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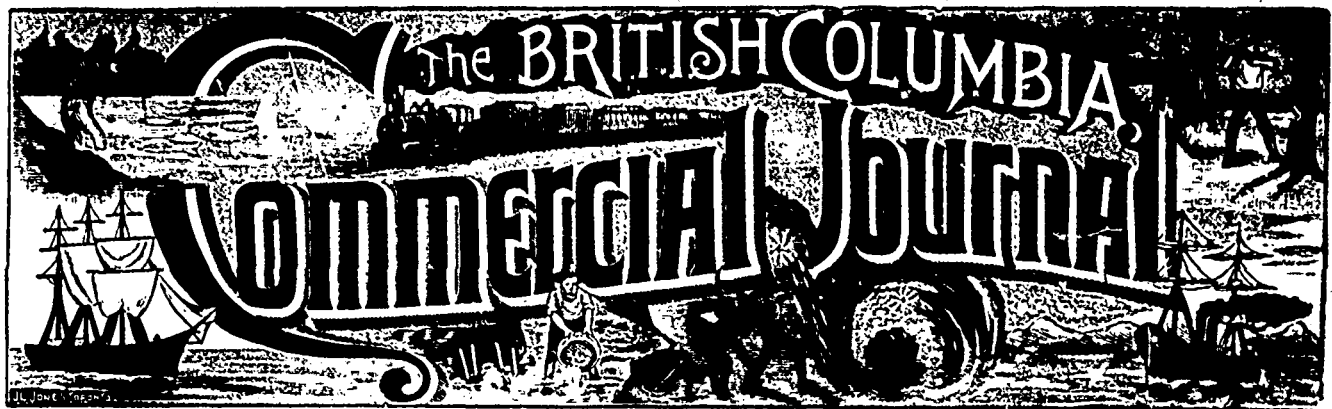
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Vol. III.

VICTORIA, B. C., TUESDAY, SEPTEMBER 19, 1893.

No. 28

WEILER BROS.

Latest Importations.

Japanese Paperhangings in Imitation Leather.

Japanese Crepes for light drapery work.

Muslins and Nets for curtains.

Artistic Cretones and Drapery Cambrics.

White Satin Finish and Marcella Toilet Quilts.

Several new patterns Negus Cloths and Brocades

Constant additions to Reed and Rattan Goods.

Largest stock of Furniture, Carpets, Etc., in the province.

WRITE TO US FOR SAMPLES AND PRICES.
WE CAN SERVE YOU WELL.

SHOW ROOMS: 51 TO 55 FORT STREET.

FLOUR.

LAKE OF THE WOODS
MILLING CO., L'D.

REGISTERED BRANDS:

Hungarian Patent and
Strong Bakers.

Mills at Keewatin and Portage on
Prairie Manitoba.

The Best equipped Mills in the Dominion.

Agent in British Columbia, } **A. McQUEEN**

NATIONAL MILLS,

MANUFACTURERS OF

*Rolled Oats, Oatmeal, Pearl
Barley, Split Peas, Etc.*

ALSO DEALERS IN

*Hay, Grain, Mill Feed,
Grass Seeds, Etc., Etc.*

**THE BRACKMAN & KER
MILLING CO. LT'D.**

VICTORIA, - B. C.

Middleton & Meredith,

MONTREAL.

* - - RAILS - - *

BEAMS.

WIRE-TELEGRAPH AND TELEPHONE.

CABLES-TELEGRAPH AND TELEPHONE.

WIRE ROPES.

RAILWAY AND TELEGRAPH SUPPLIES

BAKER BROS. & CO.

:: VANCOUVER :: (L'D.)

Commission Merchants
and Shipping Agents.

IMPORTERS OF
WINES LIQUORS AND GROCERIES.

Any Description of Goods Imported to Order.

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6 Chapel Walks, Liverpool, Eng.

TURNER, BEETON & CO

Commission Merchants

-AND-

Importers

H. C. Beeton & Co., 38 Finsbury Circus,
London.

Indents executed for any description of
European or Canadian Goods.

AGENTS FOR

GUARDIAN ASSURANCE CO.,

NORTH BRITISH AND MERCANTILE
INSURANCE CO.

LA FONCIER (MARINE) INSURANCE CO.
OF PARIS.

**BELL-IRVING
& PATERSON**

VANCOUVER

SHIPPING AGENTS

Wholesale & Commission Merchants

AGENTS FOR THE

Anglo-British Columbia Packing
Company, Limited.

North China (Marine) Insurance
Company, Limited.

BELL-IRVING, PATERSON & CO.,
NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA GREEN, WORLOCK & CO.,

Incorporated By Royal Charter, 1862.

Capital Paid up... (£200,000) \$3,000,000
Reserve Fund..... (£200,000) \$1,000,000

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

San Francisco, Cal.; Portland, Or.;
Victoria, B.C.; New Westminster, B.C.
Vancouver, B.C.; Kamloops, B.C.;
Seattle, Washington, Nanaimo, B.C.;
Tacoma,

Agents and Correspondents:

IN CANADA—The Bank of Montreal and
branches, Canadian Bank of Commerce, Im-
perial Bank of Canada, Moleons Bank, Com-
mercial Bank of Manitoba and Bank of Nova
Scotia.Correspondents throughout the United
Kingdom and in India, China, Japan, Australia
and South America.UNITED STATES—Agents: Bank of Montreal,
59 Wall Street, New York; Bank of Montreal,
Chicago.Telegraphic transfers and remittances to and
from all points can be made through this bank
at current rates.Collections carefully attended to and every
description of banking business transacted.

THE BANK OF

BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital... £1,000,000 Stg.
Reserve Fund..... £275,000 "

LONDON OFFICE:

CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoare,
John James Cater, H. J. B. Kendall,
Gaspard Farrer, J. J. Kingsford,
Henry R. Farrer, Frederic Lubbock,
Richard H. Glyn, George D. Whatman.

Secretary, A. G. Wallis.

HEAD OFFICE IN CANADA—St. James St.,
Montreal.R. H. GRINDLEY, Gen. Man'gr. H. STREMAN,
Asst. Gen. Man'gr. E. STANGER, Inspector.

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London, Kingston, Fredericton, N.B.
Ipswich, Ottawa, Halifax, N.S.
Paris, Montreal, Victoria, B.C.
Hamilton, Quebec, Vancouver, B.C.
Toronto, St. John, N.B., Winnipeg, Man.
Brandon, Man.

Agents in the United States.

New York—W. Lawson and F. Brown-
field, Agents.SAN FRANCISCO—H. M. J. McMichael (act-
ing) and J. C. Welsh, Agents.Have facilities for collection and exchange in
all parts of the world.**BANK OF MONTREAL.**

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

Capital (all paid up)..... \$12,000,000
Reserve Fund..... 6,000,000

HEAD OFFICE, MONTREAL.

Hon. Sir D. A. SMITH, K.C.M.G., President,
Hon. G. A. DRUMMOND, Vice-President.
E. S. CLOUSTON... General Manager.

BRANCHES AND AGENCIES IN CANADA.

Montreal... H. V. Meredith, Manager.
West End Branch, St. Catherine St.
Almonte, O. Hamilton, O. Quebec, Q.
Belleville, O. Kingston, O. Regina, Ass'n
Brantford, O. Lindsay, O. Sarnia, O.
Brockville, O. London, O. Stratford, O.
Calgary, N.W.T. Moncton, N.B. St. John, N.B.
Chatham, N.B. Nelson, B. C. St. Mary's, O.
Chatham, O. New Westminster, Toronto, O.
Cornwall, O. Vancouver, B.C.
Fort William, O. Ottawa, O. Victoria, B.C.
Goderich, O. Perth, O. Vernon, B. C.
Guelph, O. Peterboro, O. Wallaceburg, O.
Halifax, N.S. Pictou, O. Winnipeg, Man.AGENTS IN GREAT BRITAIN London, Bank
of Montreal, 22 Abchurch Lane, E. C.; Alex.
Lang, Manager, London Committee: Robert
Gillespie, Esq., Peter Redpath, Esq.AGENTS IN THE UNITED STATES New York,
Waller Watson & Co., 111 Broadway, and J. A. Shep-
herd, 39 Wall Street, Chicago Bank of Mon-
treal, William Munro, Manager.Buy and sell Sterling Exchange and Cable
Transfers. Grant Commercial and Travelling
Credits available in any part of the world.
Drafts issued. Collections made at all points.

SUCCESSORS TO

GARESCHE, GREEN & CO.,

(ESTABLISHED 1873.)

