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- Standard Packing Co., Skeena River, Neptune Brand.
- Skeena Packing Co., Skeena River, "Diamond C" Brand.
- Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and  
Judson Powder manufactured and kept on hand.  
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Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

**ROBERT WARD & COMPANY,**

LIMITED LIABILITY.

(Incorporated under the Companies Act 1890.)

**Commission - Merchants - and - Importers,**

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ROYAL SWEDISH AND NORWEGIAN CONSULATE.

Orders executed for every description of British and Foreign Merchandise, Lumber,  
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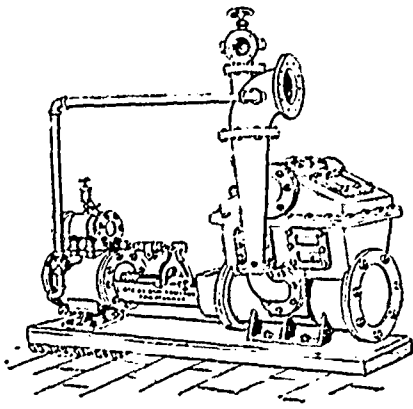
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- Curtis & Harvey's Sporting and Blasting Powder
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## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.  
Monday Morning, May 22.

## VICTORIA.

The general situation remains unchanged, and retrenchment is the general policy of the financial and mercantile community. In fact it is acknowledged that merchants generally are ordering from hand to month and keeping their accounts well under control. The dry goods trade this spring has been dull and all houses are buying tight. The trade before the Queen's Birthday, which is generally a prominent feature of the spring business, is this year scarcely felt in comparison with the trade of the past few years. The clothing business is very fair. Boot and shoe dealers are at present doing a good trade, and stocks in this line are pretty full. Hardware is quiet this spring because of the small number of buildings in course of erection. Grocery and provision houses are doing a very fair business, but the volume of sales is not up to last month. The season for small fruits is coming in and the trade is expected to be active. Money continues tight and collections close.

## FRUITS AND VEGETABLES.

The following are the receipts of California fruits and vegetables from San Francisco by steamship Umatilla, May 18, for Victoria: 175 cs oranges, 11 cs lemons, 58 crates bananas, 26 pkgs containing 79 bxs cherries, 17 pkgs containing 38 bxs strawberries, 8 cs beans, 49 cs asparagus, 13 cs peas, 21 crates cabbage, 5 cs cucumbers, 1 cs limes, 1 bx pineapples, 10 cs onions, 5 bxs rhubarb. 106 sacks pota-

toes. A car of Griffin & Skelly brand of Riverside oranges was received Saturday. Prices are, on the whole, the same as last week. Cherries are the only fruit that are lower. Large shipments of small fruits, especially cherries and strawberries, are expected by the steamship City of Puebla in time for the Queen's birthday trade, and they will be cheaper than present quotations. The local market is entirely bare of old potatoes, and the shipments of this year's crop of new potatoes received from San Francisco are, for the present, light and too high in price to go into general consumption. It is believed that there are a few carloads on the way from Manitoba, which may arrive any day and will meet a brisk demand.

Jobbers' quotations for fruits are as follows:

Oranges - Navels, common to good	3 00 @	3 50
"    fancy	4 00 @	1 25
Riverside Seedlings	2 00 @	2 25
"    fancy	2 35 @	2 75
Los Angeles	1 90 @	2 00
Lemons - California	4 00 @	5 00
Sicily	5 50 @	6 00
Bananas	3 75 @	3 75
Strawberries	per crate	1 00 @
Cherries		1 75 @
		2 60

Vegetables are quoted:

Potatoes	per ton	35 00 @	40 00
New California	per lb	3 @	3 1/2
Onions - Red California		00 @	0
Oregon Yellow Danvers		0 @	1 1/2
Cabbage		2 @	2 1/2
Asparagus	per lb	8 @	
Cauliflower, per doz		1 20 @	

## GROCERIES AND PROVISIONS.

The following are the receipts of California butter from San Francisco, by ss. Umatilla, May 18, for Victoria: 3 cs 360 lbs; 11 hf cs, 665 lbs; 25 bbls, 1,100 lbs; 100 hf bbls, 22,450 lbs. Total, 24,575 lbs. Receipts May 13, 6,440 lbs; May 8, 6,310 lbs; May 3, 11,330 lbs. April 28, 7,715 lbs. April 23, 10,207 lbs; April 13, 12,605 lbs; April 8, 3,830 lbs; April 2, 4,895 lbs.

The only alteration in general quotations was a drop of 1c in the price of sugar by the Vancouver Refinery, early last week. Jobbers' prices were reduced in sympathy.

American canned meats, staples, are quoted to the jobbers in bond as follows. Roast corned and lunch beef, 1's per doz., \$1.20; do. 2's per doz., \$1.95; lunch tongues, 1's per doz., \$3.40; do. 2's, \$6.25. Armour's white label conserved soups in 2 lb. tins are quoted at \$3 per doz.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 18 1/2c per lb; heavy hams, 18c; choice breakfast bacon, 18 1/2c; short clear sides, 15c, and dry salt clear sides, 11c. Armour's white label pure lard, 10 lb. pails, 18 1/2c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 19 1/2c, breakfast bacon, 19 1/2c.

California evaporated fruits are quoted as follows: Apples, evaporated, 50 lb. boxes, 11c per lb., 25 lb. boxes 13 1/2c; apricots, 25 lb. boxes, 20c; prunes, 25 lb. boxes, 14c; plums, 25 lb. boxes, 11 1/2c to 11 1/4c; peaches, 50 lb. boxes, 10c, 25 lb. boxes 17c. Canadian evaporated apples, 50 lb boxes, 8 1/2 to 9 1/2c.

The British Columbia Sugar Refining Co. Ltd., quote as follows in their weekly

price list: Powdered icing and bar, 7 1/2c; Paris lumps, 7c; granulated 6 1/2c; extra C. 5 1/2c; fancy yellow, 5 1/2c; yellow 5 1/2c; golden C. 5 1/2c. Above prices are fo. barrels or bags; half-barrels and 100 pound kegs, 1c; more, boxes 1/2c more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows: Finest golden, in 30 gal. bbls. 2 1/2c; ditto. in 10 gal. kegs. 3c; ditto. in 5 gal. kegs, \$2.25 each; ditto, in 1 gal. tins, \$1.50 per case of 10; do. in 1/2 gal. tins, \$6 per case of 20. Prices cover delivery in Vancouver, and are subject to a discount of 2 1/2 per cent. for cash in fourteen days. All prices subject to change without notice.

Dairy produce is quoted:

Butter - Eastern Creamery, tubs	27 @	00
Manitoba Dairy choice	00 @	00
California rolls, extra choice	26 @	00
"    fancy	27 @	00
"    squares	28 @	00
"    tub	26 @	00
Cheese - Canadian, lb	12 @	14 1/2
California	16 @	00
Eggs, case, per doz	18 @	20

Smoked meats and lard are quoted:

Hams	15 @	18
Breakfast bacon	17 @	18
Short rolls	14 @	15
Long rolls	15 @	
Dry Salt, long clear	13 @	11
Pure Lard, 50 lbs.	16 @	17
"    20 lbs.	17 @	17 1/2
Lard Compound	14 1/2 @	15

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

Dry Granulated	6 1/2
Extra C.	6
Fancy Yellow	5 1/2
Yellow	5 1/2
Golden C	5
Syrups, per lb	3
"    1 gal. tins, American	6 50
"    "    "    "    "    "    "	6 00
"    1 "    Vancouver	5 5
"    1/2 "    "    "    "    "	7 00

## FLOUR AND FEED.

The markets are weak, and quotations unaltered. The demand continues steady, and low prices do not seem to induce any activity in the business.

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

Premier	\$4 75
XXX	4 65
Strong Bakers or XX	4 25
Superfine	3 65

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$4 75 @	0 00
Lion	4 75 @	0 00
Premier, Enderby mills	5 00 @	0 00
XXX	4 90 @	0 00
XX	4 50 @	0 00
Superfine	3 90 @	1 25
Ogilvie's Hungarian	5 00 @	0 00
Strong Bakers	4 85 @	0 00
H. B. C. Fort Garry Hungarian	5 00 @	0 00
"    Strong Bakers	4 85 @	0 00
Oak Lake Patent Hungarian	4 80 @	0 00
"    Strong Bakers	0 00 @	0 00
Regina Hungarian	4 80 @	0 00
"    Strong Bakers	0 00 @	0 00
Benton County, Oregon	4 65 @	0 00
Portland Roller	4 85 @	0 00
Snowflake	4 75 @	0 00
Royal	4 60 @	0 00
Wheat, per ton	28 00 @	35 00
Oats	32 50 @	00 00
Oil cake meal	40 00 @	50 00
Chop feed	25 00 @	32 00
Shorts	28 00 @	32 00
Bran	27 50 @	00 00

National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	26 00 @ 23 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	4 00 @ 5 00
Corn, whole.....per ton	37 50 @ 10 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed ... per ton	10 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

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

LUMBER.

