



WEILER BROS.

Carpets! Carpets!

OUR FIRST SPRING SHIPMENT OF
WILTONS,
BRUSSELS,
VELVETS,
TAPESTRIES
 Have Just Arrived.

NEW AND ELEGANT ASSORTMENT.
 Inspection Cordially Invited.

SHOW ROOMS: 51 TO 55 FORT STREET.
 FACTORY: HUMBOLDT ST.

FLOUR.

**LAKE OF THE WOODS
 MILLING CO., LTD.**

REGISTERED BRANDS:
 Hungarian Patent and
 Strong Bakers.

Mills at Kewatin and Portage la
 Prairie, Manitoba.

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. LTD.
 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 :: (LTD.)
 Commission Merchants
 and Shipping Agents.

IMPORTERS OF
WINES LIQUORS AND GROCERIES.
 Any Description of Goods Imported to Order.

HEAD OFFICE:
 6, Chapel Walks, Liverpool, Eng.

TURNER, BEETON & CO

Commission Merchants
 -AND-
Importers

H. C. Beeton & Co., 33 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

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, Molsons Bank, Com-
mercial Bank of Manitoba and Bank of Nova
Scotia.Correspondents throughout the United
Kingdom and in India, China, Japan, Austral-
ia 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..... £265,000 "

LONDON OFFICE:

CLEMENS 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. R. GRINDLEY, General Manager.

E. STANGER, Inspector.

Branches and Agencies in Canada.

London, Kingston, Fredericton, N.B.
Grantford, 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—H. Stikeman and F. Brown-
field, Agents.SAN FRANCISCO—W. Lawson 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.
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 Westmin- Toronto, O.
Cornwall, O. ster, B.C. 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. Picton, O. Winnipeg, ManAGENTS IN GREAT BRITAIN—London, Bank
of Montreal, 22 Abchurch Lane, E. C.; C. Ash-
worth, Manager. London Committee—Robert
Gillespie, Esq., Peter Redpath, Esq.AGENTS IN THE UNITED STATES—New York,
Walter Watson and Alex. Lang, 59 Wall
street, Chicago, Bank of Montreal, W. Munro,
Manager; E. M. Shalboit, Assistant 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**GREEN, WORLOCK & CO.,**

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.

CHIPMAN, MORGAN & CO.,

SHIPBROKERS

—AND—

COMMISSION AGENTS,

632 Cordova Street, VANCOUVER, B. C.

Columbia Street, NEW WESTMINSTER.

AGENTS FOR:

China Traders' Insurance Co., Hong Kong,
Dominion Carriage Company, Montreal,
Dick's Patent Gutta Percha and Canvas Belting,
Rosendals Belting Company (Hair Belting),
Merryweather & Co., Fire Hose, Engines, 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. J. M. MAURICE.

JOHN EARSMAN & CO

WHOLESALE

Commission and Insurance

AGENTS

AGENTS FOR

Armour Packing Co., Kansas City.
Lightbound, 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.

WILLIAMS BUILDING, 28 BROAD 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:

43 to 6 Threadneedle Street.

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; Gouliert 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.

NICHOLLES & RENOUF

—DEALERS IN—

**HARDWARE, BAR IRON, FARM
AND MILL MACHINERY
MINING SUPPLIES.**

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82. P. O. BOX. 86.

VICTORIA. - B. C.

ROCK BAY SAWMILL

(ESTABLISHED 1858.)

32 Constance St., Victoria, B. C.

WM. P. SAYWARD,

Manufacturer and Dealer in

ISLAND LUMBER AND SPARS.

Importer and Dealer in

Doors, Windows and all kinds of
Dressed Lumber, Etc.

CONSTANTLY ON HAND A GOOD SUPPLY
OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at
Short Notice.

WOOD, TRAVIS & CO.,

Public Accountants,
Auditors,
Arbitrators,
Average Staters,
Commission Brokers,
Shorthand Writers.

Trader's Books Adjusted and kept
Periodically, Balance Sheets
Prepared.

6 BASTION SQUARE VICTORIA, B. C.

A. O. LEASK,

Agent and Commission Merchant.

Customs, Insurance and Shipping
Agent.

Storage, Bonded and Free.

Forwarder, etc.

Vancouver, . . . B. C.

5252525252525252525252525252525252

MUNROE MILLER

Printer and Bookbinder

77 JOHNSON STREET

VICTORIA, - - B. C.

2525252525252525252525252525252525

REPRESENTED BY
Welch & Co., San Francisco.

REPRESENTED BY
R. D. Welch & Co., Liverpool

R. P. RITHET & CO.,

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.

SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

- Queen (Fire) Insurance Company.
- Maritime (Marine) Insurance Company.
- Reliance (Marine) Insurance Company.
- New Zealand (Marine) Insurance Company.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
- Sea (Marine) Insurance Co.

Moodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

- Delta Canning Co's Maple Leaf Brand.
- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

- Wannuck Packing Co's Rivers Inlet Clipper Brand.
- 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.

Columbia Flouring Mill Co. of Enderby.

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,

VICTORIA B. C.,

Represented in London by H. J. Gardiner & Co., Gresham Buildings, E. C.

ROYAL SWEDISH AND NORWEGIAN CONSULATE.

Orders executed for every description of British and Foreign Merchandise, Lumber,
Timber, Spars, Fish and other Provincial products.

SHIPPING AND INSURANCE AGENTS.

CHARTERS EFFECTED.

GENERAL AGENTS:

- Royal Insurance Company,
- London & Lancashire Fire Insurance Co.
- Standard Life Assurance Co.
- London and Provincial Marine Insurance Co. Ltd.
- Western Assurance Co., (Marine)
- London Assurance Corporation. (Marine.)
- Agents for the British Columbia Corporation, Ltd
- Mortgages, Debentures, Trusts, &c.

SOLE AGENTS:

- Curtis' & Harvey's Sporting and Blasting Powder
- Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1883, Pianofortes.
- J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.
- Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.
- British Columbia Salmon:—Ewen & Co., "Lion." "Bonnie Dundee"; Bon Accord Fishery Co.; "Consuls"; A. J. McLellan's "Express."

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, April 1.
VICTORIA.

The rainy weather of the past week has to a great extent hindered business in general. The dry goods trade has been light with the retailers, owing to unseasonable weather, but it is expected that with a change in the weather and after a few days of clear skies the city trade will pick up very materially. The fruit trade has been fair, considering that the weather does not favor the consumption of much stock. Grocery and provision dealers report a rush of orders at the first of the month. Dealers are reported ordering from travellers during the latter part of March with instructions to ship first of April. The foreign coal shipments from Nanaimo for March show a total increase of more than 18,000 tons over February. The Nanaimo people are going in for substantial buildings this season, and if half of the existing expectations are fulfilled, a considerable number of brick and stone buildings will be erected there this summer. The West Kootenay mining districts seem to be the great centre of attraction this spring, and a large influx of prospectors, miners, merchants and others are pouring into that district, which will, this season, witness the development of some rich mining properties. Money continues tight, and reports of collections are unfavorable.

FRUITS AND VEGETABLES.

The following are the receipts of California fruits and vegetables from San Francisco by steamship Umatilla, April 2, for Victoria: 33 cs asparagus, 48 crates cabbages, 6 crates cauliflower; 14 bxs lemons, 63 bxs oranges, 2 bxs sweet potatoes, 5 bxs rhubarb, 3 bxs peas, 17 crts bananas, 1 cs turnips, 2 cs cucumbers. A carload, 300 bxs Sunflower brand, of Riverside oranges was received Saturday by a local jobbing house. There has been a fair demand for oranges despite the most unfavorable condition of the weather. Prices are steady at previous quotations.

Jobbers' quotations for fruits are as follows:—

Oranges—Navels, common to good	3 50 @	1 00
" fancy	1 25 @	0 00
Highland Seedlings	0 00 @	0 00
Riverside Seedlings	2 00 @	2 25
" fancy	2 35 @	2 75
Los Angeles	2 00 @	2 25
Lemons—California	1 50 @	5 00
Sicily	5 50 @	0 00
Apples—Red	2 50 @	0 00
bbls.	7 50 @	0 00
Bananas	3 50 @	3 75

Vegetables are quoted:

Potatoes—Local	per ton	30 00 @	35 00
Onions—Red California		2 1/2 @	3
Oregon Silverskins		3 @	3 1/2
Cabbage		2 @	2 1/2
Asparagus	per lb	20	
Rhubarb		13 @	

FLOUR AND FEED.

The market values show no change, and there is no life in flour because of the continued depression in the market.

The *Portland Commercial Review* says. The local demand for flour is of a steady character and absorbs considerable of the product of working mills, but the export inquiry is slow and not much is being

shipped foreign. The China trade is not very profitable, but slight as the margin is, the movement in that direction is fair for the season. The Valley is sending rather less than the average weekly movement and Eastern Oregon and Washington receipts show a marked falling off. Shipments to San Francisco are below ordinary weekly exports, owing to low prices obtainable for our goods in that market. The Br. ship City of Florence has gone down river with a cargo of 20,000 bbls., valued \$65,000 despatched by the Portland Flouring Mills Company, which cleans up direct European engagements. Quotations show no variation, standard brands being quoted at \$3.30@ 3.10 per bbl. Receipts by rail for the week: Valley, 1,777 bbls., Walla Walla, 1,200 bbls. Shipments to San Francisco by last two steamers 2,700 bbls.

