



Vol. III.

VICTORIA, B. C., TUESDAY, OCTOBER 31, 1893.

No. 34

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Etc., Etc., Etc.

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Wanuck Packing Co's Rivers Inlet Clipper Brand.
Standard Packing Co., Skeena River, Neptune Brand.
Skeena Packing Co., Skeena River, "Diamond C" Brand.
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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.

THE FAMOUS GRANBY RUBBER GOODS.

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BUY NO OTHER

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Oct. 31.

VICTORIA.

Business has been quieter with the wholesale trade as the month is drawing to a close. Buying has been on conservative lines, which indicates a healthy condition of trade. The retail dry goods and clothiers trade is not what it should be at this season of the year. Dealers are carrying good stocks of fall goods in anticipation of a brisk fall business. The weather has been too fine to promote trade for heavy winter goods. Collections are only fair. Many dealers have been pushing collections this fall so as to enable them to carry their accounts over till spring where such is necessary. Indiscriminate credit is being greatly restricted, for most dealers have made heavy losses from this source during the year, and all feel that they must be more particular in regard to giving credit. The ship *Candida*, which arrived during the latter end of the week, brought a large cargo of general merchandise, consigned to Turner, Beeton & Co.

GROCERIES AND PROVISIONS.

Trade has slightly decreased toward the end of the month. There is a scarcity of choice creamery butter. A small shipment of 10 lb tins of Shoal Lake creamery was received Monday, and was at once re-shipped to fill outside orders. It was sold at 28½c per lb. There is a large supply of choice eastern creamery on the way, some of which is expected next week. A prominent jobber says he will offer it at 28c. The butter market is strong, and local quotations, although for the most part nominal, are higher than last week.

Jobbers prices of cured meats are exceedingly low in comparison with the cost of choice stock laid down here. Some jobbers state that there is nothing in handling meats at the present selling prices. The market has recently been bare of China granulated sugar, but stocks have been replenished. The ss. *Tacoma*, which arrived last week, brought 1,400 sacks for R. P. Rithet & Co., Ltd., and 1,400 sacks for Wilson Bros., who intend carrying half of their stock in warehouse

at Vancouver. The quotation is the same as before, 6½c

The *Toronto Empire* of the 21th Inst. says: "Arrivals of Valencia raisins are expected per the *Alsatia* within the next few days. Prices are firmer in the local market for spot goods. Off stalk to fine off stalk are quoted at 4½ to 5½c. Selected spot are quoted at 6c and to arrive at 5½c. Selected layers are quoted at 6½c, and to arrive at 6½c. Fair sales of both raisins and currants, to arrive, have been made during the past week. A cable from Patras, Greece, received to-day, states that prices for currants have advanced 1s per cwt. since Friday last. The market here is stronger in consequence. Lots of peas, corn and tomatoes—equal quantities—have been selling at 80c. A packer, who was in the market to-day, thinks that this is a close price. He predicts an advance for peas and tomatoes. Coffee brokers report a great scarcity of green Rios in Canada. Both in Toronto and Montreal the market is practically bare. In New York the feeling in coffee is easier, owing to one of the largest cargoes ever put out having cleared from Santos."

The *Montreal Trade Bulletin* says: "Butter receipts during the past week were 3,202 pkgs., against 9,018 pkgs., for the week previous. The easier feeling reported by us last week has been emphasized by the sale of September and October make to the middle of the month at 22c. Another factory was offering its September goods at 21½c a few days ago. Shippers, it is said, have paid recently 22c for late made creamery, but they will not pay more. Dairy butter is scarce, and choice Eastern Townships fall ends are selling for as much as can be got for September creamery; and as they are quite as good quality, there is nothing remarkable about it. Two lots of 15 and 50 pkgs., of choice Eastern Townships were sold at 21c and 21½c respectively. Western dairy is also scarce and firm, the sale of 60 tubs selected being reported at 19½c. Creamery, September, 21½c to 22½c per lb., Eastern Townships, 19c to 21c. For single tubs of selected, 1c per lb., may be added to the above. Receipts of cheese during the past week were 65,671 boxes against 57,030 boxes for the week previous. The sales at the boat on Monday last, embracing about 6,000 boxes of Quebec cheese at 11½c to 11 3/16c, showed an advance of 1/2 to 3/16c upon last week's figures. The Liverpool cable has advanced to 54s, although actual sales have been made at 53s to 56s for finest late fall goods. Quite a number of factories were expected to close this week and if colder weather sets in they will; but present high prices are a great inducement to factorymen to continue the make as long as possible. It is said that in order to utilize every pint of milk for cheese factory some farmers have forbidden the use of milk with tea and coffee at their own tables."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27½ @ 28
Manitoba creamery, 10-lb tins	@ 25½
" dairy	20 @ 23
Cheese—Canadian, lb.	12½ @ 11
California	16 @ 18
Eggs, case, per doz.	00 @ 22½

Smoked meats and lard are quoted:

Hams	16 @ 18
Breakfast bacon	17 @ 18
Short rolls	14½ @ 15
Dry Salt, long clear	11 @ 00
Pure Lard, 50lbs	15½ @ 00
" " 20lbs	15½ @ 00
" " 10lbs	15½ @ 00
Lard Compound, 10lbs	13 @ 13½
Sugar—Jobber's prices ½-barrels and kegs in each case being ½c higher:	
Dry Granulated	03
Extra C	57
Fancy Yellow	57
Yellow	5½
Golden C	5½
Dry Granulated (China)	03
Syrups, per lb.	3
" 1 gal. tins, American	6 50
" 1 " "	5 75
" 1 " Vancouver	5 50
" 1½ " "	7 00
Jobbers' quotations for Armour Packing Company's brands per lb.:	
Helmet brand sugar cured hams, medium	0 16½
" " heavy	0 16
" " breakfast bacon	0 00
Fancy Gold Band hams	0 18½
" " breakfast bacon	0 21
White Label pure leaf lard, tierces	0 15
" " 50-lb tins	0 15½
" " 20-lb "	0 15½
" " 10-lb "	0 15½
" " 5-lb "	0 15½
" " 3-lb "	0 15½

FLOUR AND FEED.

A steady consumptive demand is reported void of any special features, and no changes in quotations.

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 10
Strong Bakers or XX	3 75
Superfine	3 40

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 4 50 @ 0 00
Lion	4 50 @ 0 00
Premier, Enderby mills	4 50 @ 0 00
XXX	4 35 @ 0 00
XX	4 00 @ 0 00
Superfine	3 65 @ 0 00
Ogilvie's Hungarian	4 75 @ 0 00
" Strong Bakers	4 50 @ 0 00
H. B. C. Fort Garry Hungarian	1 65 @ 0 00
" " Strong Bakers	4 50 @ 0 00
Oak Lake Patent Hungarian	4 65 @ 0 00
" " Strong Bakers	4 50 @ 0 00
Regina Hungarian	4 65 @ 0 00
" " Strong Bakers	4 50 @ 0 00
Benton County, Oregon	4 35 @ 0 00
Portland Roller	4 35 @ 0 00
Snowflake	4 35 @ 0 00
Royal	4 35 @ 0 00
Wheat per ton	30 00 @ 35 00
Oats	30 00 @ 32 50
Oil cake meal	45 00 @ 00 00
Chop feed	28 00 @ 30 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	25 00 @ 28 00
California oatmeal	4 25 @ 0 00
California rolled oats	4 00 @ 5 00
Corn, whole	per ton 37 50 @ 40 00
Cornmeal	2 75 @ 3 00
Cornmeal-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
Res. China rice "	100 00
Chinarice No. 1 "	70 00
Rice flour "	70 00
Chit rice "	25 00
Rice Meal "	17 50

FRUITS AND VEGETABLES.