BANKERS,

Government Street, Victoria, B. C.

A GENERAL BANKING business trans-
acted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANS-
FERS and LETTERS of CREDIT issued direct
on over 10,000 Cities in the United States, Can-
ada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market
rates.

AGENTS FOR

Wells, Fargo & Company.

WILLIAM L. KEENE & CO.,

(Successors to Chipman, Morgan & Co.)

SHIPBROKERS

—AND—

COMMISSION MERCHANTS,

632 Cordova Street, Vancouver, B. C.

IMPORTERS OF

Rice, Sacks, Japan, Indian and China
Teas, Steel, Iron, Rope, Cement,
Oils, Fruits, Canned Goods,
Etc., Etc.**STEMLER & EARLE**

(Established 1875.)

Pioneer Steam Coffee and Spice Mills,

MANUFACTURERS OF

COFFEES, SPICES, COCOA, CREAM
TARTAR, MUSTARD AND BAKING
POWDER.

Pembroke St., Victoria.

JOHN EARSMAN & CO

WHOLESALE

Commission and Insurance

AGENTS

AGENTS FOR

Armour Packing Co., Kansas City.
Lightbourn, Ralston & Co., Montreal.
James Watson & Co., Dundee.
Davenport Syrup Co., Davenport, Ia.
Etc., Etc., Etc.Agents of the New York Life In-
surance Co. for Vancouver Island.

34 GOVERNMENT STREET.

J. & T. STEPHENS,

Manufacturers of

Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

**Findlay, Durham & Brodie
COMMISSION MERCHANTS**

AGENTS FOR

The Northern Fire Assurance Company
of London,The British and Foreign Marine Insur-
ance Company of Liverpool,The Royal Mail Steam Packet Com-
pany of London,The British Columbia Canning Com-
pany (Limited) of London.

London Office:

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**WULFFSOHN AND
BEWICKE,
(LIMITED),
BANKERS,**Financial, Real Estate, In-
surance and General
Agents.BANKING AND STOCKBROKING DEPARTMENT.
Bills discounted, Checks collected, Exchanges
effected, Corporation Bonds, Mining Stock, Gas
and all other Company Shares bought and
sold, and every kind of Broking Business trans-
acted.
Drafts and Telegraphic Transfers to every part
of the world. Money advanced on approved
security.REAL ESTATE AND INSURANCE DEPARTMENT.
Building Estates financed, Real Estate bought
and sold, Rents collected, Full Charge and
Management of Estates undertaken for non-
residents. Life, Fire and Marine Insurances
effected with the leading offices of the world.REPRESENT:
Equitable Life Assurance Society of N. Y.
Union Insurance Society of Canton (Marine
Connecticut Fire Insurance Co. of Hartford.
Lancashire Fire Insurance Co.
Moodyville Land and Saw Mill Co., Ltd.
Mercantile Development Co., Ltd., London.
Hamburg-American Packet Co.

Wulffsohn & Bewicke, Ltd.

524 and 526 Cordova St., Vancouver

—AND—

Dock House, Billiter St., London, Eng.

JOHANN WULFFSOHN,

Managing Director

A. HOLDEN & CO.,

Railway Supplies.

AGENTS FOR CANADA FOR

The Babcock & Wilcox Co. Water Tube
Steam Boilers; Goubert Water Tube Feed
Water Heater; The Stratton Separator; "Dry
Steam;" The "Midland" Gas Engine.

30 St. John St., Montreal.

California Wine Company,
[LIMITED.]

Wholesale Dealers.

AGENTS FOR THE CELEBRATED CORONADO
MINERAL WATER.Pure California Wine a Specialty.
55 & 57 Broad St., Victoria, B. C.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Sept. 10.
VICTORIA.

The general feeling is of a healthier character, from the fact that the state of the financial situation in the United States has greatly improved of late. New York securities show an average advance of 15 per cent. from the lowest prices touched in the late crisis. Stocks in Montreal have also made a healthy gain, and appearances certainly favor the belief that the worst of the late depression is over.

The tightness of the money market has compelled dealers in all lines to be more particular in their credits and strictly conservative in their buying. The jobbers are also keeping stocks well in hand. The importers and manufacturers are compelled to carry the stocks for the retailers to draw from. This is a healthy state of affairs, and will in time work to the advantage of all in the trade.

A number of sealing schooners returned to port during the week with fair catches. Their return puts considerable money into circulation, of which all lines of business feel the benefit.

The Vancouver News Advertiser says: "Business during the past week has continued steady in all lines. Collections on the whole show a slight improvement. There have been a couple of small financial difficulties during the week in this city, but neither was of much consequence.

The shipping trade of this port has been heavier during the past week than during any previous one. The need of increase wharfage is greatly felt, and becomes daily more apparent. The shipments both by rail and water have been heavy. Large quantities of salmon are now being shipped and a solid train load of salmon will leave for the East in a few days. Both the Empress of China and Warrimoo will have full cargoes on the outward trip, so that altogether business has been brisk along the water front during the past week. Wholesale business is steady, and but little change is to be noted.

FRUITS AND VEGETABLES.

On the whole, prices are but slightly changed. California oranges are scarce and high. Bananas are a glut on the market, and are being sold at all prices. First-class shipping fruit is, however, quoted at \$1.25 a bunch, and prime ripe bunches are sold from 75c to \$1.00, according to quality. Over ripe bunches are sold at any price. Apples are quoted a little firmer. The season for California pears is about over, recent shipments having been received in an over ripe condition.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian.....	2 50 @	3 00
California seedlings	3 75 @	0 00
Lemons—California.....	4 50 @	6 50
Australian.....	2 50 @	0 00
Bananas.....	1 00 @	1 25
Apples.....	bxs 1 15 @	1 40
Plums.....	75 @	85
Peaches.....	1 05 @	1 20
Pears.....	1 25 @	1 40
Grapes.....	1 20 @	1 40
Cocoanuts.....	per 100	8 00 @ 9 00

Watermelons.....	per doz	3 00 @	0 00
Nutmeg melons.....	crate	1 25 @	0 00
Cantelopes.....	per crate	3 50 @	4 00
Pineapples—sugar.....	per doz	4 50 @	5 00
Hawaiian.....	per doz	2 00 @	0 00

Vegetables are quoted:

Potatoes—Local.....	per lb	1 @	11
Onions—Silverskins.....	11 @		
Cabbago.....	11 @	2	
Tomatoes.....	per box	75 @	00
large.....	per box	1 50 @	0 00
Cucumbers.....	per box	1 25 @	1 75

GROCERIES AND PROVISIONS.

Butter is reported stronger, and jobbers' prices are somewhat stiffer. Other quotations remain practically unchanged. Cured meats are steady. The following prices were quoted by a Canadian packing house on Sept. 13, f. o. b. Ontario points: Hams, 12½c; breakfast bacon, 14c; rolls, 10½c; lard compound, 20 lb. pails, 8½c.

The Montreal Trade Bulletin says: "Butter receipts during the past week were 4,257 pkgs. against 2,130 pkgs. for the week previous. Although the market is called quiet and easy, a fair amount of business is passing at 20½c to 20 5-8c for July make, with 21½c paid for a lot of August f. o. b. in the country, but very little can be bought at that figure. The sale of 100 tubs of July creamery was made at 20½c and 160 tubs do at 20 5-8c delivered here. A lot over 100 tubs of August was sold at 21½c at the factory. Holders, however, generally are asking more money, and we hear that 21½c to 21¾ has been paid. There is a demand for fine fall Eastern Townships, and buyers are paying 19c in the country for choice fall ends. The excuse which buyers give for paying such prices is that this class of goods is as good as creamery. In Western dairy butter there is not much of a movement, but prices are steady. Altogether the market seems to be improving, as shippers as well as dealers are buying. Receipts of cheese during the past week were 36,829 boxes against 41,361 boxes for the week previous. This market is in quite a mixed condition, August goods having been sold for less money than July's can be bought for. Quebec goods, August make, have been sold at 9½c to 9½c for finest, while the same grade of Western July's could not be touched under 9½c or 9½c. English buyers have reduced their limits all round, their ideas being about 9c. A cable order was received for a good sized lot of cheese from a Liverpool firm on Saturday last at 45s 9d, and this week it cancelled the order. This is not the only order that has been cancelled within the past few days. The cheese in the Belleville district has been pretty well all contracted at 9½c August and 10c to 10½c September and October. In some instances August, Sept. and Oct. have been contracted at 10c. The position is simply a fight between the factorymen on this side and buyers in England, and it is simply a question as to which will be compelled to give in first. The Liverpool public cable is steady at last week's rates."