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

Premier	.....	\$1 80
XXX	.....	1 75
Strong Bakers or XX	.....	1 40
Superfine	.....	3 75

Jobbers' quotations to the trade are:

Delta, Victoria mills	.....	\$ 4 75 @	0 00
Lion	.....	1 75 @	0 00
Premier, Enderby mills	.....	5 05 @	0 00
XXX	.....	4 90 @	0 00
XX	.....	4 65 @	0 00
Superfine	.....	4 00 @	4 25
Ogilvie's Hungarian	.....	5 15 @	0 00
" Strong Bakers	.....	5 00 @	0 00
H. B. C. Fort Garry Hungarian	.....	5 15 @	0 00
" Strong Bakers	.....	5 00 @	0 00
Oak Lake Patent Hungarian	.....	5 25 @	0 00
" Strong Bakers	.....	5 00 @	0 00
Regina Hungarian	.....	5 25 @	0 00
" Strong Bakers	.....	5 00 @	0 00
Benton County, Oregon	.....	1 85 @	0 00
Portland Roller	.....	1 90 @	5 00
Snowflake	.....	1 90 @	0 00
Royal	.....	4 80 @	0 00
Wheat, per ton	.....	28 00 @	35 00
Oats	.....	25 00 @	30 00
Oil cake meal	.....	40 00 @	45 00
Chop feed	.....	28 00 @	30 00
Shorts	.....	26 00 @	28 00
Bran	.....	23 50 @	25 00
National Mills oatmeal	.....	3 50 @	0 00
" rolled oats	.....	3 50 @	0 00
" split peas	.....	3 50 @	0 00
" pearl barley	.....	1 50 @	0 00
" Chop feed	.....	26 00 @	28 00
California oatmeal	.....	4 25 @	0 00
California rolled oats	.....	4 00 @	5 00
Corn, whole	..... per ton	37 50 @	40 00
Cornmeal	.....	2 75 @	3 00
Cornmeal-feed	..... per ton	40 00 @	00 00
Cracked corn	.....	40 00 @	00 00
Hay, per ton	.....	18 00 @	20 00
Straw, per bale	.....	1 00 @	0 00

RICE.

The Victoria Rice Mills quote 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

GROCERIES AND PROVISIONS.

The following are the receipts of California butter from San Francisco, by ss. Umatilla, April 2, for Victoria: 20 cs, 2,210 lbs, 25 hf cases, 1,305 lbs, 10 tubs, 300 lbs, 7 kegs, 1,050 lbs total, 4,895 lbs. Receipts March 26, 2,450 lbs; March 19, 7,119 lbs., March 13, 3,670 lbs., March 6, 1,795 lbs., Feb., 27, 5,172 lbs., Feb., 20, 2,705 lbs. Trade has opened up fairly well for the beginning of the month. Saturday was a

busy day among all the jobbing houses, and Monday the activity continued. A large number of dealers hold over orders until the first of the month and thereby save a little in their dating. Eggs are slightly lower in price, but otherwise the markets are featureless.

American canned meats, staples, are quoted to the jobbers in bond as follows. Roast corned and lunch beef, 1's per doz., \$1.25; do. 2's per doz., \$2.00; lunch tongues, 1's per doz. \$3.45; do. 2's, \$6.50. 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, 18½¢ per lb; heavy hams, 18¢; choice breakfast bacon, 18½¢; short clear sides, 15¢, and dry salt clear sides, 14¢. Armour's white label pure lard, 10 lb. pails, 10½¢ 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, 20½¢, breakfast bacon, 20½¢.

California evaporated fruits are quoted as follows:—Apples, evaporated, 50 lb. boxes, 14¢ per lb., 25 lb. boxes 13½¢; apricots, 25 lb. boxes, 20¢; prunes, 25 lb. boxes, 14¢; plums, 25 lb. boxes, 14½¢ to 14½¢; peaches, 50 lb. boxes, 16¢, 25 lb. boxes 17¢. Canadian evaporated apples, 50 lb boxes, 8½¢ to 11¢.

The British Columbia Sugar Refining Co. Ltd., quote as follows in their weekly price list: Powdered icing and bar, 6½¢; Paris lumps, 6½¢; granulated 5½¢; extra C. 5¢; fancy yellow, 4½¢; yellow 4½¢; golden C. 4½¢. Above prices are for barrels or bags; half-barrels and 100 pound kegs, ½¢; more, boxes ½¢ more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows: Finest golden, in 30 gal. bls. 2½¢; ditto. in 10 gal. kegs. 3¢; ditto. in 5 gal. kegs, \$2.25 each; ditto, in 1 gal. tins, \$1.50 per case of 10; ditto in ½ gal. tins, \$6 per case of 20. Prices cover delivery in Vancouver, and at Victoria, New Westminster and Nanaimo, and are subject to a discount of 2½ per cent. for cash in fourteen days. All prices subject to change without notice.