Quotations are steady for all lines. The steamship Worrinoo is due November 9 and will have a large cargo of Australian and Hawaiian fruit. Apples, grapes and pears are supplying the fruit demand at present.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian.....	0 00 @	0 00
Lemons—California.....	1 50 @	5 00
Australian.....	0 00 @	0 00
Bananas.....		
Apples.....	bxs 1 25 @	1 35
Pears.....	1 25 @	1 50
Small.....	1 10 @	0 00
Grapes, California.....	1 00 @	1 25
Concord, baskets.....	65 @	0 00
Cocoanuts.....	per 100 8 00 @	9 00
Pineapples—sugar.....	per doz 0 00 @	0 00
Hawaiian.....	per doz 0 00 @	0 00

Vegetables are quoted:

Potatoes—Local.....	per ton 17 00 @	20 00
Onions—Silverskins.....	per lb	@ 2

SALMON.

The barks Formosa and City of Carlisle, are rapidly taking on cargo at Rithet's ocean wharf. The British ship Candida, 1,222 tons, Capt. McKee, arrived Oct. 24, from London, with a general cargo and is under charter to load salmon for the U.K. London or Liverpool. There are still two vessels of the salmon fleet to arrive. The Primera, 597 tons, which is on the way from Acapulco, and is now due for November loading on account of Turner Beeton & Co., and the Br. Bark Harold, 1,307 tons, which is on the way from Shanghai, and is due for November-December loading on account of Robert Ward & Co., Ltd. The receipts of Alaska salmon at San Francisco, on Oct. 22, were: 17,291 cases, bringing the total receipts up to 540,662 cases. The reports from England continue to indicate a dull market there.

LUMBER.

The British bark Elizabeth Graham, 508 tons, Capt. Anderson, sailed Oct. 21 from Moodyville for Melbourne with a total cargo of 524,681 feet, valued at \$3,969, and composed as follows: 484,582 feet rough, 8,029 pickets and 138 bdls laths. The American barkentine Robert Sudden, 585 tons, Capt. Ulberg, sailed Oct. 25 from Vancouver for Port Pirie, with a total cargo of 714,808 feet, valued at \$4,616, on account of Robt. Ward & Co., Ltd. The Norwegian ship Germanic, 1,269 tons, Capt. Suude, arrived Oct. 29 from Rio de Janeiro, and will load lumber at the Hastings Mill.

There are at present five vessels aggregating 3,534 tons, loading at British Columbia ports for foreign.

At Victoria—American schooner John D. Tallant for Australia. At Burrard Inlet—

American brig Geneva, 471 tons, for Sydney. Am. schooner Louis, 820 tons, for Iquique. Nor. ship Germanic, 1,269 tons, At Westminster. Am. schr. Salvador, 411 tons, for Port Pirie.

Quotations for Douglas Fir Lumbe

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..... 00 00 Dressed T. and G. flooring, per M..... 00 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, \$14; ship lap, \$9; flooring and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.50; lath, \$1.50.

AUSTRALIAN MEAT TRADE.

Mr. H. W. Berry, chief of the firm of Henry Berry & Co., wholesale grocers and general merchants, Adelaide, and Mr. J. Delbridge, one of the managers, were among the Miowera's passengers who have arrived in the province, and will stay a few days before going farther east. Canned meats and fish are two of the important articles in which they trade, and their visit to Canada has to do with what advantages this country offers as a place where they can buy to advantage, but being here they will look up other lines of business in which profitable interchange of commodities can take place.

Speaking of canned salmon to a newspaper representative, Mr. Berry said his company had already imported largely from San Francisco and British Columbia, but they would prefer to deal with Canadian firms. With that object in view, they had seen some of the leading canners here and have made arrangements for future shipments. The coast fisheries of Australia supply the fresh fish market pretty fully, but the varieties caught there are too soft in the flesh to be canned or otherwise preserved to advantage, and for that reason there will be a steady demand for the imported article of the firmer varieties. He is confident that the business done with Canada will constantly increase.

As to the frozen mutton trade, that should also increase, but the prime requisite is cold storage accommodation in either of the two principal cities of the province to make the supply last through from one ship to another. Better cold storage apartments would have to be provided on the steamers, the vessels now on the line having room for only the ship's stores, properly. The Arawa, which has been chartered by James Huddart to take the next trip in place of the Miowera, however, has room for 50,000 carcasses, if necessary, and no doubt before long other vessels better fitted for the trade would be put on the line.

The Customs Department now occupy commodious quarters in the new Government buildings at Vancouver. The customs officers occupy the first floor, with appraiser's office and examining warehouse on the ground floor.

The Fisherman's Cannery Company, Limited, has been incorporated with a capital stock of \$40,000. Port Guichon is the principal place of business. Wm. L. Fagan, Jas. Shaw, of Vancouver, and Stephen Hinchcliffe, of Port Guichon, are rustees.

BUSINESS CHANGES.

Bruce & McDonald are opening a hotel at Union.

H. Keyes, hotel keeper, Armstrong, has been burnt out.

M. McHugh, has reopened the Tremont hotel, Vancouver.

Wilson & Dunlop, flour and feed, have opened at Vancouver.

Whittier & Co., auctioneers, have opened at Vancouver.

John Sand, clothing, Victoria, has assigned to J. J. Austin.

The Colonial Metropole Hotel, Victoria, under seizure by bailiff.

J. A. Caldwell, tailor, Nanaimo, is opening a branch at Union.

Sullivan & Savage, furniture, Kaslo, have assigned to H. Aldous.

Vandewater & Spalding are opening in men's furnishings at Vancouver.

W. F. Teetzel, druggist, Nelson, has sold out to J. Gibson, former partner.

Joe Richards and J. M. Hughes are now conducting the Queen's Hotel, Victoria.

Young & Scharschmidt, druggists, Courtney, are opening a branch at Union.

J. A. McKenzie, blacksmith, Comox, has admitted Thos. McDonald into partnership.

Sherman & Hincheleft, general merchants, Port Guichon, are reported to have sold out.

J. E. Phillips, marble and stone, Victoria, has purchased the bankrupt stock of Geo. Rudge.

Messrs. C. Ralston, H. Marsden and Weir contemplate opening a soap factory at Vancouver shortly.

D. Stewart, formerly with the Hudson's Bay Co., has purchased grocery business of Wm. Urquhart, Vancouver.

A. S. McArthur & Co., general merchants and butchers, Kamloops, have sold butcher business to J. H. Morrison.

The Bank of Montreal are contemplating the erection of a handsome stone building for their branch in this city.

S. D. Schultz and George A. Morphy, barristers, solicitors, etc., have formed a partnership, with offices at 49 Langley street.

Jos. Nott, formerly in the plumbing business in Winnipeg, and now with McLennan & McFeely, contemplates opening on his own account.

C. A. Godson has been appointed agent in British Columbia for Wm. Parks & Son, cotton manufacturers, St. John, N. B., Auguste Bolte, brewers' supplies, Toronto, and the Northumberland Paper Co., Campbellford, Ont.