There are no charters to report since last week. The Sigurd has completed loading at the Hastings Mills, for Port Pirie, her cargo consists of about 1,430,000 feet, shipped on account of Robert Ward & Co's., contract. The John Ena, loading at Cowichan, had on board 2,200,000 feet, last Thursday, also destined for Port Pirie. The Dochra has gone up to Vancouver to load for Adelaide. The Earl of Dunmore, which is coming up from San Francisco, will take 1,500,000 feet for Port Pirie, and 700,000 feet for Sydney.

There are at present eight vessels loading at British Columbia ports for foreign. At Burrard Inlet—Br. bark Blairhoyle, 1,291 tons for Sydney; Nor. bark Sigurd, 1,530 tons, for Port Pirie; Br. bark Wythop, 1,248 tons, for Sydney; Br. bark May Low, 813 tons, for Pisagua; Ger. bark Heinrich, 923 tons, U. K. Cork, f. o.; Br. ship Gryfe, 1,069 tons, U. K. Cork f. o.; Br. bark Dochra, 966 tons, for Adelaide. At Cowichan—Haw. bark John Ena, 2,600 tons for Port Pirie.

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

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet..	\$ 8 50
Deck plank, rough, average length, 35 feet	
per M .....	19 00
Dressed T. and G. flooring, per M .....	17 00
Pickets, rough per M.....	9 00
laths, 4 feet, per M.....	00

The local quotations established by the Victoria lumber dealers are as follows, including delivery to any part of the city: Rough lumber, per M feet, \$10.00; shiplap, \$12.00; rustic, 6 & 8 in, \$18.00; 6-in flooring, \$18.00; 4-inch flooring, \$20.00; do, edge grain, \$22.50; dressed lumber, four sides, \$17.00; second quality flooring and rustic, all kinds, \$14.00; shingles, \$2.25; laths, \$2.25.

SEALING TO BE PROHIBITED.

LONDON, May 19.—An Order-in-Council will be issued to prohibit sealing in the Behring Sea until May 1st, 1891.

Henry Rosenberg, banker and philanthropist, of Galveston, Texas, is dead. He left an estate worth \$2,000,000.

Paris & Nave, bankers, with headquarters at Indianapolis, and several branches in the state, have suspended.

BUSINESS CHANGES.

H. Courtney, livery, Victoria, sheriff in possession.

A. Peters has re-opened the Nanaimo restaurant.

Major Shelton has opened a furniture store in Kaslo.

Munroe Miller, printer and bookbinder, Victoria, has assigned.

John Burke, hotel, Rogers Pass, has removed to Revelstoke.

John Begg, Cosmopolitan saloon, Victoria, was closed by the bailiff.

Geo. Webber has bought out the Royal saloon, Victoria, from S. W. Whilley.

C. Coy has bought out W. M. Musgroves interest in the Kaslo Examiner.

E. Forrester, hotel, Sicamous, has added a general stock of groceries and liquors.

M. White, confectionery and cigars, Nanaimo, has sold out to Jessie Thompson.

Clay & Viles, bakers and confectioners, Comox, will establish a branch at Union.

J. H. McMillan & Co., grocers, Nanaimo, are offering to compromise at 75c on the dollar.

G. H. Williams has purchased the drug and stationery stock of W. F. Teetzel & Co., Kaslo.

Wood & Rabbitt, general store, Lansdowne, have sold out to W. B. Paton, of Salmon River.

D. J. McLean & Co., clothing and men's furnishings, Vancouver, have dissolved. A. E. Lees continues.

A branch office of the Dominion Express Company has been opened at Kaslo, with Postmaster Green in charge.

A. T. Crook and C. E. Smitheringale have established a combined news, fruit and stationery stand at Kaslo.

Messrs. Ehrmanntraut & Madsen will shortly open business in New Denver under the firm name of the Slocan Meat and Provision Co.

A branch of the Merchants' Retail Commercial Agency, of Chicago, Ill., has been formed in Nanaimo, with Mayor Haslam as president.

Kitchen & Forrester, Nanaimo Realty and Investment Agency, have dissolved. T. Kitchen will continue, H. Forrester will open in real estate and auctioneering.

BLEND OF THE WHITE HORSE CELLAR.

"Old as the hills and mild as milk," and so it is. We venture to say that there is not another brand of Scotch whiskey imported to this country that is as palatable. The label contains the following: "All that are desirous to pass from Edinburgh to London or any other place on the road, let them repair to the 'White Horse Cellar' in Edinburgh, at which place they may be received in a stage coach every Monday and Friday, which performs the whole journey in eight days (if God permits), and sets forth at five in the morning.

"Allowing each passenger 14 pounds weight and all above 6 pence per pound. "February, 1754."

PROVINCIAL TRADE NOTES.

Powers & Conkle are about to erect a sawmill at Boundary creek.

It is expected that a branch of the Bank of British Columbia will be opened at Kaslo on June 1st.

A census of Northfield, taken recently, shows a total population of 928 men, women and children, of whom twenty-nine are Chinese.

The Canada Paint Company are now manufacturing lacquer, both in gold and blue, for the salmon canneries. The article is up to their usual high standard.

Prof. S. M. Barre, has established cold storage for Manitoba butter in Winnipeg, and is seeking to obtain large consignments from Manitoban farmers for the British Columbia and Montreal markets respectively.

J. Earsman & Co., agents for the Armour Packing Co., of Kansas city, for the province, will in future carry a selected stock of Armour's canned meats in bond at Vancouver, for to supply the wholesale jobbing trade.

The B.C. Match Factory Co., Ltd., have been incorporated with a capital stock of \$10,000. The company will establish a match factory at New Westminster. C. J. Fagan, I. B. Fisher, R. C. Lowray and Alex. Ewen, are the directors.

A new C. P. R. time table will go into force about June 1st. The Pacific Express, or No. 1 train, will arrive at Vancouver at 3:05 p. m., instead of 12:50 p. m., at present, while the Atlantic Express, or No. 2, will leave Vancouver at 10:45 a. m., instead of 2:20 p. m.

Vancouver merchants report that business was quiet during the last week, and that the volume of trade did not equal that of the previous week. The continued wet weather has had a depressing effect on trade, but now that the weather has improved a change is anticipated.

Latest information from Smyrna regarding the crop of opium raises the estimates of the prospective yield to about 3,000 cases.

European mails say news has been received from Foochow that the tea crop in that province promises to be of unusual quantity and quality.

The fire loss of Canada and the United States during April shows an aggregate of \$14,639,900. This is \$3,000,000 greater than the total for April of last year.

That Canada's fishery exhibit at Chicago should be of so creditable a character cannot fail to be highly satisfactory to all who take an interest in the concerns of the Dominion, but except possibly in connection with the fish hatchery business, we have little to thank Mr. Wilnot for, who, it would have been well otherwise, if the country had never employed him, judging from the demoralization which he has caused. We are convinced, indeed, we are assured that the fishery exhibit of British Columbia has, as far as it went, been an excellent one, and should it attract more attention to this extensive means of resource, a good deal will have been gained, as our capabilities in this direction are practically boundless. We learn that this branch of the Canadian display is the best in the whole Exposition.

# — ∞ ( SAYWARD ) ∞ —

Situated Exactly Opposite the Historical Fort Sheppard, on the East Bank of the Columbia River at the Mouth of Beaver Creek, about Four Miles North of the Pend D'Oreille River and International Boundary Line.

**SAYWARD** is a typical site for a large city, it is level bench land, perfectly adapted for building purposes, and is the Selected Junction of the River and Railway Transportation.

**SAYWARD** Is the only natural location for a centre of supply for the great Placer and Hydraulic Mines on the Pend D'Oreille and Salmon Rivers, and the Gold and Silver Mines of Trail Creek, now supplied by wagon road from the United States.

**SAYWARD** Is the Headquarters of the Contractor of the Nelson & Fort Sheppard Railway, now under construction. The main Railway Line runs through the Company's property, and a spur is to connect with the Steamboat Landing, where all supplies are now being delivered for over One Thousand Railway Navvies.

Commissionariat Stores, Hotel Offices and Wagon Road now in course of construction, and an increasing daily business is being transacted. Alternate daily communication from Revelstoke, B. C., via Canadian Pacific Railway, and Northport, U.S., from all points south by the Spokane Falls & Northern Railway.

**PRICES**—\$150 for Corners; \$100 for Inside Lots. **TERMS**—One-third cash, one-third in two months, one-third in four months, with interest at 8 per cent. per annum on deferred payments.

For the West Kootenay Land Company, Ltd. L'y,

JOSHUA DAVIES, Manager, - - - No. 7 Board of Trade Building.

