br bark	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	.....
Br ship	Gaudida	1222	Kee	December 22	Victoria	Liverpool	50,318	249,523	.....
Br bark	Harold	1307	King	January 18	New Westminster	Liverpool	61,001	321,511	.....
Br bark	Primera	597	Gardner	December 17	Victoria	London	21,626	123,350	.....

A—Other cargo value \$1,346.

## B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,938	7,811	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 1	Vancouver	Plymouth	923,038	9,882	Ms y 20	52s 6d
Nor bark	Fritzoe	1078	Rolfson	Jan. 10	Vancouver	Callao	879,290	8,031	March 3	36s 3d
Am bark	Colorado	1036	Gilson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	895,683	15,537	June 23	Private
Chil. bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	795,727	7,169	March 30	owners ac
Br bktn.	Bittern	389	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger ship	Katharine	1630	Suille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br ship	County of Yarmouth	2151	Swanson	March 21	Vancouver	Cork	1,628,839	17,500	July 27	50s
Chil. ship	Hindustan	1512	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 11	owners ac
Am bark	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,010,313	7,967	April	Private
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,911	10,197	Aug. 23	Private
Br bark	Assel	785	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,377	June 21	35s
Br ship	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	961,868	7,718	Sept. 22	42s 6d
Am bark	Hurry Morse	1913	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark	John Eua	2000	Schnauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,894	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 21	Vancouver	Pisagua	663,000	5,296	Aug. 20	35s
Nor bark	Sigurd	1330	Aase	May 21	Vancouver	Port Pirie	1,426,000	10,638	Aug. 31	40s
Chil. ship	Afacama	1215	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,677	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1069	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	30s
Ger bark	Heinrich	823	Henne	June 7	Vancouver	Holland	577,537	4,908	Oct. 4	55s
Br bark	Doehra	907	Mederrow	June 26	Vancouver	Adelaide	740,231	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,136,128	12,105	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,982	Oct. 11	39s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,068	7,896	Aug.	Private
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,951	8,025	Sept.	55s
Am bark	Sonoma	928	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 21	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,511	10,300	Jan 20	52s 6d
Nor ship	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288	Nov. 17	36s 3d
Br bark	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	792,153	5,524	Dec.	33s 9d
Chil. bark	India	953	Funke	Sept. 10	Moodyville	Valparaiso	795,297	7,090	Dec.	owners ac
Chil. bark	Elisa	913	Harken	Sept. 2	Moodyville	Antofagasta	577,294	6,009	Nov. 30	owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	911,716	5,916	Nov. 28	37s 6d
Am bktn.	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,518	7,076	Oct. 25	Private
Am bktn	Hilo	612	LeBallister	Sept. 23	Westminster	Sydney	688,652	6,619	Nov. 18	28s
Am schr	Lyman D. Foster	725	Dreyer	Oct. 14	Cowichan	Sydney	571,303	7,614	Jan.	27s
Am bark	Hesper	661	Underwood	Oct. 12	Vancouver	Adelaide	779,388	5,886	arrived	37s
Am schr	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,692	6,031	arrived	37s 6d
Br bark	Elizabeth Graham	598	Anderson	Oct. 21	Moodyville	Melbourne	524,681	3,969	Jan. 6	Private
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	511,228	4,157	Dec. 19	27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	617,971	6,069	Dec. 11	40s
Am bktn	Robert Sudden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,898	4,616	Jan 23	37s 6d
Am schr.	Salvator	411	Wells	Oct. 29	Westminster	Port Pirie	527,040	4,216	arrived	37s 6d
Am schr	Louis	839	Hatch	Nov. 8	Vancouver	Iquiqui	833,415	8,694	Jan. 28	40s
Am schr	John D. Tallant	537	Henderson	Nov. 19	Victoria	Sydney	705,802	5,922	Jan 21	28s
Nor ship	Germanie	1289	Sunde	Dec. 29	Vancouver	Cork, U. K. f.o.	910,483	9,973	.....	60s
Am schr.	Reporter	333	Mackie	Nov. 21	Vancouver	Nagasaki	361,291	10,000	Feb. 12	Private
Am bark	Snow & Burgess	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private
Am bark	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U. K. f.o.	1,021,621	13,135	.....	55s
Am bark	Colorado	1360	Gilson	Jan. 1	Vancouver	Shanghai	707,000	5,656	arrived	37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911	prior Apr 20	35s
Am schr.	W. H. Talbot	776	Bloom	Dec. 28	Vancouver	Cape Colony	801,183	6,031	April 17	75s

A—Also 100 spars.