Wm. Henry Wood, late foreman of the stove department of the Albion Iron Works, and John T. Orr, formerly with S. L. Kelly & Co., will open in stoves and tinware on Store street, Victoria, under the style of Wood & Orr, at the beginning of the month.

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One of the most prolific causes of failures is indifferent book-keeping. Book-keeping is something more than merely keeping a record of goods bought or sold. That is only the rudiments of the profession. Beyond that there depths into which none but experts dare venture. In a word, book-keeping is a science, and a pretty intricate one at that. In the days gone by, when competition was far less keen and profits proportionately larger, there was not the same necessity for a close scrutiny of the books. The exigencies of to day, however, demand that every leak shall be searched out and stopped. This can only be done by sufficient book-keepers. There are a large number of business men who cannot afford to steadily employ a first-class book-keeper, but they can call in an expert once a week or month or just as the occasion demands. And this is what they are doing. Yes, and not only are the smaller houses doing this, but some of the larger houses are getting into the habit of it. The practice is one that will need still further extension. There are men running stores absolutely without any system of book-keeping whatever. And there are others who, while keeping a rough record of goods sold on credit, have neither a cash book nor a substitute for one. Others again never strike a balance sheet, thus allowing themselves to drift in blissful ignorance as to whether they are sailing towards success or destruction. A good many only learn when they find themselves hard and fast aground. Then they call in the assignee, while if a year before they had called in perhaps the same man in his capacity as an expert accountant disaster might have been averted. Book-keeping is the business man's chart. Use it, and take an expert pilot on board occasionally to make sure you are right.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Sept. 26, 1893, is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

Charles T. Chauncy, assignor of one-half to H. Peters, Woodbridge, perforating attachment for printing presses.

Leonard S. Merrifield, Franklin, Mass., J. T. Westcott, Cramer's Hill, N. J., W. J. Pearson, Toronto, apparatus for the manufacture of gas.

Abram H. B. and Edmund H. N. Ness, Petersburg, metal wheel.

The Forbes Manufacturing company, limited, Halifax, skates, the name "Columbus" trade mark.

Francis R. Tottenham, Victoria, remedy for sea sickness, the words "Ad Astra Sequor," trade mark.

Total issue, including patents, designs, trade marks and reissues, 422.

A plan for a new fire insurance company has been placed before the public in a printed circular, from which it appears that the capital stock will be \$200,000, divided into shares of \$100. The operations of the company will be limited to Montreal and the immediate vicinity, but good risks will be accepted from all classes.

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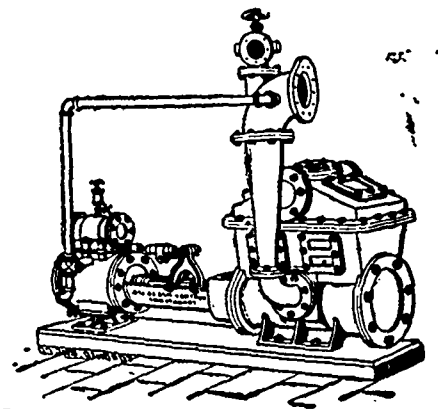
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The Albion Fire Insurance Association, Ltd., England.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."
The Steveston Canning Co., Steveston, Fraser River, "Lighthouse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

64 YATES ST., VICTORIA.

THE STATE BANK OF SWEDEN.

The working of the Swedish State Bank is described in a recent report from the British legation at Stockholm, which was prepared for the information of the Government of South Australia. The bank belongs exclusively to the State and has no shareholders. It is under the sole control of Parliament, save that some of its rules have the character of fundamental laws, such as the notes being legal tender, the obligation to meet the yearly accounts and the amount of its capital and reserve. It is managed directly by a committee of Parliament quite independently of the sovereign and the ministry. The capital is \$12,500,000 and the reserve \$1,388,800. The bank is considered a regulator to ease Swedish financial relations with foreign countries, and prevent sudden fluctuations from scarcity to abundance of money and *vice versa*. The interest on current accounts is about 2 per cent., and on deposits from 2½ to 3 per cent.

Deposits are seldom made in Sweden for more than six months certain, and the practice of depositing money in banks on interest is more common in Sweden than in almost any other European country. It is also a prevalent practice there to lend money on another person becoming security for its repayment—a practice which was at one time universal in Ireland; but in Sweden the State bank lends in this way as well as private banks. What it undertakes it does as well as any bank in the world, but it has nothing to do with any business in which there is a trace of speculation. It, therefore, practically suffers no losses, and is an absolutely safe deposit for money at a reasonable rate of interest. In this way it is of great use to the public both as a borrower and a lender, and its services are highly appreciated in this respect in the country districts and small towns. It keeps the market steady, and is of vast use in keeping exchange with foreign countries free from unnecessary fluctuations. It is the oldest of the banks now existing in Europe, and its dignified proceedings are not allowed to be affected by course rumors or unfounded telegraphic announcements. It naturally leaves untouched a large field of business, which is adequately worked by the private banks, which, as a rule, in Sweden do a steady, unadventurous business, free from speculations. The directors of the State bank

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JUST RECEIVED

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

are elected annually by Parliament; it has ten branches in all, each being worked by persons appointed by the directors.

The yearly detailed instructions to the directors are set out in full in the report, and are of considerable length, as they lay down the rules for every department and detail of the business of the bank. At the end of the report certain shortcomings are mentioned: thus the bank not only insists on giving a receipt for all securities deposited in its custody, but refuses to release them without the production of this original document. "Even the blank form of such a receipt is regarded in such a light as to prevent a specimen being obtained for the purpose of this report;" so that in some respects it would be better for the depositor to keep the securities, as they would be less easily lost than the receipt, and the loss in either case would be much the same. But in practice the Swedish public do not complain of the present system, nor do they often lose their receipts.

CONCERNING CATTLE.

The British Board of Agricultural being convinced that Norwegian cattle were free from disease, the embargo against them has been removed. There is not unnaturally a disposition to draw from this fact the hope that Canada's turn may come next. But, meanwhile, it is

A. LEOFRED,

(Graduate of Laval and McGill.)

MINING ENGINEER.

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desirable to make the most of the situation, as it exists to-day. The necessity of slaughtering Canadian cattle on arrival may not greatly lessen the number sent over; but it does lead to the killing of cattle which are not in a condition to bring a good price for beef, and this ought to be obviated by greater attention to the feeding and selection of stock.

An American contemporary remarks that the shortage of nearly a million and a half in hogs in nine months has caused an advance of \$1 per hundred compared with last year, and the big increase in sheep has reduced prices 75c to \$1. Cattle prices, however, have not yielded to this influence. The shortage in this department will reach about 300,000 head, nearly all of which were natives, for in nine months Texans show a decrease of only 37,000 head, and receipts of Western were about the same as last year. One would naturally think that with an increase in consumption of fresh meat, live cattle would be as high in proportion as receipts showed a decrease. It is very possible that cheaper mutton had something to do with this, and has been instrumental in lessening the consumption of beef products. At any rate much more mutton has been used this year than usual.

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VICTORIA, TUESDAY, OCT. 31, 1883.

WHAT WILL THE SEALERS DO?