American canned meats, staples, are quoted to the jobbers in bond as follows: Roast, corned and lunch beef, 1's per doz., \$1.05c; do. 2's per doz., \$1.70; lunch tongues, 1's per doz. \$3.00; do. 2's, \$6.00. Armour's white label conserved soups in 2 lb. tins are quoted at \$3 per doz.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 15c per lb; heavy hams, 14½c; choice breakfast bacon, 19c; short clear sides, 14½c, and dry salt clear sides, 12½c. Armour's white label pure lard, 16 lb. pails, 13½c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade of choice family trade, are quoted, (duty paid, Victoria), hams, 18½c, breakfast bacon, 21½c.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	27 @	23
Manitoba creamery, 5-lb tins.....	27 @	23
" dairy.....	17 @	13
Cheese—Canadian, B.....	12½ @	13½
California.....	16 @	00
Eggs, ca-c, per doz.....	18½ @	19

Smoked meats and lard are quoted:

Hams.....	16½ @	18
Breakfast bacon.....	17 @	18
Short rolls.....	14 @	15
Dry Salt, long clear.....	13 @	14
Pure Lard, 50 lbs.....	14 @	14½
" " 20 lbs.....	14½ @	15
" " 10 lbs.....	15½ @	00
Lard Compound, 10 lbs.....	13 @	13½
Sugar—Jobber's prices ½-barrels and kegs in each case being ½c higher:		
Dry Granulated.....	6½	
Extra C.....	5½	
Fancy Yellow.....	5½	
Yellow.....	5½	
Golden C.....	5½	
Dry Granulated (China).....	6½	
Syrups, per lb.....	3	
" 1 gal. tins, American.....	6 50	
" ½ " " ".....	5 75	
" 1 " " Vancouver.....	5 50	
" 1½ " " ".....	7 00	

FLOUR AND FEED.

The Columbia Flouring Mills have reduced their prices for Enderby flour, and jobbers' prices are down in sympathy. Oregon flours are weak, and jobbers are very much disposed to lower ruling prices. It is a well known fact that Snowflake has been sold recently for considerably less than quoted price.

The Portland Commercial Review says, of flour: "There have been sales of very good brands at very low prices earlier in the week and much stock has been placed at \$3 and even under, but within the past few days the undertone has shown more firmness in sympathy with better wheat prices. It is, however, difficult to put up wheat values, and until wheat becomes much dearer or mill offal declines, we can hardly look for much change. Standard roller brands continue to be quoted at \$3.25 per bbl. There is a fair movement in a shipping way; exports to San Francisco are well up to the average and shipments to China are up to the full capacity of connecting steamers. Several hundred tons go to China by outgoing steamer Signal, and more could be forwarded if freight room provided."

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

Ogilvie's Hungarian.....	\$4 40
" Strong Bakers.....	4 10
The Columbia Flouring Mills quote Enderby flour in carload lots in warehouse in Victoria:	
Premier.....	\$1 25
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 60 @ 0 00
Fremont, Enderby mills.....	4 40 @ 0 00
XX., " ".....	4 35 @ 0 00
XX., " ".....	4 00 @ 0 00
Superfine, " ".....	3 65 @ 0 00
Ogilvie's Hungarian.....	4 65 @ 0 00
Strong Bakers.....	4 50 @ 0 00
H. B. C. Fort Garry Hungarian..	4 65 @ 0 00
" " Strong Bakers.....	4 50 @ 0 00
Oak Lake Patent Hungarian.....	4 65 @ 0 00
Strong Bakers.....	0 00 @ 0 00
L. Gina Hungarian.....	4 65 @ 0 00
Strong Bakers.....	0 00 @ 0 00
Benton County, Oregon.....	4 50 @ 0 00
Portland Roller.....	4 55 @ 0 00
Snowflake.....	4 60 @ 0 00
Royal.....	4 50 @ 0 00
Wheat, per ton.....	30 00 @ 35 00
Oats.....	30 00 @ 32 50
Flour 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.....	26 00 @ 28 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	4 00 @ 5 00
Corn, whole.....per ton	37 50 @ 10 00
Cornmeal.....per ton	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
Best China rice ".....	100 00
China rice No. 1 ".....	70 00
Rice flour ".....	70 00
China rice ".....	25 00
Rice Meal ".....	17 50

SALMON.

The canneries are all busy getting their pack ready for market. The Northern steamers are bringing heavy cargoes each trip both to Victoria and Vancouver. That going to Victoria being for shipment to Eng and and that to Vancouver for shipment to eastern Canadian points. The Routenbeck, 930 tons, and Sirene, 1,437 tons, loading at Victoria, are rapidly getting their cargoes aboard. The Jessie Stone, 615 tons, is loading at canneries on the Fraser River. The steamship Grandholm, 871 tons, from San Francisco, is expected to commence loading on Fraser River. The fleet engaged for this year consists of nine vessels aggregating 8,265 tons. The City of Carlisle, 823 tons, has sailed from Santa Barbara and is expected daily. The Formosa, 915 tons, from Liverpool is overdue. The remainder of the fleet are: The Candida, 1,222 tons; Ladstock, 516 tons; Primera, 597 tons.

The situation continues strong, advices from England report a fairly active demand with stocks going into distribution. There is still considerable uncertainty as to the result of the Alaska pack. At a meeting of the Board of Directors of the Alaska Packers' Association prices on 1893 pack Alaska red salmon were fixed as follows: net cash f. o. b. ex-ship: 1,000 cases at \$1.00 per doz. 2 1/2 per cent.; 10,000 case lots at \$1.00 per doz. less 5 per cent. 7,000 case lots at \$1.00 per doz. less 5 per cent.

LUMBER.

There have been two charters announced during the week. The American schooner Aida, 507 tons, Capt. Anderson, now on the way from San Francisco to load at Moodyville for Shanghai at 40s, and the American schooner Salvator, 444 tons, Capt. Tibbetts, now at San Francisco, chartered from British Columbia or Puget Sound to Sydney at 27s 6d, option Port Pirie at 37s 6d, Melbourne or Adelaide at 38s 6d. She will call at Port Angeles for orders to loading port.

The American bark Hesper, 604 tons, Capt. Sodergren, arrived at Vancouver Sept. 16 and loads at the Hastings Mill for Port Pirie on account of Robert Ward & Co., Ltd. The American schooner King Cyrus, 607 tons, Capt. Christiansen, sailed from Cowichan Sept. 12 for Port Pirie with a cargo of 914,716 feet rough lumber, valued at \$5,916.

These are at present four vessels loading at British Columbia ports for foreign. At Burrard Inlet—Am. bknt Chas. F. Crocker, 813 tons, for Santa Rosalia; American bark Hesper, 604 tons, for Port Pirie. At Cowichan—Am. schr. Lyman D. Foster, 727 tons, for Sydney. At Westminster—Am. bktn Hilo, 612 tons, for Sydney.

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

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

The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7 per M ft; rough clear, \$11; ship lap, \$10; flooring and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.60; lath, \$1.60.

BUSINESS CHANGES.

The Waverly hotel, Vancouver, is advertised for sale.

Mr. Alny Baker, of Medicine Hat, is removing to Golden.

G. A. Libbey, general store, Keefer's, is succeeded by James Hanna.

C. B. Lockhart & Co., undertakers, Victoria, have sold out to Hanna & Taylor.

Spencer & Perkins, dry goods, Nanaimo, have dissolved. David Spencer continues.

The New York hotel, Victoria, has been closed under a distress warrant for rent.

Leon Lequinie, has withdrawn from Lequinie Bros. & Co., general merchants, Kelowna.

The lumber in the yard of the Golden sawmill was destroyed by fire—loss about \$5,000, covered by insurance.

Speed Bros., Jas. W. and John W., have purchased the grocery stock of J. P. Matthews & Co., Victoria, from the assignees.

Mrs. M. P. Franck has purchased from Simon Leiser, who had acquired it at

Sheriff's sale, the grocery business formerly conducted by her husband at the corner of Quadra and Fort streets.

W. J. Copp, of Hamilton, who recently bought out the stock of Geo. Phillips, stoves and tinware, has assumed all liabilities pro rata to the creditors. This arrangement was accepted by them, giving Phillips a clearance from all liability.

The Reid & Currie, Iron Work Co., Ltd., of New Westminster, have been forced to go into liquidation. It is believed that the company will be re-organized and placed on a sound financial basis. The company has had a prosperous season, but found collections slow. The works will not be closed.