The *Montreal Trade Bulletin* says: "Butter receipts during the past week were 581 pkgs. against 1,050 pkgs., for the week previous. The easier feeling in our last issue has been emphasized owing to the absence of demand, the consumptive requirements being not half what they were a year ago. Creamery is weaker and lower, the sale of a lot of 50 tubs fine late made being reported at 21¢. Two lots of creamery have been returned, one from Glasgow and one from Liverpool, and a lot of creamery have been refused in Vancouver. There does not appear to be excessive stocks here; but there is not the demand, and it now begins to be recognized that there will be sufficient to last until the new butter comes in in any quantity. Fresh made Eastern Townships dairy has been sold at 21¢ to 23¢ as to quality, and receipts of this class are showing an increase. Newfoundland will want a few lots; but buyers say that they will wait till the new dairy comes in more liberally. Rolls

hero have been placed at 19c to 20c for Western. Creamery choice late made 21c to 21½c; Creamery good to fine 20c. About 1c may be added to above prices for choice selections of single tubs."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27½ @ 23
Manitoba Dairy choice	18 @ 22
California rolls, extra choice	25 @ 00
" fancy	26 @ 00
" squares, "	28 @ 00
Cheese—Canadian, lb.	12 @ 14½
California	16 @ 00
Eggs, case, per doz.	23 @ 25
Smoked meats and lard are quoted:	
Hams	15 @ 18
Breakfast bacon	17 @ 18
Short rolls	14 @ 15
Long rolls	15 @ 16
Dry Salt, long clear	13 @ 11
Pure Lard, 50 lbs	16 @ 17
" 20 lbs	17 @ 17½
Lard Compound	15½ @ 16

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

Dry Granulated	5½
Extra C.	5½
Fancy Yellow	5½
Yellow	5
Golden C.	4½
Syrups, per lb.	3
" 1 gal. tins, American	6 50
" " " " " "	6 00
" 1 " Vancouver	5 50
" 1½ " " "	7 00

DRUGS.

The Toronto *Empire* says: "Acid, citric, is reported slightly higher. Gum, kino, has doubled. Acid, tartaric, Rochelle salts and cream tartar are unchanged. Canary seed is unchanged and steady. Insect flower stocks in first hands are very much reduced, and the market is consequently firm. Buchu leaves are declining and cubebs are easier. There is an advance in castor oil, orange peel, santoline, tragacanth and gingers, the last being very dear. Gum arabic is declining."

SALMON.

Advices from Eastern Canada state that stocks are fairly low. Futures are being offered at \$1.50, and from present indications the demand from the east will be about the same as for the last couple of seasons.

LUMBER.

There have been no clearances since last review, but the Hindostan for Valparaiso and the Assel for Antofagasta have finished loading and will sail this week. The Harry Morse for Shanghai is well under way and will finish loading shortly. There have been two arrivals—The Chil. bark Atacama, 1,235 tons, Caballero, from Valparaiso, arrived at Moodyville March 31, to load a return cargo on owners' account; the Nor. bark Sigurd, 1,530 tons, Capt. Aase, arrived at Royal Roads from San Francisco April 2, under charter to Robt. Ward & Co., Ltd., to load at the Hastings Sawmill for Port Pirie. The Java will sail April 5 for Whatcom to load for Noumea. There are at present nine vessels loading at British Columbia ports for foreign.

At Burrard Inlet—Chil. ship Hindostan, 1,512 tons, for Valparaiso: Am. ship Ivy, 1,181 tons, for Wilmington, Del.; Br. bark Assel, 795 tons for Antofagasta; Br. ship Natuna, 1,106 tons, for Port Pirie; Am. bark Harry Morse, 1,313 tons, for Shanghai;

Br. bark Blairhoyle, 1,201 tons for Sydney; Chil. ship Atacama, 1,235 tons, for Valparaiso; Nor. bark Sigurd, 1,530 tons, for Port Pirie. At Cowichan—Haw. bark John Ean, 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, 1 feet, per M.	00

Local selling prices are quoted as follows: Rough lumber per M feet, \$7.00; shiplap, \$8.00; 1x4 t and g flooring, No. 1, \$14.00; do, No. 2, \$12.00; 1x6 t and g flooring, No. 1, \$12.00; do, No. 2, \$10.00; rustic, same as 6-inch flooring Nos. 1 and 2; laths, \$1.50; shingles, \$1.50.

BUSINESS CHANGES.