The present appears to be an exceedingly appropriate time to say a word or two on this most interesting topic. But before discussing it, it might not be out of place to ask what the American authorities propose to do in the way of indemnifying—like honest men—the British Columbia sealers for the losses to which they were put by being driven out of Behring Sea when pursuing their legitimate avocation, and for the damages suffered by the owners and crews of those vessels which were illegally seized? So soon as the decision of the Court of Arbitration was arrived at, there were honest public men and honest newspapers in the United States which did not hesitate to say that the Paris tribunal, having decided that the Americans had absolutely no right to make the seizures, it followed that the Government must pay such damages as may be assessed against them. And, moreover, these seizures being illegal, as a matter of course the American policing of the seas was illegal also, and their prevention of sealers from pursuing their lawful avocation upon those seas was doing them an injury for which the United States Government must indemnify them. Soon after the award was made public, the Philadelphia Press contained an article from which we take the following:

"The decision of the international tribunal of Paris creates a clear national duty. In 1886, 1887 and 1889, the United States seized or waived twenty British vessels in Behring Sea. The tribunal at Paris had no right to assess damages for these vessels or even to say that damages should be paid, but it was empowered to decide whether the United States had a right to make these seizures, and it decided that this country had no right to make them. This decision is enough. President Cleveland, without waiting for a demand from Great Britain, ought to go to Congress for authority to provide for an international commission to ascertain what these damages are and to pledge the United States to their payment.

"Payment should be prompt, voluntary and unsolicited. It should meet all the needs and demands of the case. Such action, both honorable and polite, is certain to add to the position of the United States before the world and render more likely a resort in the future to international arbitration in disputes to which the United States is a party. This is the only proper course of procedure in the circumstances. And delay must be had at the sacrifice of prompt justice. The principle of payment has been settled, and now it only remains to find out how much is due each sufferer. International good feeling will benefit from an immediate and ungrudging arbitration of the case."

It is possible that Mr. Cleveland may

have discovered that with the silver question on his hands he has had more business than he could conveniently attend to. Nevertheless, he might at least have found time to plead this as an excuse for delay. The Americans pride themselves on the promptitude with which they attend to business, albeit the British Government has got ahead of them and almost the whole of the claims for which she held herself responsible in connection with the *modus vivendi* have been settled. What are the Americans going to do? They cannot any longer lie out of their obligations. They lied and robbed our sealers as an international tribunal has decided, and if they do not promptly pay the damages, or at least show a disposition to do so, how can they expect Great Britain and her subjects to carry out the regulations which were agreed to in good faith on the supposition that the parties of the other part would act in good faith and common honesty?

But what will the sealers do? In the first place, no agreement such as the one in question is binding on nations other than the two who subscribed to them. In consequence, vessels flying other flags and owing allegiance to other countries can visit Behring Sea and take seals. Behring Sea has been emphatically declared not to be a *mare clausum*, and it will be in violation of international law for either the United States or Great Britain to interfere with foreign vessels so long as they keep outside the understood limits of national jurisdiction, be that of the United States, Russia or Japan. The idea has been already mooted, and is in fact seriously discussed, of many vessels of the British Columbia fleet changing their flag. With respect to others, it has been suggested to sell out the craft to the British Government at cost, thereby relieving the Home authorities of numerous complications. While not renouncing their allegiance, there are not a few vessels which declare their intention to go sealing in what are known as the Japanese and Russian waters, taking care, as a matter of course, as much as possible against being caught within strictly territorial waters. Some of them will doubtless succeed; but, in the event of captures being made, the same difficulties will occur as have been experienced with the United States. There will, as a matter of course, be strict policing of the recognized limits, but it cannot be otherwise than that there will be serious troubles and misunderstandings which might result much more inconveniently than anything which has yet occurred.

It has been asked, are the seals worth all that they have cost as a source of constant misunderstanding and vexation and the menace that they have not unseldom been to the peace of nations? So long as they were not made a source of revenue to the United States and a profitable business for the parties to whom the government of that country had leased the rookeries, no one thought of getting up in arms for their protection. What is known as the sealing interest both in Canada and the United States places a high value on the seals. And well they may, the official figures of

this year's catch show that the British Columbia take amounted to 60,741 skins caught on the British Columbia coast, the Japanese coast and the Russian side, Behring Sea having been left severely alone. Of the total, 28,800 were captured on the British Columbia coast, where under the regulations the open season only lasts till May, whereas in the past the work of sealing had only just about been entered upon by that time. At \$14 per skin, the catch of British Columbia this season would amount in value to \$976,374, a sum of sufficient importance to call for attention and to cause interest to be taken in the reply of the interested parties to the question "What will the sealers do?"

STICK TO BUSINESS.

Those two important and influential elements in money-making, speculation and commerce cannot in most cases be regarded as compatible, nevertheless the business man, who can the least afford to run the risk, is prone to divert a portion at least of his capital which is of especial importance in the conduct of his trade, into outside channels. In consequence he becomes crippled and is unable to take advantage of those turns of commerce and those opportunities to buy well for cash that not infrequently occur. The man whose affairs are not prospering is not unlikely to look outside, for two principal reasons—the one because he is in search of a distraction, and the other because he is possessed of a faint hope that he may have a streak of luck that will all at once place him on his feet and enable him to carry on his regular calling smoothly and more profitably. But he is frequently like the boy chasing the butterfly, who discovers when he has made it captive that the gaudy thing, when handled, loses all its attractions, and is a very ordinary sort of an insect. The speculative deal even when it succeeds may appear to be a big thing—that is comparatively speaking—but then one comes to figure out the risks, the expenses, the worry and the business sacrifice it has cost, the man who is by no means over supplied with capital, discovers that his gains have been dearly bought, while the gambling instinct—if such we may term it—that has been aroused is not infrequently irrepressible until reverses either in business or in outside ventures make further indulgence impossible.

It is not safe for a business man to go outside his legitimate sphere—whether he seeks the stock market or the real estate office—and this can be certified to by many men who are to-day suffering from fingers that have been burned by getting involved in property deals. There are not a few real estate agents who flourished here so long as the boom lasted; but whose place in that line of operations is now vacant, while others have altogether vanished from the scene. How many people are there who have really made money either at "boom town" or Port Angeles, and how many individuals are there who own "magnificent vacant lots" on which they cannot realize, but in order to hold which they are compelled continually to make drafts

upon resources that ought to be held sacred to the purposes of their ordinary business? The lessons of the very recent past, it is to be hoped, will not soon be forgotten. We have not, fortunately, been caught so badly as have some communities, still we have had experiences that surely ought to be a warning, and to lead to closer attention to, and dependence on, well recognized—possibly slow—but nevertheless surer methods.

MINISTERIAL VISITORS.

Hon. G. E. Foster, Minister of Finance, and Hon. A. R. Angers, Minister of Agriculture, have visited our Province and have had such a reception as has shown that in British Columbia there reside people, who, though distant from the capital and separated by long stretches of mountain and prairie from the rest of the Dominion, are nevertheless in touch with their fellow-citizens to the East. Their sentiment is Canadian and that they have demonstrated by the uncomplaining manner in which they have consented to be, to a certain extent, disadvantaged for the common good. We must admit with the Finance Minister that the fathers of Confederation—notably the late Sir John Macdonald—created a national life at the Union, which has since that time grown and developed under the National Policy. This policy was well described as not having been one of tariff exclusively, but as of the political union of a number of scattered provinces and the binding them together by the construction of great arteries of easy communication, both by railway and canal, and in addition the development of opportunities for industrial energy manufacturing enterprise and the utilization of capital and labor in channels which the new conditions opened up.