The Western Dredging Co., Ltd., has been incorporated with a capital stock of \$100,000. The company take over and operate the dredging, dyking and contracting business now carried on by M. McLean, Robert A. Anderson and Malcolm McLeod, trading under the firm name of McLean Bros. The trustees are R. A. Anderson, L. McLean and M. McLean. Vancouver is the principal place of business.

PROVINCIAL TRADE NOTES.

City of Kaslo, West Kootenay District, has been incorporated.

It is reported that the Westminster woolen mills will resume operations shortly.

Nanaimo Lodge, number four, Knights of Pythias, of the city of Nanaimo, has been incorporated under the societies act.

The Hudson's Bay Co. intend erecting a wholesale warehouse on water street, Vancouver, to cost about \$30,000. The building will be 80 feet by 120 feet, and five stories in height.

Last Sunday, fire destroyed a considerable portion of the old town of Kamloops. The loss is estimated at about \$100,000, and only a small portion is covered by insurance. The following business places were destroyed: Vair's tin shop; Prior & Co's hardware; W. H. Stephenson, jeweler; W. A. Simmons, contractor; W. H. Whitaker, law office; W. Fortune, soda water manufacturer; J. A. Mara's house; Geo. Sinclair's fruit store; L. Quinn, boots and shoes; Chong Lee, general store; Kwong On Wo & Co.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending September 16—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
9.	Pioneer, str., Port Townsend.....	21
9.	Tacoma, str., Port Townsend.....	48
13.	Angles, str., Port Townsend.....	79
13.	Tyce, str., Port Townsend.....	43
13.	Sca King, San Francisco.....	2,450
15.	Romulus, str., San Francisco.....	4,085
Total.....		6,738

L. P. FISHER, NEWS ADVERTISING AGENT, 21 Merchants' Exchange, San Francisco, is our authorized agent. This paper is kept on file in his office.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

Leading Trade and Commercial Paper West of Toronto.

As an Advertising Medium
To Reach the B. C. Trade
It Cannot be Surpassed.

THE COMMERCIAL JOURNAL

Is devoted to the Lumbering, Mining, Shipping, Commercial and Industrial Interests of British Columbia. It is found on the Counter in nearly every Retail Store in the Province. To reach the Retailer you must advertise in The Commercial Journal.

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DALBY & CLAXTON A. RAMSAY & SON, MONTREAL

Real Estate, Insurance,
Mining & Financial

AGENTS.

—AGENTS FOR—

The Yorkshire Guarantee and Securities Corporation, England.
Alliance Assurance Company (Fire), England
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.



TRADE MARK.
ESTABLISHED 1812.

SOLE MANUFACTURERS OF

UNICORN READY-MIXED PAINT
RUSSIAN PURE LEAD
UNICORN PURE LEAD
UNICORN VARNISHES
CRESCENT STAR VARNISHES, ETC., ETC.
WINDOW GLASS, ART GLASS MIRROR
PLATES, ETC.

Special freight rates made for British Columbia.

"PRISM."



BRANCH:

Hastings Street, Vancouver.

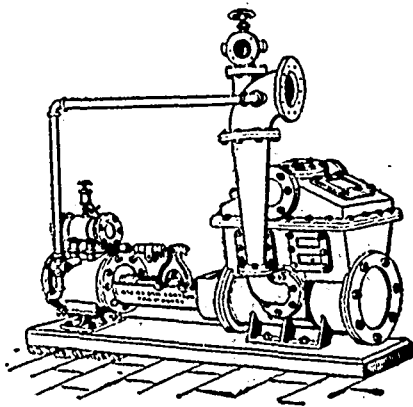
"ELEPHANT."



These are two of the well known brands of

THE CANADA PAINT COMPANY, LTD

MONTREAL, TORONTO, VICTORIA.



ONE OF OUR

Independent
Condensers
and
Air Pumps
will help
Profits.

NORTHEY M'FG CO., LD.,

TORONTO, ONT.,

FOR PARTICULARS.

COMMERCIAL SUMMARY.

Woodstock's rate of taxation this year 20 7-10 mills.
The Waterbury watch and clock works have resumed work.
The American National Bank of Omaha authorized to resume business.
The breeding of reindeer in Washington is said to have proved successful.
The National Tube Works Company, at Keesport, Pa., has resumed operations.
The depreciation of American silver is daily affecting the financial condition of the country.
The run of mackerel off the Nova Scotia

coast this year is said to be the heaviest for 20 years.

Max Rothstein, a millionaire clothing merchant of Chicago, committed suicide by hanging himself.

A. R. McKinley & Co., Toronto, recently burned out, have assigned. The liabilities and assets are \$25,000.

The expenditures of the United States for the present fiscal year to date exceed the receipts by \$19,000,000.

Good returns of gold are said to be coming in from the river gravel benches at Tranquille beyond Kamloops.

Reports from different parts of the United States show that industrial establishments continue to resume operations.

The wheat crop of Hungary is officially estimated at about 132,000,000 bushels, which is about 10,000,000 less than last year.

At a meeting of the Montana State Wool Growers' Association, held at Great Falls, resolutions were adopted protesting

against the placing of wool on the free list.

There is trouble in the firm of Cooper & Smith, manufacturers of boots and shoes, Toronto, and the firm may go under. The trouble arose through the junior partner, Smith, overdrawing his account to the amount of \$70,000.

The Lake Superior iron mines have been consolidated under a combination capitalized at \$30,000,000. John D. Rockefeller is one of the principals in the combine, with Leonidas Merritt, C. W. Wetmore and F. T. Gates as partners.

All of the banks in Memphis, Tenn., have been notified by their New York correspondents that they were prepared to ship all the money necessary to Memphis to move the cotton crop, and there is joy among the local financiers.

Bernard Weinburger, banker and distiller, has disappeared from New York, and many Hebrews who did business with him are in a panic. Weinburger lost \$70,000 recently, and said he was going to Hamburg to get \$25,000 which his brother owed him.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

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

VICTORIA, TUESDAY, SEPT. 19, 1883.

RELATIONS WITH AUSTRALIA.

The *Colonist* still continues the good work of showing how that it is possible to develop satisfactory trade relations between the Dominion of Canada and the Australasian colonies. It produces the official returns to show how and in what way the outside business at the Antipodes is done, conclusive evidence being given that, there is a business that may be profitably cultivated between all of them and the Dominion *in via* the Canadian route. Our contemporary has done good service in this direction, and its enterprise thus manifested is worthy of all praise. Doubtless, the facts that have been already adduced will have had their influence upon the authorities at Ottawa and will have materially facilitated the work of Hon. Mackenzie Bowell, who went out upon the Warrimoo to negotiate with the Governments of the different Antipodean provinces for the extension of trade relations; to promote which it will no doubt be necessary to bring about many tariff modifications by and in the interest of all the parties concerned.

As Mr. Rithet expressed it, the course taken by the Dominion Government in sending a representative such as Hon. Mr. Bowell to Australia was the action which they ought to have taken, and the sentiment of the Victoria meeting, as was also that of the people of Vancouver, was that British Columbians generally endorsed that course. The discussions among commercial men of both cities served to show that the idea of extensive business relations was a very feasible one, first one and then another dwelling upon special lines in which there might very well be an interchange; but this, as has been said, would necessitate extensive tariff changes in the countries directly concerned, an exceedingly difficult thing to bring about in view of the widely different fiscal systems obtaining in the Australasian colonies. On this point, Mr. Rithet remarked that the subject was one that would require a good deal of consideration. If Canada was to give Australia any special advantages or receive especial favors in return, it would be difficult to avoid doing something for the Mother Country in the same direction, which would lead back to the question of Imperial Federation once more. If Australia was going to have special advantages in trade, it would be a difficult matter to avoid extending these to England and her other colonies, and the result might not be that which at the outset was contemplated.

As a matter of course, during his re-

marks, Mr. Bowell referred to the enterprise that had led Mr. Huddart to promptly fall in with the Government's long standing proposition for direct communication with Australia and the promising outlook that already existed. He, however, recognized the difficulties involved in the way of reciprocal arrangements, there being no less than seven separate tariffs with which to deal. Mr. Bowell spoke of the opposition to the contract raised by the Canadian Pacific Railway people, for reasons which he (Mr. Bowell) did not feel called upon to explain; and in this we think he made a mistake, for it is only right that the people of Canada, who have done so much for the railway and in return have obtained so comparatively little, should know something about the lobbying and wire-pulling that the Company have indulged in to the disadvantage of the country—notably in the case of Manitoba in which they exercised for several years an oppressive, not to say grinding, monopoly. Having the monopoly of a through line in Canada and of Canadian steamships to the Orient, it is manifest, that the C. P. R. have done all in their power to place the Dominion at their feet for a line to the South Pacific, and with that in view have allowed a substantial subsidy to remain in abeyance.