## ORIGIN OF THE ROTASCHILDS' OPULENCE.

Towards the end of the last century, Meyer Amschel Rothschild carried on the business of a banker in the Judenstrasse, Frankfort, and among all those who knew him he enjoyed the reputation of combining great commercial probity with extreme shrewdness. In those days there lived the old Prince Elector of Hesse, who, like an old miser, had hoarded up an immense treasure, by fair means and foul, valued at 8,000,000 thalers, or nearly five millions of our money. When the French invaded his dominions in 1795, they were particularly eager to possess themselves of this treasure, and the Elector, in his emergency, asked Rothschild to take care of it. Rothschild consented. The immense hoards of gold and jewels were conveyed to his residence in the dead of night, and buried in his garden at the moment when the French scouts entered the city. They at once made for Rothschild's house, where they expected to find the coveted treasure, but so well were these millions hidden that the marauders were glad to lay hold of Rothschild's own money, amounting to about 6,000 thalers. When the invaders had left Frankfort, Rothschild dug up some of the Elector's money and devoted it to business transactions. In this he was so successful as to become one of the wealthiest bankers on the banks of the Rhine. After the treaty of the peace of Luneville, in 1801, the Prince Elector returned to his states. While in exile he had heard of Rothschild's house having been pillaged by the ragged regiments of the French Republic, and so he naturally inferred that

his beloved treasure must have vanished into thin air. How great and joyful was his surprise when the faithful steward informed him that the treasure was intact, and offered to restore it to its legitimate owner, together with five per cent. interest from the day on which it was lodged with him. The grateful prince not only insisted upon Rothschild indemnifying himself for his losses out of the wealth intrusted to him, but also made him keep the millions for another twenty years, at the low rate of two per cent. interest per annum.

## GOODS SOLD WITHOUT PROFIT.

A great many merchants would be astonished if they could see in a pile the goods they sell without a profit, and yet when they employ a clerk or a man to work about the place they always pay him for work done.

How many merchants there are, who, in order to get the trade of a farmer, will pay him more than the market will bear for his barter, and then in addition he will sell the goods almost to the edge. In the meantime, there is a decline in barter, and when that is shipped to market the net result on the deal is a loss, and the permanent business of the farmer has not yet been secured.

Isn't it better to be a little more conservative along these lines, and not be so anxious to sell goods without a profit, generally speaking. There is more lost than is gained by it. You are just as well off the goods taking stocks, right through, as you are with the goods sold without a profit, and perhaps a loss.

There is opportunity here for reform that will mean money to the dealer who takes hold of it with method and caution.

## BE HONEST WITH YOUR CUSTOMERS.

There are some persons who believe in paying a little more for an article and getting a good thing, believing in the end that it is cheaper to do so. There are merchants who, when they get hold of a customer, will tell him that the cheaper article is just as good as the higher priced one, and all the while they know it is not.

No merchant has the right to deceive his customers. "That's too dear," the customer says. Very well, let the customer see the cheaper article, but let him know at the same time that it is not as good as the first, and, if possible, show him the difference, and then let him decide for himself. You may say, "You can go to other places, and they will tell you one is as good as the other, but they are not equally as good; because, if they were, we would charge the same for each."

We know it to be true that customers like to be treated in this manner, and soon the merchant gets a class of trade that all the advertisements of his competitors cannot take away from him. Time and time again I have heard persons say: "I always trade with Mr. Blank. He is so reliable, and has never sold me a poor thing yet." There are to-day men in every line of business which competition cannot effect. Why? The reason is simple enough. Those merchants have dealt honestly with their trade, and their trade knows it, and you couldn't get them away with a derrick. You may not believe it, but it is true all the same.—*Michigan Tradesman.*

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Real Estate, Insurance,  
Mining & Financial

**AGENTS.**

-AGENTS FOR-

The Yorkshire Guarantee and Securities Corporation, England.  
Alliance Assurance Company (Fire), England  
The British Columbia Fire Insurance Company, Victoria.  
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.**

Under new management. The well known favorite hotel,

**"COLONIAL METROPOLE,"**

31, 33, 35, 37 and 39 Johnson St.,

**H**AS re-opened on an entirely new plan. Having secured the very best assistants in all departments, we feel confident of being able to please our patrons. The BAR will be supplied with the very best, and will be in charge of the most able dispensers. The TABLE will be provided with everything the market affords, and polite attention will be paid to guests. **THOS. TUGWELL, Manager.**

## INTERNATIONAL COINAGE.

No one will deny that Englishmen of business are wonderful arithmeticians. The serene manner in which they write down English money in decimals at sight, even unto the fourth and fifth place, should awe less expert foreigners who must fain have recourse to a decimal coinage. There are, however, but few among us who are equally expert when foreign exchanges are under consideration. The late W. S. Jevons once suggested a simple little scheme by means of which a very large portion of the trouble connected with international money matters might be removed. We are not aware that this idea ever attracted much attention, but it seems sufficiently novel and far reaching to deserve bringing forward once more. Without having recourse to minute accuracy, we may say that the English sovereign is equivalent to 25.2 francs, or to 4.87 United States dollars. Now, these fractional relations are quite unnecessary; so why should not the sovereign, the franc and the dollar be so modified as to make one English pound equal to 25 francs or five dollars exactly? The dollar would also represent five francs exactly. The convenience of such a system is obvious. By a mere turn of hand, any sum could be expressed in either of the three standards with perfect facility. A moment's reflection will satisfy any one that monetary difficulties connected with about two-thirds of the civilized world would vanish. The franc is the principal coin of France, Belgium, Italy, Greece and Switzerland. Also, for all practical purposes, it has been adopted by Spain, Servia, Bulgaria, Russia and Roumania. Although the name of the coin differs in the various countries, the value does not. Canada and the United States possess the dollars, while the coin of the same name prevailing among the South American republics is almost equal to the five-franc piece. The only country in

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The only paint manufacturers in the Province, with the best known brands in Canada. Factories: MONTREAL, QUE., TORONTO, ONT., VICTORIA, B. C. PEERLESS WHITE LEAD, GENUINE ELEPHANT WHITE LEAD, PEERLESS VARNISH, SUN VARNISH, DECORATORS' PURE WHITE LEAD.

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WE GUARANTEE EVERY PACKAGE. OXIDE MINES AT ST. MALO, QUE.

Lacquer for Salmon Canneries Gold and Blue, Paints, Varnishes, White Lead, Putty, Carriage Colors, Japans, Calsomine, Glue, Castor Oil, Linseed Oil

which we are deeply interested which would not come within our magic circle would be India. If, however, a gold standard be ultimately adopted in the land of the Rajahs, there is no reason why the chief coin should be equal in value to our sovereign.

We imagine that England would be the only country to make such a to do about undertaking the very slight alteration in its coinage which would be necessary. Other countries are so accustomed to changing their standards and systems that another alteration would be a mere matter of familiar routine.

We recommend, in all diffidence, the foregoing suggestion to the attention of the next international monetary conference. It is high time that the numerous conferences evolved some result of a practical nature.—*Pall Mall Gazette.*

## BY WHAT RIGHT?

It appears that Montreal merchants have been put to a great deal of annoyance, besides sustaining a number of losses, through shipping over the C. P. R. It is alleged that the Bureau of Railway Inspectors for the classification of shipments of all kinds of goods assume the arbitrary power of opening cases of goods in transit over the C. P. R., and changing the class of goods specified in bill of lading, and charging double rates to consignees, which shippers have had to make good. But apart from these extra charges on re-classification, our merchants complain of serious shortages from some cause or other. It is thought that through the opening of cases in transit they are not properly secured, and are therefore exposed to pilfering. Now, the strange part of it is, the parties who complain to us of these shortages and re-classification of goods in transit state that they do not experience the same trouble with shipments over the Grand Trunk line. Regarding the right of the railway to open cases of merchandise in transit, it is the opinion of legal authorities that it will not stand the test of the law, as

it is maintained that if any inspection is made the goods should be examined at destination and in the presence of the consignees. The railways, it is held, have not the same right as Customs officers to open cases of merchandise in transit; and if the annoyance and losses continue, the right of the railway officials to open cases of merchandise and expose them to pilferage will be contested in the Courts. But it is poor satisfaction for a private concern to be compelled to fight a railway corporation. Our merchants, however, should find some means of testing by what right the railways arrogate to themselves the authority to interfere with goods before they are delivered at destination, especially as such interference subjects the owners to losses.—*Montreal Trade Bulletin.*

## A MAN WHO WILL SUCCEED.

"Now, if you will show me where the burglars got into your store," said the detective, "I will see if I can find some clew."

"In a moment," said the proprietor. "I am working at something a little more important than hunting for a clew just now. Take a seat."

And while the detective waited the merchant wrote as follows at his desk:

"The man who broke into Katzenhelter's store on the night of the 15th and carried away a silk hat, a pair of French calf-skin boots, a fur trimmed overcoat, a black broadcloth suit and two suits of silk underwear, was a black hearted villain and scoundrel, but a man whose judgment cannot be called in question. He knew where to go when he wanted the finest clothing the market affords."

"Jacobs," he said to the bookkeeper, "send a copy of this to all the papers in town and tell 'em I want it printed in big black type to-morrow morning. Now, Mr. Hawkshaw, I am at your service."

The machinery has been removed from the Victoria shingle mill on Porter's wharf, to Vancouver.