Hon. Mr. Foster well described the stupendous character of the work which was inaugurated in 1877 and graphically pictured, with the aid of statistics and other solid facts, the wonderful progress which had been made. He amply justified the policy of the Liberal Conservative party in his speeches in the cities of this Province and doubtless in the course of the numerous interviews had with representatives of the different cities and the varied interests centred in them obtained matter which he will be able to utilize when preparing his next budget speech. At this writing we are not aware of the exact manner in which the special conditions of the Province were represented to the hon. gentleman by those who waited on him; but we believe that he will have "savvy" enough to give them full consideration. We all of us realize that this Province—Victoria in particular, from the fact of not being on the Mainland—is specially interested in tariff modifications. We are the more encouraged in our expectations from the assurance given that the Government desired to do justly by all the provinces, and Mr. Angers calling special attention to the fact that British Columbia believed in protection, though it was not so beneficial to the west as to the east.

The ball has been set rolling here. It is for our people to give it a vigorous kick,

and if, when the Ministerial trip is over, it is found that all has not been said in our behalf—no matter the interest concerned—there should be a supplementary memorial forwarded to Ottawa. It must be remembered that it is the National policy of the country, which involves its every interest, that is being dealt with. We have our special concerns; let not one of them be overlooked. There are possibly a few which would not be benefitted by the modifications which the consuming people demand; but it is the voice of the people which ought to be listened to more than that of special interests. In Mr. Angers' address there was one point which we would desire to see profited by. He observed that large importations of provisions and produce were made by British Columbia, and stated that he had seen some splendid specimens of grain at the Experimental Farm, adding that there were several sections of the province well suited for mixed farming. Where is the farming element? Far better for it to be more largely represented here than many interests for which we have no use or which are unable from their number to be made profitable.

BUREAU OF LABOR AND STATISTICS.

It would seem that there is a possibility of an understanding—or at least a *modus vivendi*—being arrived at between the Trades and Labor Councils of Vancouver, Nanaimo and Victoria on the one side and the Bureau of Labor and Statistics on the other. As was pointed out in these columns, the selection of Mr. A. B. Gray as the practical head of the Bureau was by no means a well-timed one, and this being followed by the appointment of Col. Baker's (the Minister's) son to the other permanent position contemplated by the bill was not calculated to appease the feelings of the important interest which had been utterly ignored. However, it is understood that Mr. Baker's appointment has been withdrawn, and, it is to be hoped, that a much more acceptable selection will be made. The Government has of late shown itself disposed to be conciliatory—we doubt not to some extent because that it discovered that its course was waking up the wrong passenger. We must, however, express our strongest condemnation of the action of the doughty Colonel in seeking to fill an official position by a member of his family, when the mere fact of his being in the cabinet ought to be recognized by him as one of the greatest blunders which the Provincial Government has made. To use an Irishism, he has never opened his mouth that he has not put his foot into it, and the fact of the Government everlastingly squeezing him would be generally applauded. The Colonel is booked to meet and consult with the different Trades and Labor Councils on the 4th inst. Would it not be well if on this occasion he were accompanied by someone who knows how to take better care of him—officially speaking—than he does himself? The occasion is, we realize, an important one and the element it appears to be the desire to conciliate want someone possessed of more tact and clothed

with a greater amount of authority than this particular Minister appears to have.

EDITORIAL COMMENT.

The newly appointed Provincial Board of Horticulture, have decided to enforce the law more stringently in regard to the inspection of importations of fruit, trees and plants, and the proper spraying of orchards in the Province. In order the more readily and efficiently to attend to the proper inspection of imported trees, Mr. Hutcherson, the Provincial Inspector of fruit pests, has gone through Oregon and Washington, finding out as nearly as possible the number of trees that are likely to be shipped to British Columbia this year.

The Canadian Australian Steamship Company, have chartered a vessel to replace the wrecked *Miowera*, the loss of only one round trip being involved so far as the public are concerned. The *Arawa* as the steamship is called is a larger vessel than the *Miowera*, her tonnage being 5,026 tons gross and 3,268 net, and her engines are 800 nominal horse-power. She is lit with electric lights, and has all modern improvements, including cold storage for 50,000 carcasses of mutton. The *Arawa* will leave Sydney, November 18. Plans for a new steamer are being prepared by Swan & Hunter, the well-known Tyne shipbuilders, who also built the *Miowera* and *Warrimoo*.

MR. OKU, vice president of the Tokio, Japan, Chamber of Commerce, believes that the trade between Canada and Japan, which has of late years so materially increased, is capable of still further extension. Contrasting San Francisco and Vancouver, both cities which he has visited, he expressed the opinion that the latter is the town of the future, the former being at a standstill. He thinks that a much bigger trade can be done in rice than has yet been transacted, Japan having a surplus annually of eight million bushels. Wheat and lumber might, he holds, be profitably exchanged for Japanese products. Moreover, large quantities of iron and agricultural implements would find a ready market in the Orient. Mr. Oku, believes that much good would be accomplished were the merchants of the respective countries to exchange visits and in that way satisfy themselves as to trade requirements. Mr. Oku, it would seem, wishes to promote Japanese emigration to the Canadian Northwest. Though Japan has a small territory, it has a population of 40,000,000, and the yearly increase is about 450,000. At present Japanese emigration is being encouraged to Mexico, but if a certain number of them could settle down in the Northwest they would greatly encourage trade, and at the same time would learn Canadian ways.

Wright Bros., grocers, New Westminster, have assigned. They were granted an extension by their creditors early this year.

COMMERCIAL SUMMARY.

It is stated that an electric railway will shortly connect Galt and Preston.

The Wellman Iron and Steel Company, of Chester, Pa., is in financial trouble.

There is a project on foot to connect St. Thomas and Port Stanley by an electric railway.

The liabilities of Max W. Capen, of Halifax, are \$20,000, and assets nominally the same.

Almost the entire forests north and west of Lake Winnipeg have been destroyed by fire.

The population of Stratford, Ont., as taken from the assessment roll for 1891, is placed 10,227.

The Upper Columbia Steamship Company has now added another river boat to its list of steamers plying on the Columbia.

A letter received at Halifax states that \$700 was stolen from the office of the Dominion Coal Company at Little Glace Bay.

The Commissioner for Canada in Jamaica is now seeking to encourage trade between Prince Edward Island and Jamaica.

It is stated that more than half of the World's Fair hotels, at Chicago, that were opened May 1, are gone up or being run by receivers.

It is said that the Government purposes doing away with the large and small sized postal cards and issuing a medium size instead.

Much trapping for marten skins is this season beginning in the Lardeau country, as a result of which this fur-bearer will in all probability soon become an extinct species anywhere near a settlement in that district.

A Tacoma man is said to have immortalized as well as enriched himself by inventing a process for making illuminating gas directly from wood. He alleges that he can get \$18 worth of gas from a cord of wood.

The steamer *Marseillaise*, belonging to the French Commercial line, and bound from Antwerp to New Orleans, is reported lost at sea. The crew and passengers were rescued. The *Marseillaise* was a four-masted iron-screw steamer, 3,447 tons.