It is, everything considered, strange indeed that the Government should have allowed them to become the agents of the Australian line, for before the contract was executed it would have been easy to have made stipulations, if not to have prevented their management of this end of the service to have at least interposed safe guards that were entirely overlooked. For instance, the well known attitude of the C. P. R. Company towards the city of Victoria should have certainly rendered it impossible for Mr. Bowell to admit that while it was a condition of the contract that the vessels were to call at this port, it was only by inference that they were to discharge freight, although it was never contemplated that the ships should carry Victoria freight to Vancouver and send it back from there. But there being no provision in the bond that ardent lover of Victoria, Mr. Fullerton, the C. P. R. Co.'s manager of shipping, found it very easy to direct a severe blow at this city. In regard to this, more explanations are needed in view of the minister's assurance that "an arrangement had been made between the steamship company and the C. P. R., by which they worked in harmony; and he was quite satisfied that there would be no complaint in the future."

It was all very well for Mr. Bowell to say that as a business proposition, Mr. Huddart could not afford to have any friction of the kind, and he was sure would not countenance for a moment any slighting of Victoria's interests. But, when it has served their purpose, their object having been secured, experience has shown that the C. P. R. authorities would not have lacked a scape goat, and this was manifestly the opinion of the Council of the B. C. Board of Trade who, at a meeting specially called for the purpose adopted a resolution declaring that Captain Arthur, of the Warrimoo, was in no way responsible for the non-landing here of the freight for Victoria and the Sound,

Moreover, the secretary was instructed to forward a copy of the resolution to the ship's owners. Such incidents as the one to which we refer are most regrettable.

THAT AWARD.

THE Americans are not as well satisfied with the Behring Sea award as they at first pretended. Calmer reflection convinces them that though, as they say they got more than they expected—and we may add much of it under false pretences—there are accompanying obligations which are more burdensome than had been supposed. Public men and papers have both spoken, and among the latter the San Francisco *Call* says, that under the circumstances the United States has a right to consider if it is worth while to protect seal life in American waters and on the American coast, to the end that the seals may be slaughtered on the high seas. It goes on to say that there is a period each year when the seals are American property, and, as General Tracey put it in the *Forum*, since the Court of Arbitration took a purely commercial view of the subject and declared that the property right did not follow the seal in the high seas, the United States might conclude to settle the whole controversy by the short and easy process of killing the seals on the islands, the result that must attend pelagic sealing. The Americans manifestly find the task of policing Behring Sea a bigger job than they had contracted for. In regard to the indemnification of the B. C. sealers, whose vessels were illegally seized by the United States, Tupper, the younger, is credited with having said that he imagined it would not be long before a way of ascertaining the amount of damages were reached, and doubtless the United States Government would not delay paying the indemnity.

AGRICULTURAL DEVELOPMENT.

We are well satisfied that our contemporary the *Times* has given publicity to a letter signed "Progress," and has editorially commented on the burden of its complaint that agriculture—the important natural industry of the province—has been and still is sadly neglected. This, we are sorry to think, is no new tale; it is the same old story which cannot be too much dwelt upon until a change takes place. We are in the habit of largely purchasing food products in foreign markets which we might just as well get at home; and it is unmistakably true that within our own territory we have ample land to feed all the population that the province will contain in the next twenty years. Fortunately, the facilities are being afforded to supply the existing lack in some lines from the sister dependencies of the Southern Seas. Still we ought not to forget that we can raise at home almost any quantity of the direct and indirect products of the soil. We may add that an experimental shipment of hops from Saanich is about to start for England, it being expected that profitable business can be done in the English market. The subject of hop growing on Vancouver Island has of late greatly engaged the attention of the Department of Agriculture, and an evidence of this is the issue of a bulletin on the subject by Mr. Charles St. Barbe.

A COLONIAL PARTY.

A colonial party has, it is said, been formed of members of the British House of Commons, of which Sir John Gorst, who has Australian experience and was Secretary to the Treasury in the Government of Lord Salisbury, is a leading spirit. Of the new party, Sir Charles Dilke is a member; and, as such, report says he is to raise some point in connection with the Newfoundland question, in the debate on the estimates. In view of the actual situation arising out of the French shore question, he is to press the claim of Newfoundland to the sympathetic consideration of the British Government. The last, if not the first, meeting of the colonial party numbered 17. The object of the colonial party will no doubt be to encourage the study of the colonies and their requirements amongst the members, as well as to watch legislation affecting the colonies. The vastness of the British Empire is such that one cannot reasonably expect even a member of the Imperial parliament to be well informed upon most public questions from the colonial standpoint. Great mistakes have been made in colonial legislation in the past, and more may be made in the future.

THE PACIFIC CABLE.

Among the passengers by the Warrimoo to Australia on Sunday morning, was the eminent engineer Mr. Sandford Fleming, C. M. G., of Ottawa, who is well known as the great Canadian advocate of the Pacific Cable scheme. He will spend a few months in Australia, and, while there, endeavor to increase the interest in the project and formulate some definite policy which will enable it to be carried to completion. The necessity for the establishment of this cable is well recognized. Its carrying out has already been too long delayed, and the sooner something is done to accomplish the object, the better. Our relations and those of other countries with the colonies and other countries at the South are daily becoming closer and wider, and contingencies of a political nature are constantly arising that render it in the highest degree advisable that there be a more prompt interchange of communications. Hon. Mr. Bowell while here intimated that this cable project would have a large share of attention, and said that the Government of which he is a member quite concurred in the idea that to make it a success, it should pass through territory exclusively British.

The visit of Mr. Fleming to the South is the more important at this particular juncture from the fact that the recent competition about the connection with French territory has arisen, and there is considerable doubt as to the future political destiny of the Hawaiian Islands. According to latest advices, the Societe Francaise des Telegraphes Souss Marines, of Paris, who has received a guarantee of £12,000 a year for thirty years from New South Wales, Queensland and France, has already begun to lay eight hundred miles of wire between Bundaberg in Queensland and New Caledonia, a French possession. The proposed route is from New Caledonia to Fiji; thence to Samoa;

Fanning Island, Honolulu and San Francisco or Vancouver, either of the two last named places to be decided upon by the Australian Governments. Against the arrangement entered into between the Governments above mentioned and the French cable company, the Government of Victoria has objected on the ground that the line should pass through British territory. It would appear that several of the smaller Australian colonies side with Victoria, the view taken that Canada has not only in its great railway but in its advocacy of a Pacific cable always supported the maintenance of a connection with British territory. Moreover, the Colonial conference held in London in 1887 endorsed views to this same effect as enunciated by Mr. Sandford Fleming.

POSTAL SERVICE.

It has been complained that of late a number of English communications addressed to Sydney, New South Wales, have on account of carelessness somewhere been forwarded to Nova Scotia, and after having found their way to the dead letter office got to their proper destination. Similar occurrences have happened with a few communications addressed from here. This has been the cause of considerable inconvenience. Now, however, that the new direct line is in full operation between Victoria and Australia, it is to be hoped that mistakes of this kind will be avoided. It is satisfactory to note that the Canadian Australian service is more rapid than that by San Francisco, and it is scarcely to be trusted that the record in this particular will be maintained.

EDITORIAL COMMENT.

THE customs receipts at New York last month fell off by five million dollars. At Montreal, Toronto and St. John, N. B., they increased by some \$50,000.

THE Court of Directors of the Bank of British North America gave notice that an interim dividend for the half year ended 30th June last of thirty-five shillings per share, being at the rate of 7 per cent. per annum, will be paid on the 6th October to the proprietors of shares registered in the Colonies.

THE great Manchester (England) ship canal is open at last—at least it is open from Ellesmere port and the full-rigged ship "Fort Stuart," of 2313 tons, has loaded a cargo of salt for Calcutta, thus practically initiating the foreign trade of the canal. Railway facilities from Ellesmere for the transit of goods are said to be complete.

THE road to success is easy, plain and very straight. From success to disaster is a very inviting road, and many there are travelling thereon. The remedy is to invest surplus money where it brings an income from sources that do not demand personal attention, and call for additional capital. Risks there must be, but keep them as light as possible. To-day there are tens of thousands wishing they had in their main business the dollars they put into outside enterprises.

THE Alaskan Boundary Commissioners—American and Canadian—have returned from the North, having covered considerable ground and mapped out the work for next season. During the winter, the heads of the parties will develop the notes taken and the plans obtained by the aid of photography and otherwise. Later on, we may expect the tug of war to come as to the merits of the respective contentions and the facts adduced by the parties to the controversy.