## B. C. LUMBER FLEET, 1894.

Am ship.	Eclipse	1336	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720	.....	69s
Nor ship	Beaconsfield	1150	Hastiansen	Feb. 5	Vancouver	Cork, U. K. f.o	1,055,411	13,191	.....	Private
Am schr.	Pioneer	367	Hughes	Feb. 28	Victoria	Santa Rosalia, A	57,711	461	.....	Private
Am schr.	Aida	507	Anderson	March 25	Moodyville	Shanghai	686,562	6,562	.....	40s
Chil. bark	India	953	Funke	April	Moodyville	Valparaiso	.....	.....	.....	owners ac
Br bark	Thermopylae	918	Winchester	May 2	New Westminster	Shanghai	.....	.....	.....	37s 6d
Chil. ship	Hindustan	1512	Welsh	May 12	Moodyville	Valparaiso	1,319,532	9,278	.....	owners ac
Br ship	Astoria	1333	Dagwell	.....	Vancouver	Queenstown fo	.....	.....	.....	owners ac
Ger bark	Gutenber	627	Zepfen	May 12	Moodyville	Valparaiso f.o.	591,766	5,392	.....	42s 6d
Am bktn.	Moloe	452	Mosch	May 5	Victoria	Santa Rosalia, C	101,211	2,210	.....	Private
Am bktn.	Katie Flickinger	413	Mclae	May 5	Vancouver	Santa Rosalia, B	329,148	3,288	.....	Private
Br ship	East Croft	1312	Rammer	.....	Moodyville	Valparaiso f.o.	.....	.....	.....	40s
Br ship	Benmore	1160	Scott	.....	Victoria	Adelaide	.....	.....	.....	40s
Br schr	Grace Harwa	1750	Hunt	.....	Vancouver	Queenstown fo	.....	.....	.....	62s 6d
Br bktn.	Nantippe	959	Falconer	.....	Vancouver	Queenstown fo	.....	.....	.....	Private
Am bktn.	Ch. halis	637	Watts	.....	Vancouver	Adelaide	.....	.....	.....	40s
Br ship	Large Law	1573	Perneaux	.....	Moodyville	Valparaiso f.o.	.....	.....	.....	37s 3d

A—Also 68,043 lineal feet of props valued at \$1,020. B—Also 20 cords of slabs and 100 poles. C—Lineal feet of poles

# 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	Borrowdale	1197	Bolderston	Dec. 22	L. Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & K.	25 1
Br. ship	Ballaichulish	1896	Gowdey	March 19	Pasadenon	Vancouver	B. C. Sugar Refinery Co.	64
Br. bark	Northernhay	1221	Miller	Dec 5	C. Cardiff	Esquimalt	Naval Storekeeper	168
Br. ship	Astracama	1572	Jones	Dec. 21	L. London	Vancouver	Evans, Coleman & Evans	152
Br. ship	Eaton Hall	1779	Lourison	April 2	K. London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	50
Br. ship	Lismore	1595	Ferguson	March 17	J. London	Victoria & Van	Turner, Beeton & Co.	66
Br. ship	Atacama	1255	Caballero	Jan. 13	F. Valparaiso	Moodyville	H. P. Rithet & Co., Ltd.	129
Br. ship	Clan Robertson	1625	Lane		H. Hogo	Royal Roads		
Br. ship	City of Glasgow	1165	Tannock	March 5	A. Cardiff	Esquimalt	Naval Storekeeper	78
Br. ship	Don Carlos	694	Tobey	May 1	D. San Francisco	Vancouver	Hastings Mill	21
Br. ship	Empress of India	343	Marshall	May 2	N. Hong Kong	Victoria & Van	C. P. S. S. Co.	20
Br. ship	Guardian	1073	Marden	March 10	M. Iquique	Victoria	Robt. Ward & Co., Ltd.	73
Br. ship	Ladstock	816	Williams		Liverpool	Victoria		
Br. bark	Corryvreckan	1299	Abbott	April 26	B. Cardiff	Esquimalt	Naval Storekeeper	26
Br. bark	Senta	1037	Thiemann	March 20	O. Liverpool	Westminster	A. B. C. P. Co.	63
Br. bark	Gainsborough	985	McPhail	May 4	G. San Francisco	Moodyville	Moodyville Saw Mill Co.	18
Br. bark	Southern Chief	1219	Svensen	May 10	P. San Francisco	Vancouver	Hastings Mill	12
Br. bark	Villalta	865	Harland	May 16	O. San Francisco	Vancouver	Hastings Mill	6
Br. bark	Olympic	1412	Gibbs	May 12	R. San Francisco	Vancouver	Hastings Mill	10
Br. ship	Arawa	3263	Stewart	May 19	E. Sydney	Victoria & Van	C. A. S. S. Co.	3
Br. bark	Elisa	915	Harken		S. Valparaiso	Moodyville	Moodyville Sawmill	
Br. ship	Drammen	1347	Anderson		T. Honolulu	Vancouver	Hastings Mill	
Br. ship	Tacoma	1662	Hill	May 1	V. Hong Kong	Victoria	Dodwell, Carill & Co.	14
Br. ship	Empress of Japan	3063	Lee		W. Hong Kong	Victoria & Van	C. P. S. S. Co.	