It is said that owing to the early marketing of Indian and Ceylon growths of tea the crop was over estimated, and latest advices from Calcutta report total export as two millions more, as was the case a week or so ago. Prices on those grades have in consequence risen rapidly in the English markets. China teas, however, continue slow.

Our system of banking, as exemplified in its results during a time of almost world-wide financial difficulty, has given our neighbors in the United States and the people of the Australian colonies something to think about. Both peoples may find, and we shall be surprised if they do not find in it, features to copy in any reconstruction of their methods of banking.

Wellington is to have an opera house, which is expected to cost about \$10,000.

The Cox Bill for the better control of national banks has passed the U. S. House without division.

The Dominion's dredging plant, lately used at Nanaimo for reducing the Nicol rock, is shortly to be sold by auction in that city.

The *Inland Sentinel* urges the Municipal Council of Kamloops to borrow a modest sum on debentures for civic improvements.

The Dominion Experimental Farm can raise most excellent potatoes. An unusually large one, lately brought thence, weighed no less than four pounds.

It is stated that the Richelieu and Ontario Navigation Co. will put on two new steamers on the Upper St. Lawrence and Lake Ontario route next year. They will be of steel, 300 feet long, with twin screws and equipped in the best style.

The English mint at Birmingham is grinding out sixty million ten-centime pieces under contract for the Italian Government. It will take eight months to do the work, and will consume 600 tons of material. The value of the coin is that of the English penny.

The postoffice authorities have modified a rule so that circulars produced in imitation of type-writing will be accepted for transmission at the one-cent per two-ounce rate, when at least fifty copies in precisely identical terms are handed into the postoffice at one time. When these circulars are posted in the receiver they should be tied together.

The volume of gold products of California has been restricted for ten years somewhere in the neighborhood of \$100,000,000, at the rate of \$10,000,000 per year, the common estimate. The anti-debris people have apparently not been able to raise enough additional grain, fruit, wool, hops, hides or vegetables to compensate for the loss. All their interests affected by the debris fight are not half as valuable as one year's output of these idle mines.

The imports at Toronto were greater last month \$1,795,921 than in September, 1892, but the exports were less, making the aggregate inward and outward trade of the month \$1,488,819, as compared with \$2,050,517 in the same period of the previous year. Dry goods showed a slightly increased import, metal goods a decline. Books, paper goods, leather and jewellery a decline. The import of glass and glassware was augmented, but there was no material change in other dutiable articles of import. Free goods were of the value of \$27,300, some \$16,000 less than previously. The exports of forest products from Toronto were much larger in September last year. Horses were sent to the States in large numbers too, and sheep to a considerable value, where none appear in the list this year. Dairy produce exported is a mere bagatelle since the McKinley Act came into force; but prepared meats form a round item, being last year \$92,416 in value, and this year \$55,055. Wool and other articles under "Animals, etc." which were in September, 1892, of the value of \$10,470, were this year under \$1,000.

It is stated that the capital of the Montreal Street Railway Company will shortly be increased from two to five million dollars.

The chairman of the works committee of the Manchester Ship Canal announces that the canal will be ready to be opened to traffic on Jan. 1st.

The Stormont and Canada cotton mills, which had been closed for a couple of weeks to admit of repairs, have re-opened and are now running full time. The new machinery has been tried and found to be satisfactory.

A commercial house in Denver, Colorado, is said to have contracted to ship 5,000 tons of Colorado hay to Liverpool, England, via Galveston, Texas. The firm says it can lay this product down in Liverpool by this route for \$12.75 per ton.

Steamers leaving the other side for Montreal are now on their last trip for this season, and many of the boats now departing will not return. The steamship agents are looking forward to a rather dull autumn, although the space so far is pretty well taken up.

We have yet to hear of the person who achieved either fame or fortune by deceit or moral treachery of any sort, says the *American Grocer*. They may flourish for a season, but in time their purposes are thwarted, and ruin and shame follow. Confidence is the basis of success in conducting a retail grocery as much as it is in carrying on a banking institution, or disseminating the Gospel. Trickery belittles a man in his own estimation. If he himself knows he is a fraud, he has lost confidence in himself and has begun to dig his pit of misery and disaster. That grocer who debases quality in order to exact a profit—who deceives in anyway—robs himself more than his customers.

John Shepherd, of New York, who recently returned from Alaska, states that for the purpose of perpetuating the vanishing fur supply of Alaska, certain men of enterprise have gone into the business of breeding black and blue foxes on uninhabited islands along the coast. He calculates that when the seals shall have been finally exterminated the world may still look to that region for some of the most valuable and beautiful pelts known. He says that a corporation called the Smeda propagating company recently stocked a number of islands with foxes. The lands thus employed are wholly barren and consequently valueless for anything else. Mr. Shepherd said: "The breeding of blue foxes has already been made very successful on one of the Pribilof islands, that of St. George, in the Behring Sea. Of their increase 10,000 have been killed and skinned for market. One advantage of this industry is that it involves no expense for the care or feeding of the animals. All that is required is to let loose a few pairs. However, it is very important that they shall not be interfered with during the period of reproduction. Those which are taken must at all times be trapped, and not shot. This is a provision that results in their becoming very tame in the course of a few generations."

COMMERCIAL SUMMARY.

Matters are quiet at Sudbury. The mines are closing down.

The sheriff is in possession of the lumber yard of Vaileau & Totten, New York.

Sooke is being thoroughly prospected for gold. Mr. Radford is said to have made satisfactory discoveries.

In Toronto, in a short time, all garbage, except that consigned to the crematories, will be removed by electric cars.

Mr. Carscallen, M. P., is said to have sold his gold mine in North Hastings to a United States syndicate for about \$50,000.

The Bald Mountain Consolidated Mining Company, of South Dakota, has sold its interests for \$1,000,000 to an English syndicate.

The Ontario Coal Company have decided to import 50,000 tons of coal. A fleet of boats will be put on the lake for the purpose.

The president of the American Bankers' Association blames the silver purchase clause of the Blair Allison law for the financial panic.

It is expected that the opposition to the double tracking of the Niagara Falls Park and River railway will soon be removed and the work proceeded with.

The province of Manitoba has issued, in London, £205,000 sterling four per cent. debentures at par, through the National Bank of Scotland, for public works.

M. Fisher, of the Freddie Lee mine, estimates that even in these slack times there are at work in the Slocan mines some 140 men, putting out 900 tons of ore monthly.

The Bank of Montreal has declared the usual dividend of five per cent upon the paid-up capital stock for the current half year, payable on and after the first of December next.

It is now being found by several experimenters that excellent plums, strawberries and potatoes can be raised in the immediate neighborhood of the West Kootenay mine towns.

Latest mail advices from London say that the impression is gaining ground that this season's crop of London tea is likely to turn out 8,000,000 lbs heavier than that in 1892, leaving about 118,000,000 lbs to be exported to the United Kingdom.

The firm of H. Shorey & Co., clothing manufacturers of Montreal, having been dissolved by the death of Hollis Shorey; a new partnership has been formed between S. O. Shorey and C. L. Shorey, who continue the business under the same name.

The Great Northern Railway's representative has lately been making careful enquiry about the freight yielding prospects of the Slocan country, and in so doing has expressed himself as agreeably surprised by the indications of a favorable opportunity.

Many individual prospects and representatives of small syndicates are, induced by the lowness of the water over the bars of the Fraser, investigating the places closely with a view to further

hydraulic mining. Boston, Philadelphia, Montreal, Seattle and Tacoma are all said to be represented amongst the various investigators.