J. R. Seymour, druggist, has opened in Vancouver.

W. D. Haywood, Vancouver, has purchased the Boulder Saloon.

R. C. Lowery contemplates starting a match factory at Westminster.

Meunier & Brown, Prince of Wales saloon, Victoria, have dissolved. J. Meunier continues.

Wolfenden & Annandale, grocers, Westminster, have dissolved. T. S. Annandale continues.

The Yorkshire Guarantee and Savings Company are going to open a branch in Victoria with W. R. Robertson as manager.

Boucherat & Co., wholesale liquors, Victoria, have dissolved. John Coigdarripe has disposed of his interest to Max Leiser.

James Thompson, manager of the Hudson's Bay Company at Calgary, has been promoted to be the manager of the company's new store at Vancouver.

Joseph Phoenix, a grocer of Victoria, who was recently burned out, secured his insurance money and left for parts unknown, leaving numerous creditors unpaid.

The Horse Fly Hydraulic Mining Co., Ltd., has been incorporated with a capital of \$200,000. The objects of the company are to carry on the business of hydraulic or other processes of mining and everything necessary to carrying on the same. Vancouver is the principal place of business. H. Abbott, W. F. Salsbury, and J. M. Browning are the trustees.

At the meeting of the Ontario Mutual Fire Association in Toronto, a resolution was passed recommending the appointment by the Government of five fire coroners. It is only in the minority of cases that fire is the result of unavoidable accident. There is almost invariably contributory negligence, and if this negligence be not absolutely punishable it is well for people to know what kind of neighbors they have.

PROVINCIAL TRADE NOTES.

The Freddie Lee Mining Company, foreign, has been registered with a capital stock of \$500,000. Kaslo is the place of business.

The South Kootenay Board of Trade's certificate of incorporation has been received from Ottawa. It covers the whole of South Kootenay. Its first secretary is George A. Bigelow, merchant, Nelson. The charter members will elect the other officers on April 15.

The custom returns at Nanaimo for March were: Duty collected, \$1,818.22; sick M. dues, \$328.76; miscellaneous, \$18.57; total, \$5,225.53. Imports—Imports free, \$912; imports dutiable, \$15,095; ex-warehouse free, \$157; ex-warehouse dutiable, \$307; total, \$17,701.

The shipments of coal to foreign ports for the month of March show an increase over the previous month. The New V. C. Co., head the list with 32,707 tons, or nearly 7,875 tons increase over the month of February. The Wellington mines shipped 22,130, East Wellington 3,415, and Union 7,688, a total of 65,870, or a total increase of 18,267 tons.

As near as obtainable, the returns at the Victoria custom house for the month of March were as follows:

Duty collected	\$62,008 38
Other revenues	6,171 00
Total collections	\$68,179 38

IMPORTS.

Free Goods	\$ 41,937 30
Dutiable Goods	159,029 00
Total Imports	\$201,966 00

EXPORTS.

Produce of Canada (value)	\$32,718 00
Not produce of Canada (value)	4,919 00
Total	\$37,637 00

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending April 1:—

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
26.	Pioneer, str., Port Townsend	21
27.	Tacoma, str., Port Townsend	35
28.	Montserrat, str., San Francisco	1,430
30.	Romulus, str., San Diego	3,923
30.	Haytian Republic, str., Portland	125
Total		5,609

John P. McMillan, wholesale fruit dealer, Toronto, has assigned. Liabilities, \$2,400; assets, \$1,500.

It is said Drexel, Morgan & Co., the Philadelphia bankers, have resumed their former relations with the management of the Reading Railway Company, and that rehabilitation of the company is probable, but it is said the operation will take two years.

Such progress has been made in the work of deepening the bar at the mouth of the Mersey that the Cunard Company feels justified in fixing a regular hour for sailing from Liverpool instead of having as heretofore, to vary the departure of their steamers according to the state of the tide.

A fire in the premises of James McDougall & Co., Montreal, spread to the adjoining premises. The firms burned out are: James McDougall & Co., tailors' trimmings, loss about \$15,000; James H. Wardlaw, foreign and Canadian leathers, loss \$10,000; Minto, Lavigne & Co., loss \$5,000. Several other firms are also losers.

Duluth!

Situated at the Entrance to Seymour Narrows, the Terminus of the Canada Western Railway, in connection with the Ferry to the Mainland.

LOTS IN THE ORIGINAL
TOWNSITE.

Lots in the Original Townsite can be had at present prices until January 1st, when prices will be raised 25 per cent.

The above statement was made in December last, and in conformity with same prices have been raised 25 per cent.

The first payment of \$100,000 of the subscription to the stock of the Railway Co. has been made.

The Lots owned by the Canada Western Railway Co. in Duluth are NOT FOR SALE.

HENRY CROFT, 72 Government St.