ACCORDING to the *Iron and Coal Trade Review*, of London, England, fears are entertained that financial considerations are likely to delay the construction of the proposed railway from St. Petersburg to the Arctic ocean. The railway, which would be between 700 and 800 miles long and cost six millions, would enormously benefit trade by opening up a large agricultural district and placing the Arctic fisheries in communication with a market, and would also give Russia a naval station on her northern coast.

WE are well pleased to know that the legal advisers of the City of Victoria have given it as their opinion that the Corporation cannot authorize and allow any person on the line of any or all surface drains to directly connect either water closet, or bath, or sink, or a house drain, for any purpose with the surface drains. This was our contention from the moment that Ald. McKillican suggested that the Corporation adopt such a policy, and, had such a course been legal, we have excellent authority for stating that such a departure would, from a sanitary point of view, have been productive of the most disastrous results.

SOME indication of the relative condition of fire insurance in the different provinces of Canada is given by the following return furnished by twenty-four of the companies operating therein to Mr. Superintendent Fitzgerald:

Province.	Net Premiums.	Losses Paid.	Loss Rate.
Ont.....	\$2,045,855 16	\$1,353,531 01	66.16
Que.	1,202,590 38	887,700 32	73.86
N. S.	262,188 75	120,379 15	45.91
N. B.	281,155 55	297,263 63	105.73
P. E. I.	41,384 92	24,274 55	58.66
Man.....	291,030 46	156,962 24	53.93
B. C.....	300,549 74	73,282 87	24.38

BUSINESS men will do well to remember what *The Sunbeam* says for their instruction and encouragement: "What a man needs more than anything else to achieve success is confidence and determination. Let him decide upon what he is going to do, and then have confidence in his decision and determine to carry it out with all the force of his will. If he loses confidence he loses determination, and then everything else he has is threatened. Confidence begets confidence, and determination almost always wins." We do well not only to have confidence in ourselves, but to have every legitimate confidence in our conditions and surroundings—not to be forever talking of and looking forward to bad times, for the times to no small extent are materially influenced by ourselves, but if we have not confidence in them we cannot hope for much.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Sept. 8 1878 is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.

John Bearman, Elderslie, pea harvester.
William Bonner, Bolton, running gear for vehicles.

Frederick A. Lallemand, Montreal, washing machine.

Woodburn Langmuir, Toronto, cushion tire.

Owen McQuillen, assignor of one half to W. A. Venner, Toronto, calked horseshoe.

Edwin S. Pratt, Parry Sound, monkey wrench.

John J. Stevens, Galt, attachment for drilling machine.

Sampson Walker, Winnipeg, lubricator for car journals.

John C. Laundy, assignor of one half to E. A. Fairchild, Winnipeg, attachment for threshing machines.

Total issues, including patents, designs, trade-marks and reissues—172.

"AD." MIXTURE.

Keen "ads." cut prejudice and purse-strings.

Dull ads., like dull salesmen, are wet blankets to business.

If your logic leaks your ads., won't "draw."

The seeds of success often lie in some happy catch phrase connected with an ad.

A magnetic ad. will cling about the reader's mind like the closing counsel of a dead uncle.

The recoil of ads. loaded with lame logic often breaks the backbone of business.

A verbal "wiggler" to a "business bait" will often catch the eye and interest of a very cautious "fish."

It takes two to make a bargain, but one persuasive ad., well circulated will often make a market. An appetizing ad. leaves a taste in the reader's mouth which often ripens into a hunger for the thing advertised. A peculiar verbal twist in an ad. often helps it to draw the cork of pent-up prejudice.

A business boom, loaded with convincing logic and shot through the columns of a mighty medium, will knock piggyish prejudice higher than Gilroy's kite.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Sept. 9 as follows: "During the week there have been the following arrivals. From the coast colonies, 29,907 tons; from foreign ports, 5,025 tons. Volumes of sales this week by the jobbers are reported as average; prices are well sustained, and the change of weather this week will cause housekeepers to see that their bins are being filled. The quantity of foreign grades on hand adapted for domestic uses only is not large, hence present prices will be surely maintained, and any change of values will mean an advance. Underwriters are becoming nervous about their risks on Australian coals: it is true the past year's coverings may show a loss, but take the average for the past thirty-five years, and

they have not had a more profitable line on their books. Recent advices from Great Britain indicate a renewal of the coal output in several counties; so far none is being loaded for export. Tonnage in Australia is still scarce, 14 shillings is the asking price. There is a growing demand for Cardiff and Swansea anthracite for steam uses, the slight difference in price between these and other steam grades makes them a much more advantageous purchase for consumers.

ADVERTISING IN TRADE JOURNALS

A prominent and very successful manufacturer was recently asked why he did all his advertising through the leading trade journals and never sent circulars or put up posters, says *Drainage Journal*, and replied: "Men who do not read their trade papers and keep posted in their business are usually poor customers. If I sell them a good lot of machinery, they do not know how to use it, and report it a failure, or we have to run after them, lose time and money, to get them a going and make the sale stick. But those who read and are posted know how, and succeed. Such men would not read circulars if I were to mail circulars to them. They see my 'ad.' regularly in the trade paper and know that I have an established business, and when they want anything in my line, write me, and don't whine about prices, or what time they can get from others, but buy, try, and have no trouble, and pay the bill. Give me such a class of customers as I get by such judicious advertising all the time."

COMMERCIAL SUMMARY.

A fur cloak on exhibition at the World's Fair is worth \$17,500. It is made entirely of tails of the Russian sable.

The route from England to India is strewn with treasure, owing to the many shipping disasters. An industrious statistician reckons that fully \$300,000,000 worth of gold and jewels lies at the bottom of the sea on that frequented way.

The New York *Herald's* Panama correspondent cables that the Legislature of British Guiana offers a bounty of \$25 a head for 5,000 Chinamen from the United States. They are wanted to work under contract on a sugar plantation and in the gold mines.

Scientists say that if the bed of the Pacific Ocean could be seen it would disclose to view several mountains with truncated tops scattered over it. These mountains would be perfectly bare at their bases, and all around their tops would be covered with a beautiful growth of coral polypi.

London *Timber* says: We have just heard of an important trade that is opening up between Vancouver and Montreal by way of sailing vessel via Cape Horn. Two cargoes of spars have lately arrived on the east coast, one for Halifax and one for Montreal. This opening up of trade all tends to keep the sailing ships in employment."

A grain trade circular from Odessa, South Russia, says: The Australian grain dealers are now buying grain here, whilst

they sell their own Austrian and Hungarian grain to Germany at the low duty. We are now going to have cheap through rates for Odessa grain by rail to Austria, Switzerland and France. The German buyers who bought before the duty was raised now refuse nearly one and all to take delivery of this grain. Our exporters will now sell it by public auction at Rotterdam and Antwerp, and then claim the difference by law from the Germans.

We are indebted to Pompeii for the great industry of canned fruit. Years ago, when the excavations were just beginning, a party of Cincinnatians found in what had been the pantry of the house many jars of preserved figs. One was opened and they were found to be fresh and good. Investigation showed that the figs had been put into jars in a heated state, an aperture left for the steam to escape, and then sealed with wax. The hint was taken, and the next year fruit canning was introduced into the United States, the process being identical with that in vogue at Pompeii twenty centuries ago.

An exchange says: The credit system must be telling severely against the insurance business. Companies, or agents that hold large amounts of customers' papers, are to that extent out of their just dues. These times will, it is to be hoped, convince companies and agents, as well, that a cash deal is, every way, better than the promises to pay of even the best of patrons. Nothing like spot cash for insurance premiums. If the result be to sufficiently impress that fact on the companies and agents, as to cause them to carry it out in practice, the visit of the hard times will not have been wholly unbeneficial.

A new principle has been suggested in the manufacture of bank notes. If a sheet of paper is plunged into a mixture of various coloring matters, each color will penetrate into every fibre with a different degree of speed, and the paper will present a streaked appearance, each brand having a distinct color. It would be impossible to imitate these effects without an exact knowledge of how the mixture of colors were made. If a drop of the mixture of colors be allowed to drop on a sheet of paper, a number of rings, each having a determined size and shade, will be developed, and thus imitation will be rendered even more difficult.