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VICTORIA, TUESDAY, MAY 23, 1883.

## QUEEN'S BIRTHDAY.

"Long may she reign!" is the expression of a feeling that generally obtains both within and outside of Her Majesty's Dominion. On Wednesday she will have attained her seventy-fourth year, and is almost at the end of the fifty-sixth year of her reign over a generally happy and contented people. With the exception of her grandfather, George III., she has been the longest occupant of the British throne, her life of actual regal activity having been longer than his, as for some years the Prince Regent discharged the functions that should have been administered by him. The present heir-apparent has for some years been an admirable supporter of his mother in the duties of her exalted office: but there have been happily none of those conditions that rendered it absolutely necessary that the duties of the office be fulfilled by proxy. May Queen Victoria live and may her prospective successor, when his time comes, continue to rule and govern a loyal people in the right way!

## DUTY ON MINING MACHINERY.

Upon various occasions this paper has referred to the subject of the duties on mining machinery and the necessity of there being a better understanding at ports of entry as to those which are dutiable and those which not being manufactured in Canada are entitled to free mission. With this object in view, the general mining association of the province of Quebec at its last quarterly meeting passed a resolution appointing a special committee representing the mineral operators of the province, with an equal number of gentlemen representing the manufacturing interests of mining machinery in Canada, to frame a statement of mining machinery not manufactured in Canada, and that the said statement be submitted to the various mining associations for approval before being finally submitted to the Department for official reference.

On the 12th instant, in furtherance of the same idea, a meeting of mineral operators and machinery manufacturers was held at Sherbrooke, to consider and prepare such a statement, a considerable amount of trouble having been experienced by miners in passing machinery entitled to the benefits of the concessions granted. The Quebec mining association also adopted the following motion: "Whereas the Dominion Government

have stated that they are contemplating a revision of the tariff, and that, looking to this end they have invited information upon the subject; and whereas the best interests of Canadian mining would be conserved by the removal of all duties upon mining machinery: Therefore be it resolved that the Dominion Government be respectfully requested to consider the practicability of granting this benefit."

The *Victoria Times* is hardly disposed to think that anything satisfactory will be the outcome of any representations to the Government on this subject, there being, as it says, an ingrained disposition to favor the manufacturers at the expense of other classes. Our contemporary continues: "If any honest statement were made out and honestly treated by the government a good deal of the trouble now inflicted on the mining industry might be removed. It is a fact notorious among mining men that while very little machinery of any use to them is manufactured in Canada, the two or three firms that make a pretence of manufacturing contrive to hamper the importation of suitable machinery by the declarations they register with the customs department. British Columbians have ample knowledge of the state of affairs from their own experience. The concession of free machinery nominally made to the miner is practically nullified by the method of administering the law. The best remedy would be the simplest one, namely, the removal of all hampering conditions and the permission to import mining machinery of all kinds free, whether similar machinery is made in Canada or not. There is no good reason why this should not be done."

The press of this province, Ministerial and Opposition alike, have not been slow to advocate the claims of the mining interest in this province to more than ordinary consideration. What may meet the views and satisfy the demands of the interested parties in the province of Quebec is not sufficient for British Columbia, all of whose machinery has to be brought such distances that the transportation charges alone are almost enough to prevent the bringing in of apparatus, some of which might be brought in much more advantageously from Europe or the United States, were the duties only adjusted in such a way as to equalize their actual incidence. We hope that the unsatisfactory anticipations of the *Times* will not be realized, and that the contemplated revision of the tariff will be in the direction of an equitable readjustment of the tariff in all its various phases.

## "AN INTERNATIONAL TALK."

Such is the way in which the *Winnipeg Commercial* refers to the approaching reciprocity convention to be held at St. Paul, Minn. Last year a convention was held at Grand Forks, North Dakota, to talk over affairs at which time the condition of things in the United States was very different from what it is to-day. Since that time the Presidential election has taken place, at which among other matters the people of the United States declared in favor of tariff reform, while on both sides

the line has grown a decided feeling antagonistic to tariff compacts and differential treaties. No doubt the convention will pass important resolutions on the subject of tariff reform and in general terms there is no doubt that the friendly talk will be of a profitable nature.

It is remarked that there are many questions which could be discussed that are of general interest to the business people of the country, and their mere discussion would result in good, by spreading information and brightening up ideas. There is one topic of which we had almost lost sight and which is almost certain to be debated on this occasion, and that is the subject of waterways, whose opening up and development would be immensely to the advantage of Canada and the United States, and as to this it may be anticipated that no uncertain sound will go forth. The American people are our next door neighbors. With them in the natural order of things we must do considerable business, and it is therefore to our mutual interest to see to it that everything be done to have our relations placed on the most solid and satisfactory footing.

Sir. Richard Cartwright, in his letter accepting an invitation to attend the convention, says: "I am most heartily in sympathy with the movement in favor of joint concessions between Canada and the United States which will promote trade relations, and it is very cheering to observe the warm interest taken by the people of the Northwestern States in the subject, and I cannot doubt but that in the long run the manifold advantages which will accrue both to Canada and the United States from a breaking down of the hostile barriers maintained by the countries against each other will be apparent to all parties. I beg to assure you that in Parliament or on the platform I will not hesitate to do everything in my power to promote the most friendly relations between the two countries."

## TARIFF MODIFICATION.

"According to the ethics of protection, the National Policy was intended to apply to manufacturing industries where there was a probability that within a reasonable time those industries would become developed to an extent where the demands of the home market would be supplied by them, and at reasonably low prices. If experience showed that the prevailing duty was not sufficient to effect this, but that it might be accomplished under a higher duty, then the higher duty should be imposed. But if it is found that the duty is sufficiently high, and the development from any cause is not probable or possible, then the duty is clearly not for protection, but for revenue only. If this is the case—if it is a fact that a high duty will not develop the industries, and that it is not desirable to obtain revenue in that particular manner, then it is clear that the duty should be modified or removed to meet the emergency. It might be unfortunate for the investors, but better for the whole country."

The above is from the *Canadian Manufacturer*, with whose remarks we agree in part. We note, however that in this country the policy of protection has been successfully carried out, and that, as concerns some industries, by the combines which they have formed and other arrangements which they have perfected

they now have become masters of the situation, and that in their case the result has been to make the rich man richer and the poor man poorer. Their immense strength and influence is such as to make some of them also little monopolies which can determine their own prices in face of all competition—British or otherwise—while they are able, as it were, to grind the faces of the poor and keep their employees down to the most miserable amount of remuneration for their services. In their case, experience has shown that the usefulness to the public of the existing tariff has gone, and that the rate of duty can be materially reduced with advantage to all, save the capitalists concerned, who have, however, been able to make an excellent thing by the good offices of paternal government.

There may possibly be and doubtless there are a few struggling industries that would be all the better for the continued maintenance of the present system with. It might be, a temporary advance in some of the imposts, but there are not a few ventures which it pays no one to keep up. These have been struggling for life and have only existed because of the tariff considerations which they have received. They have been a burden upon the country that ought to be cast off, and, unless we are mistaken, the tax payers will not be satisfied until these mouldering branches have been lopped away, and the consumers are left free to buy the products in question at the markets which best suit them. These manufacturing paupers have no right or claim to live upon the nation.

We observe that a demand has been made that the Ministerial tariff commission should pay more attention than has yet been given to the case of the agriculturists. Almost upon every occasion that the tariff has been discussed, the voices of the farmers' representatives have been heard complaining that they have not had proper consideration. This being the case, they ought to have an innings, and the ministers charged with the inquiry ought to hear what they have to say, while if they or one of them were to come here really and truly in search of information, they might hear from British Columbia something on tariff matters that would instruct them and tend to greater attention being paid to our peculiar conditions.

#### THE ARBITRATION.

It is to be observed that Sir Charles Russell, one of the British counsel before the Behring Sea arbitration, has been giving his professional brethren on the American side considerable to think over. They travelled far beyond their record and theorized and theorized as only the spread eagle American can. The issues and considerations that they have imported into the controversy have been utterly beside it. As we have already remarked, they seem to have about concluded that appearances are altogether against them; they know they have no case, and they are at tempting to "bulldoze." It is to be hoped the arbitrators will see through the game.

The *Colonist* remarks that "Sir Charles Russell was undoubtedly right when he

contended that the seizures of British ships in Behring Sea were made on the ground that the whole of Behring Sea was United States territory. When those seizures were made no one had heard a word about the American claim to property in the seals. That was an afterthought. Those who justified the seizures at that time, held that Behring Sea was a closed sea, and that the United States had sovereignty over its waters east of a certain line that divided the American section of the sea from that owned by the Russians. It was contended by statesmen, journalists and others who took an interest in the matter, that the United States bought the right of jurisdiction over the waters of Behring Sea when it purchased Alaska, and that the sea was as much the property of the American Government as was the land of the Alaskan territory. The reply to that contention, which was made over and over again, was, how could the Americans claim that they purchased the sovereignty over Behring Sea from Russia when they themselves had denied that the Russians ever had a right to exercise territorial jurisdiction over any part of Behring Sea outside the three-mile limit?"