DALBY & CLAXTONReal Estate, Insurance,
Mining & Financial**AGENTS.**

—AGENTS FOR—

The Yorkshire Guaranteed 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 Company, Claxton, Skeena River.

64 YATES ST., VICTORIA.**COMMERCIAL SUMMARY.**

There is a general depression in the Maritime provinces, and the reports from New Brunswick say the trade is suffering terribly. Even railway travel has dropped. On the Intercolonial recently, there was hardly an average of eight passengers in the train the whole way up from Campbellton to Levis. Travellers are selling goods on consignment.

From a comparison made in the annual report of the New York State Superintendent of Insurance between the number of New York joint stock fire insurance companies in existence in 1882 and the number in 1892, it appears that there was a decrease of nearly 50 per cent. Eighty-four companies either retired from business or ceased fire underwriting in that state since 1882.

The *American Engineer* does not appear to think, despite all that has been said on the subject, that the fast Atlantic service between the St. Lawrence and Great Britain will be carried out, as there is not a demand for quick travel sufficient to warrant the construction of record-breakers and the granting of a Government subsidy, which would be necessary in order to keep the line alive.

The *St. Louis Age of Steel* recently published a tabulated statement, the effect of which was to show that in 1888, the latest date given, Great Britain had more steam horse power at its disposal per hundred inhabitants than any other of the civilized nations of the world. Great Britain led with 25 horse powers, the United States coming next with 24, the following being the succession: Belgium, 14; Germany, 13; France, 11; Switzerland, 10; Norway, 9; Denmark and Holland, each, 8; Sweden, 7; Austria, 5; Spain, 4; Russia and Italy, each, 3; Portugal, 2, and other European countries, 6.

It has been suggested that the accounts of private banks should be submitted to examination by auditors, as are those of loan companies and kindred institutions. The large sums they hold, without giving any security or form of guarantee, suggests the need for some supervision. During February, three private banks failed, two in Ontario, the other in Quebec. These collapses revealed how large a sum there is on deposit by the farmers of Canada which does not appear in any official statement. There are between two and three hundred private banks in the

PAINTS, VARNISHES, ETC.,*MIXED PAINTS, DRY COLORS, CALSOMINES,*

Coach Colors in oil and
Japan, Coach Varnishes,
Window Glass, Plate Glass



Ornamental Glass and
all kinds of Painters' and
Artists' Requisites.

A. RAMSAY & SON.ESTABLISHED
1812.**MONTREAL.****THE CANADA PAINT COMPANY, LTD**

PROPRIETORS OF THE BUSINESSES OF

Ferguson, Alexander & Co, of Montreal, The Wm. Johnson Co, of Montreal
The A. G. Peuchen Co, Toronto.

Factories at Montreal, Toronto, Victoria, B. C., and St. Malo, Q.
The Works at Victoria, B. C., with depot at Vancouver, include the manufacture of White Lead, dry and in oil, Chemical Colors, dry and in oil, Mineral Colors, Paints, Carriage Colors, Varnishes, Lacquers, Japans, Kalsomine and Putty.

WORKS AND OFFICES,
STORES.JANION WHARF, VICTORIA, B. C.
HASTINGS STREET, VANCOUVER, B. C.

Dominion in which deposits are placed almost wholly by the agricultural community, and it is a moderate estimate to place their aggregate holdings of these funds at five or ten million dollars.

The International Fishery Commission, representing Canada and the United States, will shortly commence operations. It will travel North, visiting the various rivers and the great lakes. Its work, it is expected, will not be completed for two years. Its objects are officially stated as follows: "The two experts shall report to their respective Governments, either jointly or severally, as to the restrictions and regulations which should be adopted on the following subjects: First, the prevention of destructive methods of fishing in the territorial and contiguous waters of the United States and Canada respectively, and also outside the territorial limits of either country. Second, the prevention of the polluting and obstructing of such contiguous waters to the detriment of the fisheries and navigation. Third, the close seasons which should be enforced and observed in such waters by the inhabitants of both countries. Fourth, on the subject of restricting and replenishing such contiguous waters with fish ova and the means by which fish life may be therein preserved and increased."

THE AGE OF SHIPS.

The subject of the average age attained by ships and steamers has interesting light thrown on it by some of the particulars furnished in the *Wreck Register* for 1891, recently issued. From twenty-one to thirty years comprises the period of highest loss amongst sailing ships, but they sometimes linger on to an extreme age. Thus two vessels lost by stranding in 1891 were of the advanced age of 101 years and slightly over, and two which figured fatally in collisions had attained the same age. Three ships of 100 years old were stranded, one of the same age was in collision, and another suffered casualty from some unexplained cause.