The dredging and amalgamating process is about to be tried on the fine gold of the Columbia and Snake Rivers. The Nelson Miner states that three boats will be used. The largest of these will carry the dredging machinery. The second carries the amalgamator, while the third serves as a supply boat to carry fuel and stores. The managers of the new project are anxious to get the machinery in place as soon as possible, and give the scheme a test before the winter begins.

NOTICE TO MARINERS.

A recent examination has been made under the direction of Lieut. Lucian Flynn, United States Navy, commanding the coast survey steamer Gedney, of a shoal reported near Duncan rock, off Cape Flattery, which developed a least depth on the shoal of four fathoms at mean low water. This point is now shown on the charts in the following positions: Duncan rock, WNW, 3-10 W, distance, one-third of a mile; Flattery light, S, by E, 7-8 E. The nun buoy, H.S., heretofore shown of Middle point, has been removed. A new nun buoy, red, No. 6, has been moored in 42 feet of water, low tide, off the foul ground off Port Wilson, and is now shown in the following position: Admiralty head, NE by E 3-4 E; Point Wilson, ESE, 1-4 E; Point Ross, SW, by S.

BADLY TIED PACKAGES.

A parcel that won't hang together till the customer gets home with it, is apt to make mischief. It may cost the dealer the trade of that customer or it may cost the careless clerk who tied it the loss of his situation. Fragile paper, brittle twine, dissolving knots, slack binding, will sunder hearts that ought to beat as one in the matter of trade. There is no mistaking the language of deep-seated wrath, when it is called forth by the collapse of a parcel that contains sugar, tea, coffee, or any other loose aggregation of small articles. The man or woman who spills its contents is generally too warm at the moment to be reasoned with. The thing uppermost in the mind of such a person, at such a time, is an agitating desire to square matters with the man who put up goods in that flabby way. It is bad enough to have the stuff that is in the package glide out of it upon the pavement. An unruly temper will wax wild enough over that part of the embarrassing mishap, but the getting down on one's knees to gather the stuff up again, mortifies the most disciplined of us. The remembrance of being in that unheroic position for five or ten minutes, with a crowd looking on as he scooped with his hands the stuff that got out of the parcel, will a year after fan the flame of a man's animosity against the grocery salesman who caused him to cut so ridiculous a figure. A parcel with a slithery feeling will almost make a man, who has once had such an experience,

a little decided and perhaps irregular in his language which he uses to condemn it. Things will have to be put up good and tight for him ever afterward.

DRY GOODS.

Small figures is the new feature of fancies in jacquard, damasse and brocade.

Black handkerchiefs bordered in white are well liked, as are the veilings showing the same effect.

Double-faced satins, and satins and gros grain are the favored ribbons; shaded effects also attract attention.

Wine-colored cloths receive much attention. With a costume of this cloth only black accessories should be worn.

Black grenadines in heavy weight will be much used throughout the fall season, and shot taffeta will be used for the foundation skirts and waists.

Amongst the popular fall shades are noticed twelve browns and twenty-six greens; other favored colors are in shades of prunes, purples, reedias and grays.

Many of the autumn mantles and caps shown in Paris are made of coarse woolen stuffs, with ill-defined plaids and checks. But these, like all the outer garments, are lined with soft silk.

Handkerchiefs were first made for the market at Paisley, Scotland, in 1743, and sold for about \$1 each. Last year it was computed that 80,000,000 dozen handkerchiefs were sold in the United States.

Hand-painted gloves are a new French conceit. The same authority learns that shades which will be characteristic of the coming autumn are English tans, "beaver" green, light to dark; dark plum, dark blue and claret.

In glove gloves the demand will be for four buttons, and principally in the pique and English heavy outseam walking gloves. Undressed gloves will be worn for evening in opera or long lengths, as will also a few glaces. Buttons will be large and probably larger than in the previous season. Embroidery in three and four rows is in favor in Paris and London.

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THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	330	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	
Ger ship	Sin enc	1437	Sauermaich	October 19	Victoria	London	56,558	282,790	
Br ss	Grundholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	
Br bark	Jessie Stowe	645	Blanche	October 11	Fraser River	Liverpool	30,000	137,112	
Br bark	Ladstock	816	Williams	October 19	Fraser River	Liverpool	35,773	178,865	
Br bark	Fornosa	915	Kain		Victoria	London			
Br bark	City of Carlisle	823	Hughes		Victoria	U. K.			
Br ship	Candila	1222	Kee		Victoria	U. K.			

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,018	7,811	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 4	Vancouver	Plymouth	924,058	9,882	May 20	52s 6d
Nor bark	Fritzo	1078	Rolfson	Jan. 10	Vancouver	Callao	879,290	8,031	March 3	36s 3d
Am bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	822,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private...
Chil. bark	India	1033	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn	Bittern	289	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	11,058	May 6	35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindostan	1542	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 14	owners ac
Am bark	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,966	April	Private...
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 28	Private...
Br bark	Assel	795	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577	June 23	35s
Br ship	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	964,868	7,718	Sept. 22	42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw bark	John Eua	2300	Schmayer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blairhoyle	1291	Grye	June 1	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	663,000	5,296	Aug. 26	35s
Nor bark	Sigurd	1330	Ause	May 21	Vancouver	Port Pirie	1,426,000	10,693	Aug. 31	40s
Chil. ship	Atacama	1253	Caballero	May 13	Moodyville	Valparaiso	967,364	7,762	Aug. 19	owners ac
Br bark	Wythop	1248	Edwards	May 25	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1007	Roberts	June 25	Vancouver	Antwerp	786,228	11,790		50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,908	Oct. 4	55s
Br bark	Dochra	966	McJarrow	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 3d
Br ship	Kinkora	1739	Lawton	July 29	Vancouver	Callao	1,436,128	12,165		30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,982	arrived	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	Sept.	55s
Am bark	Sonoma	938	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289		30s
Br ship	Gunford	2168	Wier	Sept. 6	Vancouver	Port Pirie	1,974,030	12,831		37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	10,300	10,300		52s 6d
Nor bark	Fortuna	1322	Milfelsen	Aug. 23	Vancouver	Port Pirie	1,296,192	10,288		36s 3d
Br bark	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	702,153	5,521		33s 3d
Chil. bark	India	951	Funke	Sept. 10	Moodyville	Valparaiso	799,267	7,000		owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr.	King Crus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916		37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076		Private...
Am bktn	Hilo	642	LeBallister	Sept. 24	Westminster	Sydney	688,652	6,619		28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 11	Cowichan	Sydney	871,305	7,614		27s 6d
Am bark	Hesper	664	Underwood	Oct. 12	Vancouver	Adelaide	779,389	5,886		37s 6d
Am schr.	Wm. Bowden	728	Pjerem	Oct. 15	Victoria	Adelaide	861,692	6,031		37s 6d
Br bark	Elizabeth Graham	538	Anderson	Oct. 21	Moodyville	Melbourne	524,631	3,969		Private...
Am brig.	Geneva	411	Nelson		Vancouver	Sydney				27s 6d
Am schr.	Aida	507	Anderson	Oct. 11	Moodyville	Shanghai	637,974	6,060		40s
Am bktn	Robert Sudden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,808	4,646		37s 6d
Am schr.	Salvator	414	Wells		Westminster	Port Pirie				37s 6d
Am schr.	Louis	820	Hatch		Vancouver	Iquiqui				40s
Am schr.	John D. Tallant	533	Henderson		Victoria	Australia				
Nor ship	Germanic	1269	Sunde		Vancouver					

FREIGHTS.