#### VANCOUVER ISLAND AND ITS COAL FIELDS.

In the transactions of the Mining Institute of Scotland appear "Notes of a visit to Vancouver Island and its coal fields," by James Ormiston, M. E. The author pays the following tribute to the condition of the mines at Nanaimo which must in every way be satisfactory:

"Although a land of coal, the sky is still clear and the air is pure, and the men who live there are free as yet from the depressing effects of the murky and grimy surroundings of our coal regions here. The town itself is hardly in keeping with its surroundings, so far as the palatial buildings are concerned, but as a collection of dwellings of working miners it presents a far more pleasing spectacle than anything of the kind to be seen at home. Life amongst the miners seems to know something more of the holiday side than amongst the same class at home, if one may judge from the means of amusement and recreation which are at hand. Pleasure boats, driving 'buggies' and places of entertainment for the public are all more plentiful than one would look for from the size of the place. 'Money is round and was made to roll' might be the motto of the bulk of the people. Pleasanter surroundings and a greater freedom from the nightmare of possible want seem to make them take life less sadly than at home."

It is stated that neither water nor fire-damp appears to give so much trouble as at home. Two bad explosions were more likely due to coal dust than to gas. A very elaborate system of water pipes is in use at one colliery now to lay the dust and lessen the risk of explosion from this source. At one of the mines, electrical coal cutters are being tried, and at another electrical locomotives for haulage underground. In neither case, however, has there been a sufficiently long trial to enable much to be said about them. This indicates, however, that even in the farthest west the use of electricity is pushing its way. The area of coal-field already proved is considerable, and it may be that as the Island is better explored other areas will be found. In any case, there seems to be coal-field enough to

supply the demand for a long time to come. Vancouver coal seems able to do more than hold its own with any other coals raised on the Pacific coast. In the State of Washington, to the south, a good deal of coal mining is carried on amongst deposits which appear to be a continuation of those of Vancouver Island, but this coal for the most part seems to have more of the lignite character than any other.

The market, it is pointed out, is bound to grow as population grows; and, as iron ore seems to be abundant also, it may be that a local iron trade will come in by and by to increase the local demand for coal. One remarkable feature of this region, it is added, is the great extent of country opened up in both Vancouver and on the Mainland by canal-like arms of the sea, deep enough to float the biggest ships. Both the coal and the iron ore deposits and, it may be added, great limestone deposits as well, are all convenient to these deep water channels. Some day, these channels will doubtless play an important part in the ready in-gathering of produce of all kinds.

#### NOT A SUCCESS SO FAR.

The World's Fair at Chicago has not, it is to be regretted, been the success which many people anticipated, even from the start. There can be no doubt that, in their ideas, many people were too previous, since it takes weeks to get matters in perfect working order, and those who are of a practical and economic turn of mind do not care to go to an exhibition of the kind before all is arranged and it is possible for them to have something like an adequate return for their money, which has to be freely expended to obtain a good idea of all that is connected with the exposition proper and the very many interesting side shows surrounding it. Besides, the condition of unpreparedness upon which most people count for the first few weeks of an exhibition of this kind, the weather is said to have been of the most unpropitious description, the average receipts having been considerably under actual operating expenses, to say nothing of the amounts required to pay the bondholders and stockholders. The want of patronage which has been the lot of the enterprise has, without doubt, been contributed to by the excessive charges levied, not to say the outrageous swindles that have been perpetrated, upon visitors—not by the solid people of Chicago, but by those irresponsible ones who, on occasions of the kind, make it their business to shear the sheep whom they come across and make the operation a very close one.

If latest advices from across the Sound be correct, the Canadian Pacific Railway authorities are determined to have their own independent connection with Puget Sound on the American side of the line, having secured control of the British Columbia and Bellingham Bay line. The people of Whatcom and the district through which the road will pass seem to be jubilant over the prospect and have made every arrangement to give President Van Horne an enthusiastic reception on his arrival on the coast, which is shortly expected.

## THE U. S. TRADE SITUATION.

Recent events in United States financial and commercial circles show that there is something radically wrong in the conditions which affect trade in that country. The beginning of the trouble is attributed by such a well informed authority as the Cincinnati *Price Current*, to the passing of the silver purchase bill of 1890, the effect of which is just what was anticipated by conservative financiers. Money was made plentiful for a time, speculation was promoted, and although the necessities of Europe enabled the United States to keep up their exports until the past year, yet speculation has since kept prices of wheat and cotton so high, although relatively low, that the exports of them have been greatly restricted, and at the same time imports of merchandise have enormously increased. Thus the balance of trade has been heavily against the United States, so that gold had to be shipped in large sums. To make matters worse, Europe has gauged the effect of the silver bill more correctly and has from the first shaped its course with the conviction that eventually the U. S. policy would lead to a silver basis for its finances. Such an event may not come speedily, but come it will unless there is a change of tactics and the silver purchase bill repealed. Europe has accordingly sent home U. S. securities and has added to the demand for gold, the exports of which since January 1, have been about \$50,000,000, and this sum being taken from the stock which had already been much depleted has caused much apprehension in monetary circles. The New York banks have reduced their loans nearly \$10,000,000 in the last three months, and of course borrowers have been incommoded, and some of the larger ones having their usual accommodations suddenly withdrawn have been forced to suspension, although in many cases there was no actual insolvency, but only an absence of ready means. Thus the number of mercantile failures in April was unusually large, and this far in May the panic in the stock market has promoted this tendency in commercial circles. The general demoralized condition in finances has caused banks and merchants alike to curtail operations and prepare for the storm which seemed to be impending, so that the volume of general trade has been cut down, and complaints are heard on all sides of the lack of the usual demand for commodities.

The forming of Trusts in the leading lines of manufacture have thrown out of employment much common and skilled labor, and to that extent has reduced the ability of a vast number of consumers to buy the necessities and comforts of life, while the multiplication of labor saving machinery has kept up production or has increased it, so that the markets are overstocked with goods, and the tendency of prices is to a lower level of value, and in such a condition of trade merchants are not going to buy in anticipation of their current necessities. The recent panic in the stock market, while mainly confined to stocks, was the result of the demoralized

state of finances which forced over confident speculators into liquidation, and yet it will doubtless have much deleterious effect in commercial circles from which, judging from similar conditions in the past, it will take a long time to recover.

Speculation has been the bane of business in the United States, it has kept wheat and cotton at home when they should have been exported and would have been to the extent of say seventy five millions of dollars more than they have been if speculation had not kept prices above their export value, and to that extent they should not have been called upon to ship gold. In that event, the crisis in the stock market might have been averted, or at least postponed. It was sure to come sometime, however, for speculation grows by what it feeds upon, it never goes back, but constantly increases until it becomes so topheavy that liquidation will be forced as a matter of necessity. The general business of the country is not in an unsound condition, there is no fear of a depreciation of the currency, unless it be in the remote future, and there is time enough to correct the faulty feature before further serious harm develops.

## SAN FRANCISCO COAL TRADE.

Of the San Francisco coal trade J. W. Harrison, under date of May 13, writes: "During the week there have been the following arrivals, from the Northern mines, 13,650 tons, from foreign sources, 10,103 tons. Although the consumption of fuel for family uses is falling off, there seems to be a largely increased demand for steam purposes, which is keeping business active with the jobbers. Values are well sustained by reason of light arrivals for the past 60 days, and stocks in yard are being noticeably run down, very markedly in some grades, specially Australian gas and steam coals. Cables just at hand report an advance of one shilling per ton in all Cardiff products, this, doubtless, will become general, as colliery proprietors all through England complain of prices being too low, hence their recent attempts to reduce all miners' wages, which have led to general strikes in some of the coal counties of England. The recent disturbance in wheat values here has caused a cessation of charters for futures, as the difference in the wheat cost here for December delivery and the present Liverpool quotations, would not leave the carrier 15s. for transportation, this is handicapping coal shipments like wise. Our pigmy wheat operations do not effect the world's values very markedly, as our boisterous advance, has been met by a decline in Liverpool, France, and Chicago."

## LIVE MERCHANTS AND COMPETITION.

When but one store is found in a locality, it is often said that it supplies the needs of the neighborhood, and that the addition of a second store only divides the business. This is only partially true. The division of business does occur, but the aggregate sales are usually greatly increased so that each of the two stores may have to its

credit as great a margin of profit as the solitary store had before, and this too without any great accession of new customers. The explanation is that new trade is created. Everything is purchased under a stimulus. In the elementary articles of trade, food clothing, fuel etc., the promptings are the common feelings, hunger, cold, etc. These are constant, but as elastic as rubber. Delicacies and silks, if introduced, appeal to a taste that will build up a great trade if properly fostered. The desire for finer food, finer clothes, finer houses, prompts the individual to greater efforts in procuring the luxuries. Therein is exemplified the difference between a progressive and a conservative race. The civilized notions of this age are the product of this restless desire for better things. Offer a prize to a school and half the pupils will work for it if there is anything like an even chance of success. The result is an expenditure of a large quantity of latent energy. Show an improved stove in your store. Make the people realize the superiority and advantages over the old stoves. Make them desire it, and you may be assured that many of them will have it. What is more important still, the greater the number sold, the greater will be the demand for it.