The highest price ever attained by silver in the United States was at the time of the passage of the Bland silver bill, Feb. 28, 1878, when the price was \$1.32 per ounce. The silver dollar was then worth 93 cents. At no period since then has the silver dollar been worth so much. When the Sherman Act went into effect August, 1890, there was a spurt in the price of silver and it went up to \$1.25 per ounce. In the time between the passage of the Bland law in 1878 and the passage of the Sherman law in 1890, silver went to 82 cents per ounce, which was a maximum price during that period. Since August, 1890, the price has gradually declined with fluctuations until June 20, 1893, it reached the lowest point on record. At the price of 79 cents per fine ounce, the silver dollar is worth 60 cents in bullion.

LITIGIOUS INSURANCE COMPANIES.

We have occasionally called attention to the disadvantages which must result from the exhibition of a litigious spirit on the part of any insurance company. Cases have come within our knowledge, at different times, which showed the existence of this spirit, and it is needless to add that the circumstances were not proclaimed to the world by the companies resorting to them, with the same display as that given to cases of prompt settlement. Of course, instances such as we prefer to do not always come to light, the bereaved relations being averse to a publicity which at such a time is not desirable. There are occasions when an insurance company is not justified in paying a claim which is a violation of the spirit of the policy; but this is vastly different from an attempt to induce the beneficiary of a policy to take a less sum than he or she may be entitled to, under threat of contestation of the claim. Such instances sometimes find their way into court, and the judges are not slow to express their disapproval of the course adopted. While insurance companies, like individuals, do not like to part with money if they can avoid it, there is this difference between the two—that the individual can do as he likes with his own, and if, for the purpose of annoying one with whom he has a dispute, he chooses to go to law, he alone is the sufferer in the long run; where his suit has no real grounds in support of it; but with insurance companies the case is different. They are the custodians of funds which do not belong to them, but to the policyholders, and they are not justified in imperiling any portion of these funds by entering upon contestations of claims which they seek to avoid upon grounds involving technicalities. Such a case as we refer to was recently before the Leeds assizes, before Chief Justice Coleridge, and we draw attention to it in order that it may serve as a warning to companies of the class referred to. The plaintiff brought a number of actions against several accident insurance companies on policies of insurance of £200. It was arranged that the first case should decide the rest. The plaintiff, according to the opening statement of his counsel, was a gentleman sixty years of age, and was fond of sport. His life was insured in five offices, but towards the close of last year, at the suggestion of the agents of four of the companies, he consented to take out accident policies from them. On December 26 plaintiff was out shooting. In putting his cover on his gun he accidentally touched the trigger, and the gun went off, shattering his hand and injuring his face. His hand, as a consequence, was amputated at the wrist. When he came to prefer his claim the companies alleged that he had been guilty of self mutilation, and had deliberately cut off his hand in order that he might obtain the money due on the policies, and that the policies contained statements which were inaccurate. The counsel for the companies submitted that there was no case to go to the jury, whereupon Chief Justice asked, "Do these insurance companies mean to carry on their business?" On being assured that they did he replied, "Well, they must come to

terms. You charge this man with gross and abominable conduct, but I am not going to decide any point of law until the opinion of the jury is taken on the question. I won't stop the case until the point has been decided. If you choose to charge this man with gross and wicked fraud, prosecute him, and ask him all sorts of questions—which utterly break down—with regard to his financial position, I will have the matter tried." After evidence had been heard, the jury retired. They were, however, unable to agree, and were discharged. The case, it is understood, will be re-tried in London.—*The Shareholder.*

PERSISTENCY.

Money and brains, a rare combination, often fail to unlock the door of success. Money can buy the goods which the brain selected, but it takes something more than either to build up a business and gain a reliable foothold in the world. Often the most brilliant minds are anchored to an impatient disposition which cannot brook delay or await development. The bright intellect may evolve a good good scheme to increase trade, but if the body is unwilling to bestow the tedious labor necessary to carry out the project nothing is accomplished. Ten men out of a dozen can readily and clearly define what course to pursue to achieve success, but hardly one will have the persistence to faithfully take up in turn the various details which are essential to the result.

The streets of every large city are lined with smart men who are going down hill. They are men who have intellects above the average, and are well posted in matters of general interest. Many of them at some time handled round sums of money, and been in business with flattering prospects. They lived to see what they style "slow men" pass them on the road to wealth, and this, in spite of their bright ideas and once ready cash. The simple reason why so few men succeed in business is not because they are not brilliant, but because they are not patient for results.

Building up a business may be likened to making a brick wall. Each individual brick must be carefully and faithfully placed, and not until this simple operation has been repeated thousands of times will the wall commence to assume importance. It does not take any extraordinary amount of brains to map out in a single hour sufficient business plans to consume a year's exertion, but it requires a high degree of persistence to follow out the details six days in the week, and fifty-two weeks in the year.

The opportunities which we often hear about are at our feet and not over our neighbor's fence, as too many imagine. We know a successful business man, past middle age, who has worked his way up from a small beginning. Speaking of his life, he remarked that the greatest enemy he had to conquer was a natural disposition to try a new field of labor. There had not been a year since he started in business but he had been tempted to experiment in some other line of trade which promised more profit. To the fact that he had not yielded to this feeling he attribu-

ted his success. For, as he stated, only two of the young men who were his competitors at the start were now independent, although they had in the meantime tried a dozen other occupations.

There is only one road to success, and that is a bee line from where you stand. Steer straight and you will reach the goal. It takes more persistence to-day than it did twenty years ago, for the avenues of trade are more closely populated. It was possible once for a business man to make a fortune out of a single idea with comparatively little personal effort, but there is to-day a surplus of schemes, and too few persistent workers. Every merchant knows a score of "short cuts" in trade, but it is only occasionally that we find one who has the patience to faithfully work out his ideas.

UNDER THE SEAS.

The sea contains in solution 2,000,000 tons of silver.

During the most violent gales the sea is disturbed to a depth of 500 feet.

At a depth of more than four miles the sea is without life, without vegetation and without light.

At the bottom of the ocean the temperature remains practically constant at any one spot throughout the whole year.

CANALS IN ENGLAND.

There are still so many navigable canals in England that you could voyage from the Regent's Canal end to Liverpool by barge. So completely was the country covered by these artificial waterways during the canal fever that there was said to be in 1836, including navigable rivers, no place south of Durham that was over fifteen miles from water traveling.

Railways, of course, soon rushed past the slow-moving canals in public favor, but there are still more than 3,800 miles of canals open in the United Kingdom, while 120 miles have been turned into railways.

The longest canal tunnel is on the Thames and Severn, and is called the Sapperton Tunnel. Its length is 3,808 yards. No horses tug the boats through, but men, like birds for once, rest on wings; that is, projecting bits of wood, and "leg" the barges along or push them with poles. The Lappal Tunnel, on the Birmingham Canal, is almost as long, extending for 3,735 yards, and it has also the reputation of being the narrowest, only seven feet nine inches in width. The Blisworth, on the Grand Junction, is 3,050 yards long, and here steam tugs are used to haul the barges through.

All along the waterways are inns at intervals for stabling the horses, but the boat people sleep on their boats. They are moored to the "off" side of the canal and they shut the doors and sleep soundly. Sometimes they work eighteen hours, sometimes they get a good night's rest. When the day is bright it is pleasant enough to glide smoothly along at the rate of four miles an hour; but then there is bad weather and storms arise. And sometimes the people you meet with are good tempered and sometimes very much the reverse. So barge life has its points of resemblance to shore life after all.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Houtenbeck	930	Russell		Victoria	Liverpool			
Ger ship...	Sirene	1437	Sauermilch		Victoria	London			
Br ss	Grandholm	871	Masson		Fraser River	U. K.			
Br bark...	Jessie Stowe	645	Blanche		Fraser River	U. K.			