Are steady with but little business passing. In the grain market the rate appears to have settled down at 32s 6d; to Cork for orders. Lumber freights have given way slightly on a very limited demand for tonnage.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 35s; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 35s to 38s 6d; Tientsin 55s.
Grain freights from San Francisco to

Cork, U. K., for orders, usual options are quoted at 32s 6d; with but little doing. Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

J. C. Leask, merchant tailor, Victoria, closed by mortgagees—McDougall, Barrett & Co., of Montreal

Ferguson & Co., of Winnipeg, have made an assignment. Liabilities about \$23,000 of which \$30,000 is secured; assets said to be about \$30,000.

The Kamloops *Sentinel* has changed hands. The new owners are Messrs. Jones, Spink & Finbow.

A New York firm has completed arrangements for a big shipment of mutton, by cold storage, on the Arawa.

The British ss. Arawa, 3,266 tons, has been chartered to take the place of the Miowera, in the Canadian and Australian route. She is announced to leave Sydney, on Nov. 18, and will call at Fiji in addition to Honolulu.

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	British General.....	1754	Tulloch.....		Samarang.....	Vancouver...	B C. Sugar Refinery Co.....	
Br-ship	Drumcratic.....	1919	Sparring.....	June 8.....	F Liverpool.....	Vancouver...	Evans, Coleman & Evans.....	145
Br bark	Archer.....	789	Dawson.....	Aug. 4.....	Liverpool.....	Victoria.....	R. P. Rithet & Co., Ltd.....	88
Br-ship	Dunboyne.....	1380	Neill.....	Aug. 4.....	L London.....	Vancouver...	Evans, Coleman & Evans.....	88
Ger bark	Gutenberg.....	627	Zeplein.....	Aug. 10.....	O Glasgow.....	Victoria.....		82
Br-ship	Ainsdale.....	1725	Owens.....	Oct. 9.....	N Liverpool.....	Victoria.....	R. P. Rithet & Co., Ltd.....	22
Br bark	Primera.....	597	Gardner.....		A Acapulco.....	Victoria.....	Turner, Beeton & Co.....	
Br-ship	Astoria.....	1335	Dagwell.....	Oct. 13.....	G London.....	Victoria & Van		18
Br-ship	Arctic Stream.....	1198	Brown.....		Montevideo.....	Royal Roads.....		
Br bark	Harold.....	1307	King.....		H Shanghai.....	Victoria.....	Robert Ward & Co., Ltd.....	
Br ss	Mogul.....	1827	Johnson.....	Oct. 19.....	E Hong Kong.....	Victoria.....	Dodwell, Carlill & Co.....	12
Br ss	Empress of China.....	3003	Archibald.....	Nov. 1.....	H Hong Kong.....	Victoria & Van	C. P. S. S. Co.....	
Br-ship	Drumalis.....	2450	Campbell.....	Sept. 16.....	Port Pirie.....	Royal Roads.....		45
Am-ship	Eclipse.....	1536	Peterson.....		K San Francisco.....	Vancouver...	Hastings Mill.....	
Br-ship	Borrowdale.....	1197	Gordon.....		R London.....	Victoria.....	R. P. Rithet & Co., Ltd.....	
Br ss	Warrimoo.....	1897	Nevison.....	Oct. 19.....	D Sydney.....	Victoria & Van	C. P. S. S. Co.....	12
Am bark	Colorado.....	1360	Gibson.....	Oct. 20.....	San Francisco.....	Royal It's f.o.	Victoria Lumber & Manufacturing Co.....	11

F- June 12 passed Tuscar. To load grain at Tacoma. A-Chartered to load salmon for U. K., November loading. N-To sail Sept. 30. L- Spoken Aug. 23 lat. 48° N., long. 13° W. Sept. 9 lat. 9° N., long. 29° W. To load grain at Tacoma. G-Oct. 18 passed Deak. H-Chartered for salmon to Liverpool, Nov.-Dec. loading. D-To load grain at Tacoma. E-Via Yokohama Oct. 30. H-Via Yokohama Nov. 10. O-Spoken Sept. 13 lat. 13° N., long. 26° W. K-Chartered for lumber to Cork, U. K., for orders at 60s. R-To sail in November. D-Via Brisbane and Honolulu.

VESSELS IN PORT.

VICTORIA.

(October 30, 1903.)

Br bark Formosa, 915 tons, Capt. Kain, arrived Oct. 1, from Liverpool in 190 days, general cargo, R. P. Rithet & Co., Ltd., consignees. To load salmon for London.

Br bark City of Carlisle, 823 tons, Capt. Hughes, arrived Oct. 8, from Santa Barbara, loading salmon for U. K., Turner, Beeton & Co., consignees.

Am. schr. John D. Tallant, 533 tons, Capt. Henderson, arrived Oct. 23, loading lumber at Sayward Mill, for Australia, on account of Robt. Ward & Co., Ltd.

Nor. ship Germanic, 1,200 tons, Capt. Sunde, arrived Oct. 29, from Rio de Janeiro, 103 days. To load lumber at Hastings Mills.

H.w. ss. San Mateo, 1,926 tons, Capt. Fletcher, put into Esquimalt, Oct. 29, loaded with coal, and decks blown up.

VANCOUVER.

Am. brig Geneva, 471 tons, Capt. Nel-

son, arrived Sept. 28, loading lumber at Hastings Mill for Sydney.

Am. schooner Louis, 820 tons, Capt. Hatch, arrived Oct. 12, loading lumber at Hastings Mill, for Iquiqui.

Br. ship Candida, 1,222 tons, Capt. McKee, arrived Oct. 24, from London, in 147 days with a general cargo. To load salmon at Victoria, for U. K., on account of R. P. Rithet & Co., Ltd.

Br. ss. Empress of Japan, 3,003 tons, Capt. Lee, arrived Oct. 24.

NEW WESTMINSTER.

Am. schr. Salvator, 411 tons, Capt. Wells, arrived Oct. 3, loading lumber at Brunette Mills for Port Pirie, on account of Robert Ward & Co., Ltd.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
Am. ship Rufus E. Wood, 1,406 tons, Capt. Faraham.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammons.

Am. ship India, 1,295 tons, Capt. Merriman.

EAST WELLINGTON SHIPPING.

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

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	5	5,406
Vancouver.....	4	5,516
Nanaimo.....	4	5,353
New Westminster.....	1	441
Total.....	14	16,870
Previous week.....	15	14,195
Correspond'g week last year.19		24,482

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending October 28:

Date.	Vessel and Destination.	Tons.
21.	Holyoke, str. Port Townsend.....	61
21.	Tyce, str., Port Townsend.....	56
25.	Crown of England, San Francisco.....	3,236
25.	Bertha, San Francisco.....	961
27.	Montserrat, str. San Francisco..	1,433
Total.....		5,447

A line of sailing vessels is proposed between Seattle and Honolulu. The first vessel is expected to leave Seattle, Nov. 20, and will return via San Francisco, taking sugar and Hawaiian products there, and bringing merchandise up to the Sound.

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