There is an immense amount of human energy that is going to waste. It is frittered away in the useless collection of postage stamps and divers other harmless ways. It is the business of the merchant to build a dam across the current of this ill-directed energy and divert it to the mutual good of himself and neighbors. This can be done by the judicious introduction of new goods. The dealer in agricultural implements knows that when a new and improved corn planter or hay rake appears on the market, it usually depends very much upon himself whether the sales to his trade shall be large or small. If the demand does not exist, it must be created. No matter how great a labor-saving principle may be involved, no matter how great may be the value to a purchaser, as a rule the desire to buy in the customer must be educated by the seller. The dealer, therefore, stands in a very important role. He connects the human element with the material element of progress. He is not merely the medium through which daily needs are bartered and doled out to the race, but the invigorating spur to progress in all material lines. One merchant may kill a community. Two or three or even half a dozen may awaken it to a growth that brings prosperity and infinitely greater comfort to life. Competition ruins very few merchants.—*Ex.*

The Alberta & British Columbia Exploration Company has purchased the rights of the Kootenay Valley Irrigation Company and has set to work to reclaim the bottom lands of the Kootenay River. The canal will be seventy-five miles long, and it is estimated that it will take about four years to complete the work. The area to be brought under irrigation embraces something over 40,000 acres. Twelve thousand acres will be reclaimed this summer. It is the richest kind of river soil, from ten to twenty feet deep. Anything planted will grow. No man could desire a more fertile or productive soil.

## THE COMMERCIAL TRAVELER.

His home is in the sleeping car,  
No vine or fig tree's shade,  
His music is its clanking wheels,  
His poetry is trade.  
This missionary of the mart  
He spreads the true faith's germs,  
The endless merits of his house  
Above all other firms.

He buttonholes the kings of trade,  
His sample case unrolls,  
And talks until the love of life  
Grows feeble in their souls,  
The bolted doors swing wide for him,  
He heeds no locks nor bars,  
And fears not any face of man  
Beneath the sun or stars.

The heroes of baronial times  
Were armed from hair to heel,  
With iron pots upon their heads  
And pantaloons of steel.  
The hustler hero of to-day  
Is armorless and weak,  
But for the vigor of his tongue  
And blushing breadth of cheek

He meets all men with fearless men,  
Nor knows to pause or swerve,  
With lilliputian bashfulness  
And brooding nagian nerve  
No dim abstractions vex his soul,  
His creed and happiness  
Is just to make a sale and catch  
The two o'clock express.

## THE DEMAND FOR CANNED GOODS.

There is the liveliest kind of a demand for canned goods in the country now, according to the testimony of the wholesale grocers. Almost everything that is edible is done up in cans—meats, fruit, vegetables, soups and puddings—and in some instances the supply hardly keeps pace with the demand. This is particularly the case with canned meats, which are a comparatively new product. The canning of fruits on a large scale has been an extensive industry for some years, but meat in bulk has been canned only for a short time. One New York firm three years ago, says the *Sun*, turned out 200 cans of meat a day; the same firm is now delivering 8,000 cans a day, and has great difficulty in filling its orders. The demand for canned meats is almost boundless, for they are much cheaper than fresh meats, and better than the fresh meat sold in many places. Tons of canned beef, fresh and corned, are sent annually to the West, Indies, to the west and south of this country, and to Europe, Asia and Africa. Wherever man lives, the empty beef can is a familiar part of the scenery.

The best canned soups are warranted for five years, but they are generally good from ten to fifteen years. The soup-canning factories in this city are kept as clean as New England kitchens. The best meat is selected and boiled in large copper tanks. The result is the "stock," which is the basis of all soups. The addition of tomatoes turns this stock into tomato soup; of chopped green turtle, into green turtle soup; and so on. There is a vegetable department, in which the vegetables are washed, pared, and cut by machinery into odd little figures, such as stars and crescents and crosses. These are added to the stock just before it is taken from the tanks. After the filled cans are weighed (and the weight is an important matter in determining the density and keeping

quality), they are labeled, varnished and boxed, and the soup is ready to be eaten in Alaska, at the Cape of Good Hope or on the South Sea Islands.

Beef, either fresh or corned, is merely steamed, boned, and pressed into cans. A two pound can of this meat, retailed at 25 cents, is said to contain as much nourishment as 50 cents worth of fresh meat from the butcher. The meat extracts are made from the juice extracted from raw meat under heavy pressure. This juice is boiled down in some cases to a thin liquid, and in others to a stiff paste. Every manufacture has his own secret way of preparing it but the base of all meat extracts is the juice from raw meats.

All vegetables except one are prepared in the simplest way, by boiling thoroughly and canning while hot. The single exception is asparagus, which is cooked in a mixture resembling drawn butter.

With canned fruits, the juice that accompanies the fruit is always syrup made of sugar and water, with as much taste of the fruit as it acquires by contact with it. The raw fruit is poured into the boiling syrup, and the whole is canned while still hot.—*St. Louis Grocer.*

## HOW TO DETERMINE DISTANCE AT SEA.

The rules for determining the distance of objects seen at sea are very simple and should be known by all. Suppose that the eye of the observer is 18 feet above the level of the ocean. In that case we double 18, which gives us 36, the square root of which is 6. Therefore, the horizon lies at a distance of 6 miles when the observer sees it from an elevation of 18 feet. From a height of 30 feet (which is about that of the eye of an observer on a vessel the size of the City of Rome) we double the distance of the eye above sea level, which gives us 60, the square root of which is 7.8. Hence an object may be seen at a distance of 7.7 miles from a steamer of the size mentioned. If the depth of the part of a distant ship's hull below the horizon is known, the distance of that ship beyond the horizon is obtained in the same way. Then, suppose the depth of the part concealed to be 12 feet, then we take the square root of twice 12, or 21, giving 48; showing that the ship's distance beyond the horizon is 4.9 miles. Hence, if a ship is seen with 12 feet of the hull down (that is with 12 feet of the hull invisible), we may correctly infer that its distance is 4.9 miles beyond the distance of the horizon (which, by the figures alone, is proved to be at a distance of 7.7 miles). We add the two sets of figures together and find that the incoming or outgoing vessel is 12.35 miles away.

In the rock of Gibraltar there are seventy miles of tunnels.

Scientists are of the opinion that some icebergs last for 200 years.

A tunnel 13,168 feet long is to be constructed under the Cascade Mountains, in Oregon and Washington.

The Nannimo Water Company is about to increase the efficiency of its system, by laying a large number of new service pipes.

## COMMERCIAL SUMMARY.

The Lake of the Woods Milling Company purpose building one of the largest mills in America, at Winnipeg.

Marshall J. Kinney, the largest salmon-packer at Astoria, Or., has decided to engage in packing sardines in addition to his present business. He will undertake this new industry on a large scale next fall.

The Messrs. Hull Brothers, Kamloops, have secured the important contract for furnishing the meat supplies for the small army of men employed in the construction of the Nelson and Fort Sheppard Railway.

If the present condition of things at Chicago continues, the World's Fair attendance will be a slim affair. For the first week following opening day, the receipts would not amount to five per cent. of the expenses, and must be regarded as a just punishment of the stand-and-deliver policy permitted to be adopted by all those holding privileges on the grounds as well as by the railways of the whole country. Unless there shall be a radical change soon disaster will result. People appear to be nearly unanimous in staying away from Chicago; and until the cut-throat methods now and hitherto in vogue shall have been modified, will doubtless continue in the same frame of mind.

A dispatch from St. John's Nfld., says that on the motion of Mr. Murray, in the legislature recently, the question of confederation with Canada sprang up, on a resolution based upon the nominations of the recent conference held in Halifax between the Dominion and Newfoundland ministers. Premier Whitley declared that while he was not strongly opposed to confederation he did not consider the present time opportune for discussing the matter. He believed the vast majority of the people of the island were against confederation, and he did not care to touch on the matter without a mandate from the people, and even then he must have a good majority to do so. Mr. Morine, an ardent Confederationist, took the same view of the question, and the motion to consider the resolution was defeated on division by a large majority.

The *Seattle Trade Register* contains the following review for last week: "A canvass from week to week among the business men of Seattle leads to the conclusion that times are improving. The volume of business reported shows a gratifying increase, notwithstanding the fact that the population has not equalled the increase of previous years. Collections have also been easier as a general thing, and every line of business is being conducted upon its merits, speculation and prospective gain through real estate and other ventures having to retire. To the credit page of hard times is to be placed the item of retiring nearly every firm not conducting its business in accordance with the trade situation and volume commandable. Now, when times improve the firms now doing business will naturally have a pretty firm hold on the market and will reap a corresponding profit."