Amongst the number of foundering last year was an octogenarian, while in the list of "missing" ships one had also attained her 80th year. The age at which the most steamers perish is at an early stage in their sea life, viz., between three and seven years. The most frequent cause of loss at that age is stranding, and following close upon it—collision. The oldest of the steamers which figured in the 1891 list of casualties are two between sixty and seventy years old.

B. C. INVESTMENTS.

Canadian railroad stock seems to be a much more profitable investment than American, for, while Canadian railways are almost invariably prosperous, the American roads are in a far different position. According to Mr. Adalbert Hamilton, in *The Forum*, insolvency appears to be their chronic condition. The *London Financial News* says: That the total capital receipts of thirteen English roads increased from £513,000,000 in 1887 to £585,000,000 in 1892, but the amount which they distributed in ordinary dividends showed an increase of but little over £1,000,000, showing that in that country railway investment is not a very promising field for people to whom income is an important consideration. Indeed, in the opinion of the paper from which we quote, it would be the simplest thing in the world to pick out a dozen or fifteen high-class industrial enterprises that make a far better return to investors. They are, of course, liable to much the same disturbance from the demands of labor as are railways, but are less liable to the costs of incessant expansion, and to the exacting and oppressive demands of political faddists, apropos to these showings we have in the first place the fact that Canadian railways are really good openings for investment and otherwise no more promising field offers in the Dominion than this same Province of British Columbia, while our mining and other industrial enterprises are of the high-class to which our London contemporary refers.

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, APRIL 4, 1893.

B. C. MINERALS.

We are very well pleased to see that at a meeting of the Royal Colonial Institute held in London, England, on the 14th March ult., Dr. George M. Dawson, who has done a considerable amount of geological surveying in this province, being, perhaps, one of the best posted men in Canada on the subject, presented a paper in which considerable attention was paid to the mineral wealth of British Columbia. He stated, as is well known to many, that in 1851 a discovery of gold was made on the Queen Charlotte Islands, and in 1857 employees of the Hudson's Bay Company found gold on the banks of the Thompson River, which is a tributary of the Fraser. This, within three months, brought 20,000 people to the spot, and before long the Cariboo country was reached which proved to be one of the richest placer mining districts ever found. Although not so extensively worked of late years, Cariboo yielded in 1882 as much as \$200,000 worth of gold. Altogether British Columbia has contributed to the wealth of the world \$50,000,000 worth of bullion. Dr. Dawson testified to what the construction of the Canadian Pacific Railway had done for the mineral development of this province, remarking that had it traversed the Cariboo country, we should doubtless have been enabled to note greater developments there.

In his essay, Dr. Dawson dwelt at considerable length on the coal fields of British Columbia, the article for quality being able to hold its own against all competitors. Though the provincial coal production has been mainly confined to the Nanaimo district and along the Pacific coast, deposits of good bituminous coal are known in the inland region, one of the most remarkable of the undeveloped fields being that of the Crow's Nest Pass where a large number of superposed beds of exceptional thickness and quality have been defined. The Doctor went on to say that the coals of British Columbia represent, in regard to quality and composition, every stage from hard and smokeless fuels, such as anthracite, to lignites and brown coals like those of Saxony and Bohemia. Moreover, their very general distribution in different parts of the province is of peculiar importance when considered in connection with the building of railways and the mining and smelting of metalliferous ores, as it insures the most favorable conditions for the development of these ores.

The silver bearing ores of the province were dwelt upon by the learned lecturer at

great length, and, so far as they have yet been examined or opened up, the metalliferous deposits of the Kootenay district—the immediate centre of interest in mining in British Columbia—give every evidence of exceptional value. Besides, the circumstances, which have for the last few years retarded the development of the Kootenay country, are now passing away, and there can be no reasonable doubt that in the next year or two this country will establish its place as one of the most important, not only in British Columbia, but in North America as a whole. "For a man," said the Doctor, "with some knowledge of mines and mining and the command of even a limited amount of capital, who will visit and live in the district himself for a time, the opportunities for a profitable investment are excellent. Moreover, within a few years this province of Canada will undoubtedly hold an important place in the list of quotations of mining stocks in London and elsewhere, and then the further development of its mines will become a subject of common interest from day to day."

But, while the more important products of this western mountain region of Canada are, and seem likely to be, gold, silver and coal, its known minerals are, the lecturer stated, already so varied, that, as it becomes more fully explored, it seems probable that few minerals or ores of value will be found to be altogether wanting. But, as the Doctor says, universal development has been much retarded by the remoteness and difficulties of reaching some of the most important mining fields, it is to be hoped that ere long this will be all removed; and the policy of railway building which has been inaugurated and is now being carried out, cannot fail to have the effect of giving an important impetus to what has already been begun and successfully carried on under such difficulties.

LOBSTERS AND OYSTERS.