Dec. 11 put into Falmouth with loss of some sails; Dec. 30, sailed again. Spoken Jan. 22 lat. 3 deg. N., long. 26 deg. W. I—Dec. 23, passed Uval. Spoken Jan. 18 lat 3° N., long. 25° W. To load grain at Tacoma. K—April 6 passed Dungeness; April 8 passed Brixham. L—Dec. 26 arrived at Holyhead. Jan. 3rd sailed. Spoken Feb. 9 lat. 4° S., long. 30° W. Chartered to load lumber for Valparaiso; terms private. F—Jan. 15 returned to Valparaiso with spars damaged. To load a return cargo of lumber. J—Passed Deal March 18; Dungeness March 21. Prawl Point March 22. A—Spoken March 26 lat. 49° N., long. 9° W. Chartered for salmon by Turner, Beeton & Co. D—Chartered to load lumber for Noumea, New Caledonia at 40s. N—Via Yokohama May 11. M—Chartered to load mining props at Vesuvius Bay for Santa Rosalia, private. R—Chartered for salmon to U. K. at 36s 3d, by Robert Ward & Co., Ltd. O—Via Honolulu. Chartered for salmon to U. K. at 36s 3d., September loading. G—Chartered for lumber to Melbourne at 37s 6d. P—Lumber to Santa Rosalia. Q—Lumber to Melbourne or Adelaide at 37s 6d. R—Lumber to Callao direct at 35s. E—Via Suva and Honolulu. S—To load a return cargo of lumber on owners' account. T—Chartered for lumber. W—To sail May 21. Via Yokohama June 1. V—Via Yokohama May 19.

#### FREIGHTS.

The market continues dull, and grain shipments are at a complete standstill for the present. Lumber charters are reported, but at lower rates, and the market is unsteady.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 35s; Sydney, 27s 6d to 70s; Melbourne, Adelaide or Port Pirie, 37 6d to 40s; United Kingdom, calling at Cork for orders, 60s to 62s 6d; Shanghai, to 2s 6d; Tientsin 55s, nominal, South Africa 60s; Noumea, 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.

#### VESSELS IN PORT.

(May 21, 1891.)

VICTORIA.

Am. bark Wrestler, 417 tons, went ashore during a gale.

Br. bark Archer, 765 tons, derelict.  
Br. ship Corolla, 1,261 tons, Capt. Frazer, arrived April 28, from Yokohama for orders.

Br. ship Benmore, 1,460 tons, Capt. Scott, arrived April 17 from Liverpool, loading lumber for Adelaide on account of Robert Ward & Co., Ltd.

#### VANCOUVER.

Br. ship East Croft, 1,312 tons, Capt. Rimmer, arrived April 8, from Honolulu.

Br. ship Astoria, 1335 tons, Capt. Digwell, arrived March 29, loading lumber at Hastings Mills for Queenstown f.o., U. K., or continent.

Br. bktne Xantippe, 909 tons, Capt. Falconer, arrived April 21, loading lumber for Queenstown f. o.

Br. schr. Grace Harwar, 1,750 tons, Capt. Hunt, arrived April 22, loading lumber for Queenstown f. o.

Am. bktne Chehalis, 656 tons, Capt. Watts, arrived April 29, loading lumber for Adelaide.

Br. ship Largo Law, 1,587 tons, Capt. Perneaux, loading lumber for Valparaiso for orders.

Br. bark Gainsborough, 985 tons, Capt. McPhail, arrived May 20, loading lumber at Moodyville for Melbourne.

#### NANAIMO.

#### UNION SHIPPING.

Am. bark Richard III., 954 tons, Capt. Howard.

#### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	3,930
Vancouver	7	8,534
Nanaimo	1	954
Total	12	13,424
Previous week	19	26,060
Correspond'g week last year	28	40,961
1892	26	33,328

The iron bark Archer, 765 tons, which was recently purchased by Capt. Calhoun, will probably be refitted for service shortly under the American flag.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

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Pure Vinegars,**

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In all sizes and qualities and for every purpose.  
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Preservers of all kinds of Canned Fruits, Jams, Jellies  
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G. M. LEISHMAN, Victoria, Agent for British Columbia.

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