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Martha Fisher	811	Meadowcroft	Oct. 18	Victoria	Liverpool	31,002	\$163,451	pr April 13
Br bark	Glenarry	802	Davidson	Nov. 3	Westminster	Liverpool	37,352	186,760	pr April 15
Br bark	Chill	178	McKenzie	Dec. 12	Victoria	Liverpool	30,031	163,061	
Br bark	River Ganges	612	Budge	Dec. 19	Victoria	London	29,161	117,305	
Br bark	The Frederick	812	Simpson	Dec. 18	Victoria	London	32,403	167,890	

### B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	1,495,125	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	1,001,171	9,153	March 25	60s
Am bark	Hesper	654	Sodergren	Feb. 20	Vancouver	Shanghai	751,921	7,781	April 25	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	831,937	7,095	May 20	42s 6d
Nor ship	Czar	1324	Christophers'n	March 4	Vancouver	Adelaide	1,016,611	10,476	June 11	57s 6d
Nor ship	Agnes	811	Hofgaard	Feb. 20	Chemainus	Antofagasta	602,509	6,113	June 11	40s
Nor ship	Kathinka	1163	Klevenberg	March 12	Vancouver	Melbourne	1,228,925	9,251	May 28	60s
Chil bark	India	953	Funke	Feb. 22	Vancouver	Valparaiso	803,291	7,018	May 10	owners ac
Br bark	Glenbervie	800	Groundwater	March 21	Vancouver	Iquiqui	631,810	7,089	June 8	37s 6d
Am ship	British India	1199	Lines	March 31	Vancouver	Valparaiso	863,666	9,315	July 11	37s 6d
Am schr	W. H. Talbot	776	Bluhm	March 14	Vancouver	Vientsian	1,024,876	10,272	May 28	67s 6d
Am schr	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	116,386	3,476	March	Private
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 23	47s 6d
Br bark	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	70,275	7,986	Aug. 31	\$16 00
Br bark	Craigend	2218	Lewthwaite	April 18	Vancouver	Iquiqui-Callao	1,808,000	19,351	July 11	27s 6d & 30s
Br bark	Toboggan	676	Porter	May 20	Vancouver	Wilmington	632,828	9,330	Sept. 11	\$15.00
Br bark	Thermopylae	918	Winchester	June 2	Vancouver	Yokohama	323,576	8,949	July 22	Private
Nor bark	Fritzoe	1078	Rolfson	May 29	Chemainus	Melbourne	983,121	8,072	Aug. 3	45s
Br ship	Burmah	1617	Newcombe	June 2	Moodyville	Valparaiso	1,289,379	9,883	Aug. 23	35s
Br ship	Crown of Denmark	2029	Smith	June 24	Vancouver	Melbourne	1,850,725	15,135	Sept. 23	37s 6d
Nor bark	Ursus Minor	703	Johnson	June 1	New Westminster	Sydney	181,211	4,383	Sept. 3	37s 6d
Br ship	Earl Granville	1149	Flack	June 16	Cowichan	London	833,937	12,333	Nov. 5	62s 6d
Chil bark	Antonietta	999	Stack	June 27	Chemainus	Valparaiso	836,358	9,015	Dec.	owners ac
Ger bark	Pakawan	967	Van Heuvel	July 8	Vancouver	Iquiqui	688,814	7,521	Sept. 27	33s 9d
Chil bark	Leonor	801	Jenatsch	July 8	Moodyville	Antofagasta	637,375	6,520	Oct. 13	owners ac
Chil bark	Guinevere	960	Glennie	Aug. 6	Chemainus	Valparaiso	762,062	7,612	Oct. 28	owners ac
Am bktn	Robert Sudden	587	Uhlberg	Aug. 3	Vancouver	Valparaiso	771,140	8,797	Nov. 26	40s
Chil ship	Hindustan	1513	Walsh	Aug. 7	Moodyville	Valparaiso	1,281,386	11,471	Oct. 28	owners ac
Br bark	Zebina Gowdy	1087	Manning	Sept. 5	Vancouver	Wilmington	883,218	10,125	Jan. 1	\$13.00
Chil ship	Atacama	1233	Caballero	Aug. 24	Moodyville	Valparaiso	991,191	9,089	Nov. 1	owners ac
Br ship	City of Quebec	768	Carnegie	Sept. 6	Vancouver	Adelaide	517,169	1,048	Nov. 30	40s
Br bark	Nineveh	1174	Broadfoot	Sept. 3	Vancouver	Sydney	951,909	9,287	Nov. 8	owners ac
Am schr	Robert Seales	570	Piltz	Sept. 8	Vancouver	Port Pirie	815,321	5,962	Nov. 23	41s 3d
Am ship	George Skollfield	1276	Dunning	Sept. 20	Vancouver	Valparaiso f.o.	991,316	81,781	Dec. 21	40s
Chil bark	Lake Lemau	1045	Bozzo	Sept. 22	Moodyville	Valparaiso	763,839	6,610	Dec. 18	owners ac
Br bark	Scammell Bros.	1218	McFarlane	Oct. 15	Vancouver	Philadelphia	907,554	11,763	Dec. 16	\$11.00
Am schr	Alice Cook	732	Penhallow	Oct. 5	Vancouver	Sydney	919,800	8,338	Dec. 19	30s
Nor ship	Morning Light	1310	Johansen	Nov. 3	Vancouver	Liverpool	989,193	10,000	April 1	58s 6d
Br bark	Columbus	691	Melluish	Nov. 16	Vancouver	Adelaide	565,720	4,539	Feb. 3 pr	37s 6d
Am schr	Lynnan D. Foster	730	Dwyer	Nov. 5	Moodyville	Sydney	822,858	7,800	Jan. 13	30s
Nor bark	Benj. Bangs	1118	Bjornness	Dec. 20	Vancouver	Halifax	786,083	10,015	.....	48s 3d
Br bark	Fernbank	1338	Boyd	Nov. 25	Moodyville	Iquiqui	500,300	1,728	Feb. 13	36s 3d
Br bark	Grasmere	1216	Carter	Dec. 25	Vancouver	Valparaiso f.o.	911,688	10,370	March 23	36s 3d
Am ship	Edward O'Brien	1223	Taylor	Dec. 10	Vancouver	London	1,297,635	11,229	.....	50s
Nor bark	Fortuna	1332	Mikelsen	Dec. 17	Moodyville	Valparaiso f.o.	1,265,729	12,088	March 5	36s 3d
Br ship	Alcona	973	Black	Dec. 29	Vancouver	Port Pirie	775,110	6,425	.....	37s 6d

### B. C. LUMBER FLEET, 1893.

Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,038	7,814	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 1	Vancouver	Queenston UK	923,058	9,882	.....	62s 6d
Nor bark	Fritzoe	1078	Rolfson	Jan. 10	Vancouver	Valparaiso	579,290	8,031	.....	36s 3d
Am bark	Colorado	1036	Hibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	.....	April 27	37s 6d
Br bark	Highlands	1256	Owen	Jan. 26	Vancouver	Montreal	886,683	15,537	.....	Private
Chil bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	788,782	7,169	.....	owners ac
Br bktn	Blitern	329	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,950	4,201	.....	owners ac
Ger ship	Katharine	1039	Stille	Feb. 7	Moodyville	Iquiqui	1,328,879	11,058	.....	35s
Br ship	County of Vermont	2151	Swanson	March 23	Vancouver	C. K. f. o.	1,628,330	17,500	.....	50s
Chil ship	Hindustan	1513	Walsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	.....	owners ac
Am bark	Seminole	1139	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,907	.....	Private
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	.....	.....	.....	Private
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,163	6,577	.....	35s
Br ship	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	961,883	7,718	.....	42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	.....	45s
Haw bark	John Eua	200	.....	.....	Cowichan	Port Pirie	.....	.....	.....	40s
Br bark	Blairhoyle	1231	Gray	.....	Vancouver	Sydney	913,683	7,801	.....	31s 3d
Br bark	Mary Low	513	Robertson	.....	Vancouver	Pisagua	.....	.....	.....	35s
Nor bark	Sigurd	1330	Anse	.....	Vancouver	Port Pirie	1,430,000	.....	.....	40s
Chil ship	Atacama	1233	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	.....	owners ac
Br bark	Wythop	1218	Edwards	.....	Vancouver	Sydney	.....	.....	.....	31s 3d
Br ship	Gryfe	1023	Roberts	.....	Vancouver	Cork f. o.	.....	.....	.....	50s
Ger bark	Heinrich	923	Henze	.....	Vancouver	Cork f. o.	.....	.....	.....	53s
Br bark	Dochna	966	Mac Jarrow	.....	Vancouver	Adelaide	.....	.....	.....	38s 3d