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark...	Geo. Thompson	1125	Young	Jan. 13	Westminster	Sydney	806,938	7,844	March 21	owners ac
Br bark...	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,582	May 20	52s 6d
Nor. bark...	Fritzo	1078	Rolfson	Jan. 10	Vancouver	Callao	879,360	8,031	March 3	36s 3d
Am. bark...	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark...	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private
Chil. ship...	India	353	Funke	Jan. 14	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn...	Bittern	399	Strobach	Jan. 20	Vancouver	Fremantle, Au	302,850	4,201	May 16	owners ac
Ger ship...	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	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	10,242	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. 23	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	Aug. 31	42s 6d
Am. bark...	Hurry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark...	John Eua	2000	Schnauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark...	Blairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark...	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	663,000	5,296	Aug. 26	35s
Nor. bark...	Sigurd	1530	Anse	May 21	Vancouver	Port Pirie	1,426,000	10,693	Aug. 15	40s
Chil. ship...	Atacama	1235	Calallero	May 13	Moodyville	Valparaiso	967,361	7,762		owners ac
Br bark...	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365		31s 3d
Br ship...	Gryfe	1069	Roberts	June 25	Vancouver	Antwerp	786,228	11,790		50s
Ger bark...	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,908		55s
Br bark...	Doehra	966	McJerraw	June 26	Vancouver	Adelaide	740,234	5,920		36s 9d
Br ship...	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,436,123	12,165		30s
Am schr...	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,969	7,982		39s
Am bark...	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,008	7,896		Private
Am schr...	Puritan	551	Warner	Aug. 4	Moodyville	Tientsin	725,954	8,625		55s
Am bark...	Sonoma	998	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289		30s
Br ship...	Gunford	2108	Wier		Vancouver	Port Pirie				37s 6d
Am ship...	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,554	10,900		52s 6d
Nor bark...	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288		36s 3d
Br bark...	Gainsborough	385	McPhail	Sept. 7	Moodyville	Valparaiso f.o	792,153	5,524		33s 9d
Chil. bark...	India	353	Funke	Sept. 10	Moodyville	Valparaiso	799,277	7,000		owners ac
Chil. bark...	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr...	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916		37s 6d
Am bktn...	Chas. F. Crocker	813	Lund		Vancouver	Santa Rosalia				Private
Am bktn...	Hilo	642	Lelballster		Westminster	Sydney				28s
Am schr...	Lynnan D. Foster	725	Dreyer		Cowichan	Sydney				37s 6d
Am bark...	Hesper	664	Underwood		Vancouver	Port Pirie				37s 6d

FREIGHTS.

The recent advance in the market has been fully maintained, and if anything the tendency is upward, although little change in rates is reported.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso or orders, 32s 6d to 33s 6d; Sydney,

30s; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 40s Tientsin 55s.

Grain freight from San Francisco to Cork, U. K., for orders, usual option is 35s; From Portland and Tacoma the last rate quoted stands at the same figure, but more will have to be paid for the next vessel chartered.

SHIPPING INTELLIGENCE.

The British s.s. Crown, of England, 1658 tons, the pioneer of the Great Northern line, sailed from Yokohama Sept. 6, for Seattle direct.

The British ship Natuna, from Burrard Inlet, April 20, for Port Pirie, arrived at Hobart Town prior to August 31st, with loss of part of deck load of lumber, rigging damaged and captain injured.

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 bark	Formosa.....	915	Kain.....	March 18.....	H Liverpool	Victoria.....	R. P. Rithet & Co., L'td.....	185
Br bark	City of Carlisle.....	823	Hughes.....		K Santa Barbara	Victoria.....	Turner, Beeton & Co.....	
Br ship	British General.....	1754	Tulloch.....		Samarang	Vancouver.....	B. C. Sugar Refinery Co.....	
Br ship	Candida.....	1222	Keo.....	May 31.....	I London	Victoria.....	Turner, Beeton & Co.....	111
Br ship	Drumeraic.....	1919	Sparring.....	June 8.....	F Liverpool	Vancouver.....	Evans, Coleman & Evans.....	103
Am ship	A. J. Fuller.....	1782	DeWinter.....	Aug. 27.....	S Hilo	Vancouver.....	C. P. R. Co.....	23
Br bark	Ladstock.....	816	Williams.....		H Honolulu	Westminster.....	Bell-Irving & Paterson.....	
Br bark	Archer.....	789	Dawson.....	Aug. 4.....	L Liverpool	Victoria.....	R. P. Rithet & Co., L'td.....	46
Br ship	Dunboyne.....	1380	Neill.....	Aug. 4.....	L London	Vancouver.....	Evans, Coleman & Evans.....	46
Br bark	Gutenberg.....	627	Zepelin.....	Aug. 10.....	L Glasgow	Victoria.....		40
Am schr	Wm. Bowden.....	728	Fjerem.....	Sept. 4.....	O San Francisco	Victoria.....	Robert Ward & Co., L'td.....	15
Br ship	Brodick Castle.....	1745	Ferguson.....	Sept. 5.....	O Yokohama	Vancouver.....	C. P. R. Co.....	14
Br bark	Martha Fisher.....	811	Plunkett.....	Aug. 4.....	E Liverpool	Vancouver.....		46
Br ship	Ainsdale.....	1725	Owens.....		N Liverpool	Vancouver.....		
Br ss	Victoria.....	1992	Panton.....	Aug. 29.....	P Hong Kong	Victoria.....	Dotwell, Carhill & Co.....	21
Br ss	Empress of India.....	3003	Marshall.....	Sept. 6.....	R Hong Kong	Vancouver.....	C. P. S. S. Co.....	13
Br bark	Primera.....	597	Gardner.....		A Acapulco	Victoria.....	Turner, Beeton & Co.....	
Am bktn	Robert Sudden.....	585	Ulberg.....	Aug. 19.....	D Guaymas	Vancouver.....	Robert Ward & Co., L'td.....	31
Br ship	Astoria.....	1335	Fawckner.....		G London	Vancouver.....		
Am schr	Aida.....	507	Anderson.....	Sept. 7.....	B San Francisco	Moodyville.....	R. P. Rithet & Co., L'td.....	12
Am schr	Salvator.....	414	Tibbetts.....		C San Francisco	Port Angeles	Robert Ward & Co., L'td.....	
Br ss	Miwera.....	1911	Stott.....	Sept. 18.....	Sydney	Vancouver.....	C. P. S. S. Co.....	1

March 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F—June 12 passed Tuscar. K—Chartered for London to Liverpool or London at 33s 9d. I—June 2 passed Dover. Spoken June 14 lat. 38° N., long. 12° W. June 24 lat. 23° N., long. 22° W. June 28 lat. 12° N., long. 26° W. Chartered for salmon from Victoria to London or Liverpool by R. P. Rithet & Co., L'td. Chartered to load salmon for U. K. at 35s. Q—Lumber to Sydney at 27s 6d.; option Adelaide at 37s 6d.; Sept-Oct. loading at Victoria. Chartered to load grain at Tacoma. E—Aug. 6 went ashore on Kish bank, afterwards put into Kingston. Aug. 18 sailed again. O—load grain at Tacoma. P—Via Yokohama Sept. 10. R—Via Yokohama Sept. 15. A—Chartered to load salmon for U. K. at 38s 9d.; November loading. N—To sail Sept. 30. D—Lumber for Port Pirie at 37s 6d.; October loading. L—Spoken Aug. 23 lat. 48° N., long. 13° W. G—To sail Oct. 10, and from Liverpool Nov. 1. B—Lumber to Shanghai at 40s. C—Lumber to Sydney at 27s 6d.; option Port Pirie at 37s 6d.; Melbourne or Adelaide, 35s 9d.

VESSELS IN PORT.

VICTORIA.

(September 18, 1893.)

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

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

Br ship Sirene, 1,437 tons, Capt. Sauerhahn, loading salmon for U. K. on account of Robert Ward & Co.

VANCOUVER.

Am bktn Chas. F. Crocker, 813 tons, Capt. Lund, loading lumber for Santa Salia.

Am bark Hesper, 661 tons, Capt. Sodergren, arrived Sept. 16—loading lumber for Port Pirie, on account of Robt. Ward & Co., L'td.

NEW WESTMINSTER.

Am bktn Hilo, 612 tons, Capt. Le Ballister, loading at Burnette Mills for Sydney.

Br bark Jessie Stowe, 615 tons, Capt. Blanche, to load salmon for U. K.

COWICHAN.

Am schooner Lyman D. Foster, 725 tons, Capt. Dreyer, loading lumber for Sydney, on account of Robert Ward & Co., L'td.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
Am ship Occidental, 1,470 tons, Capt. Morse.

Am ship Jabez Howes, 1,581 tons, Capt. Henry.

Am bark Wilna, 1,409 tons, Capt. Slater.

WELLINGTON SHIPPING.

Am bark Highland Light, 1,265 tons, Capt. Hughes.

Am bark Richard III, 951 tons, Capt. Sorman.

Am bark Enoch Talbot, 1,194 tons, Capt. Rice.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	3	4,425
Vancouver.....	2	1,477
Nanaimo.....	6	7,873
Cowichan.....	1	725
New Westminster.....	2	1,287
Total.....	14	15,787
Previous week.....	16	20,523
Correspond'g week last year.....	20	25,151



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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'ls; La Soldena Mfg.
Co.—Havana Cigars—Havana; C. J. & E. Lewis,
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& Sons—Chocolate Goods—London, Eng.

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