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Morayshire	1128	Mowatt	Oct. 21	Q Samarang	Vancouver	B. C. Sugar Refinery Co.	214
Br ship	Blair Athole	1697	Taylor	March 3	R Samarang	Vancouver	B. C. Sugar Refinery Co.	81
Br bark	Formosa	915	Kain	March 16	H Liverpool	Victoria	R. P. Rithet & Co., Ltd.	63
Br bark	City of Carlisle	823	Hughes		K Newcastle	Victoria	Turner, Beeton & Co.	
Br ship	British General	1751	Tulloch		A Samarang	Vancouver	B. C. Sugar Refinery Co.	
Br ship	Candida	1222	Whettem		I London	Victoria	Turner, Beeton & Co.	
Br ship	Drumeraig	1919	Sparring		F Liverpool	Vancouver	Evans, Coleman & Evans.	
Br ss	Miowera	1911	Stott	May 18	P Sydney	Vancouver	C. P. S. S. Co.	
Br ship	Rathdown	2058	Morrisey	April 1	C Maryport, Eng	Vancouver	Mellon, Smith & Co.	52
Am ship	A. J. Fuller	1782	Wallnut		J Yokohama			10
Br bark	Thermopylae	991	Winchester	May 5	E Hong Kong	Victoria	Victoria Rice Mills.	7
Br ss	Empress of India	3063	Marshall	May 3	B Hong Kong	Vancouver	C. P. S. S. Co.	20
Br ss	Tacoma	1662	Hill	May 6	D Hong Kong	Victoria	Dodwell, Carlill & Co.	17
Br bark	Ladstock	816	Williams	March 21	J Liverpool	Westminster	Bell-Irving & Paterson	60
Br ss	Empress of Japan	3063	Lee	May 21	G Hong Kong	Vancouver	C. P. S. S. Co.	
Nor bark	Fortuna	1332	Bryde		L Valparaiso	Vancouver	Robert Ward & Co., Ltd.	
Br ship	Earl of Dunmore	2265	Kay		M San Francisco	Victoria	Robert Ward & Co., Ltd.	
Am schr.	Carrier Dove	672	Brandt		N Hilo	Cowichan	Robert Ward & Co., Ltd.	
Br ship	Gunford	2118	Wier		O San Francisco	Vancouver	Hastings Mill Co.	
Br ss	Tacoma	1662	Hill	May 6	H Hong Kong	Victoria	Dodwell, Carlill & Co.	17
Am schr.	Puritan	581	Warner		S Honolulu	Moodyville	Moodyville Saw Mill.	
Br ship	Sirene	1519			T Victoria	Victoria	Robert Ward & Co., Ltd.	
Br ss	Warrimoo	1897	Newton		U Sydney	Vancouver	C. P. S. S. Co.	
Br bark	Archer	789	Dawson		V Liverpool	Victoria	R. P. Rithet & Co., Ltd.	

Q Cargo of 2,100 tons raw sugar. Chartered to load lumber at Vancouver for West Coast of South America. R Cargo of 2,300 tons raw sugar. Chartered to load lumber at Vancouver for Cork f.o. at 15s 3d. H—May 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F—To sail during May. K—Via Santa Barbara. Chartered for salmon to Liverpool or London. A—Cargo of sugar. E—Cargo of paddy. I—To sail before May 10. B—Via Yokohama May 12. D—Via Yokohama May 17. J Via Honolulu. Chartered to load salmon for U. K. at 35s. C—Cargo of steel rails for C. P. Railway. G Via Yokohama June 2. L Chartered for lumber to Port Pirie at 36s 3d. option Sydney at 31s 3d and Melbourne Wharf at 35s 6d. M—Chartered for lumber to Port Pirie at 36s 3d and Sydney at 27s 6d. N—Via San Francisco. Chartered for lumber to Adelaide at 35s. O Chartered for lumber to Port Pirie at 37s 6d. P—Via Honolulu. S—Via San Francisco. Chartered for lumber to Tientsen. terms private. T—Chartered for salmon to London or Liverpool. cancelling date Nov. 15. U—To sail July 10.

### VESSELS IN PORT.

(May 22, 1893.)

#### VICTORIA.

Ger. steamship Romulus, 1,722 tons, Capt. Berendt, in Esquimalt dock.

#### VANCOUVER.

Br. bark Blairhoyle, 1,291 tons, Capt. Gray, arrived March 27, loading lumber at Vancouver for Sydney.

Nor. bark Sigurd, 1,530 tons, Capt. Aase, arrived April 2, loading lumber for Port Pirie.

Br. bark Wythop, 1,218 tons, Capt. Edwards, arrived April 5, loading lumber for Sydney.

Br. bark Mav Low, 813 tons, Capt. Robertson, loading lumber for Pisagua.

Ger. bark Heinrich, 923 tons, Capt. Heine, loading lumber for Cork f. o.

Br ship Gryfe, 1,069 tons, Capt. Roberts, loading lumber for Cork f. o.

Br. bktn Tacora, 911 tons, Capt. Thornton, arrived April 15, awaiting orders.

Haw. schooner Americana, 539 tons, Capt. McLellan, arrived April 29, from Liverpool, with general cargo; Baker Bros., & Co., Ltd., consignees. Will load coal for Honolulu.

Br. ship Kinkora, 1,799 tons, Capt. Lawton, arrived April 25, from Liverpool, with general cargo; Bell-Irving & Paterson, consignees.

Br. bark Doehra, 966 tons, Capt. MacJarrow, loading lumber for Adelaide.

### COWICHAN.

Haw. bark John Ena, 2,600 tons, arrived March 26, loading lumber for Port Pirie, on account of Robt. Ward & Co., Ltd., consignees.

### NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.  
Am. ship Eclipse, 1,536 tons, Capt. Peterson.

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

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

Am. ship India, 1,230 tons, Capt. Merri-man.

Am. ship Bohemia, 1,563 tons, Capt. Hogan.

Am. ship Commodore, 1,976 tons, Capt. Davidson.

Am. ship Kennebec, 2,025 tons, Capt. Sawyer.

Am. ship Willie Rosenfeldt, 2,353 tons, Capt. Dunphy.

Nor. bark Stjorn, 1,327 tons, Capt. Halse.

### WELLINGTON SHIPPING.

Am. ship John A. Briggs, 2,033 tons, Capt. Balch.

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

Am. ship Big Bonanza, 1,399 tons, Capt. Bergman.

Am. ship T. F. Oakes, 1,898, Capt. Reed.

Am. bark Alex. McNeil, 1,088 tons, Capt. Jorgensen.

### EAST WELLINGTON SHIPPING.

Am. steamship Empire, 526 tons, Capt. Jessen.

Am. bark Melrose, 914 tons, Capt. Kalb.

### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	1	1,722
Vancouver	10	11,330
Nanaimo	15	25,253
Cowichan	1	2,600
Total	28	40,961
Previous week	22	32,451
Correspond'g week last year	26	33,328

### FREIGHTS.

The market is dull land without material change in any department.

Freights from British Columbia or Puget Sound are quoted as follows:— Valparaiso for orders, 27s 6d; Sydney 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 30s 3d to 37 6d; United Kingdom, calling at

Cork for orders, 50s; Tientsin 55s to 60s; Grain freights from San Francisco to U. K., Cork for orders, 20s to 22s 6d; from Portland, 27s 6d; Tacoma, 27s.

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

The British bark Archer, 789 tons register, is on berth at Liverpool for Victoria, to sail on or before July 10; R. P. Rithet & Co., Ltd., agents.

The British steamship Miowera, 1,911 tons, Capt. Stott, sailed from Sydney May 18 for Victoria and Vancouver, being the first steamer in the New Canadian-Australian steamship line.

The British ship Sirene, 1,519 tons, has been chartered by Robert Ward & Co., Ltd., for salmon from Victoria or Esquimalt to London or Liverpool. Cancelling date Nov. 15.



The Largest Factory of its Kind  
in the Dominion.

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Pure Vinegars,

Manufactured Solely under the Super-  
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Mixed Pickles, Jams, Jellies  
and Preserves

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**MONTREAL.**

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**LEITCH BROS.**  
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**ANCHOR BRAND FLOURS**

FROM

No. 1 Hard Wheat.

Patent Hungarian, \*  
Strong Bakers,  
Imperial Bakers,  
Extra and

\* Low Grade,  
BRAN, SHORTS.

—AND ALL KINDS OF—

CHOPPED FEED AND GRAIN.

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VANCOUVER.

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**Seed and Feed Gra'n**

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Scott & Co.—Special Scotch Whiskies—Glas-  
gow, Scot.; Ceylon Tea Plantation Co.—Ceylon  
and English Breakfast Teas—London, Eng.;  
Grossmith & Co.—Perfumery, Etc.—London,  
Eng.; Whight & Co.—The "Prima Donna"  
Sewing Machines—London, Eng.; New York  
Piano Mfg. Co.—Pianos—New York; Brinsmead  
& Sons.—Pianos—London, Eng.; Miller et Cie.,  
—Cigars—Grand Canary Is's; La Soldena Mfg.  
Co.—Havana Cigars—Havana, C. J. & E. Lewis,  
—Boots and Shoes—Northampton, Eng.; Allen  
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Rice, Rice Meal,  
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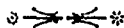
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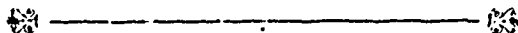


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**THE SOUTH FIELD COAL**  
(Steam Fuel.)

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