Recent reports from the Maritime Province state that the 1893 season for lobster fishing and packing will be a short one; shorter, if anything than that of the years 1882 and 1891. Legal restrictions confine the fishing to the months of May and June, and judging from the experience of several seasons, it is doubtful if the catch of lobsters will exceed the moderate average of the past few years. The fishermen now ask \$1.75 per 100 lbs. against 50c. accepted for several years. This bespeaks an increase of prices to which no one who desires to see lobsters more efficiently protected will object, as so long as they are cheap, or comparatively so, the public will demand to be supplied with this most delectable crustacean. The sooner the pocket nerve of consumers is made to pulsate in sympathy with the declarations of the economists the sooner will the lobster be properly protected and the longer will it continue in existence, at least as a table luxury. Too much cannot be done in connection with the preservation of the eastern oyster, which is getting scarcer every year, and if consumption goes on at the same rate as at present, with no care of the beds in which it lives and breeds the little Olympian must at no distant date be a thing to be little more than read about.

DOMINION PUBLIC BUILDINGS.

Since our last issue the announcement has come from Ottawa that the Dominion Parliament had voted \$100,000 in the supplementary estimates towards the erection of a Custom-house and Postoffice. The estimated cost of the building, including the site, was, according to Mr. Ouimet, \$200,000. Of this \$82,000 was to purchase a site, the property on which the Canada Western Hotel was to have been built having been selected. It has been stated that all the site itself actually cost was \$30,000 and \$35,000 for the extensive excavations which have been made there, leaving a profit for some one of close upon \$20,000. Why this sum should be paid we cannot think, since the hotel project is about as dead as Father Abraham, and in consequence the property has been lying idle, figuratively speaking eating off its head in the way of interest on the money expended. Their scheme having proved abortive, the hotel projectors ought to have been content to sell at less than cost, glad to be rid of a bad bargain inasmuch as property is certainly not increasing in value if it be not depreciating. Who worked the little scheme may be asked and by whom is the advance on cost to be absorbed? Seventeen thousand dollars of advance on this transaction or more than 25 per cent. is too big a price to pay, as other property might be had at a lower figure. The present custom house might well be enlarged, while the extension of the post office towards Langley street and an economical lay out of the building would have met all the demands, the site being far more central than the one proposed.

CAUSES OF FAILURE.

Recently, in its comparisons of failures in the different years, Bradstreet's has been endeavoring to discover their cause. Insufficient capital is the great source of failures in both countries, but this is especially true of Canada. While in the United States last year, 32.5 per cent of all the failures were caused by lack of capital, in Canada no less than 65.1 per cent are set down to this cause, or about double as many failures or this account as takes place in the United States. This indicates that persons without sufficient capital can obtain credit to start out in business. The cause which leads to the second largest number of failures is incompetence, which is said to cause 18.6 per cent of the total failures in the States, and 9.7 per cent in Canada. To inexperience 5.2 per cent of the failures in the United States are attributed but only 1.6 in Canada. Fraud caused 10.3 per cent of the disasters among our American neighbors, 5.2 being the proportion of Canada. Commercial disasters in Canada led to 19.2 failures in the United States, the figure for Canada standing at 11.3. On the whole the statement shows a higher percentage of business probity here, though as we have shown the undue and excessive amount of credit accorded tells very heavily against us. In Canada, from 1890 to 1892, the proportion of failures, because of lack of capital, increased from 55.8 to 65.1 per cent., from disaster from 5.9 to 11.3 per cent., from fraudulent disposition of property from 1.8 to 5.2 per cent.

INSOLVENT LEGISLATION.

In the Nova Scotia Legislature, a private bill was introduced for the distribution of insolvent estates, the main provisions of which makes preferences illegal and provide for the equal distribution of assets among the creditors. Provision was also made in it for making assignments to sheriffs of counties, but creditors were allowed to substitute assignees of their own nomination. The bill was largely a re-enactment of the Ontario act, omitting some provisions that have been the subject of controversy in the courts of that Province. What a pity it was that there was no Dominion legislation this year to provide for the objects above contemplated! Until we have one uniform law for the Dominion business men all over the land will continue to be dissatisfied. Some debtors will grow fat by defrauding their creditors, while less fortunate ones will, if they do not find their way to jail, be forever prevented from re-entering business on their own account. Bradstreet's statement to which reference is made elsewhere shows that the greatest number of failures are due to incompetence rather than to wifful dishonesty. Much of this, however, is quite as reprehensible as crime.

Bradstreet's classify this incompetence as follows: Incompetence pure and simple, inexperience, lack of capital and the unwise granting of credits. No one can justify any of these; nevertheless, very frequently the creditor is quite as much to blame for the outcome as is the debtor, if indeed he is not moreso. Too little attention is paid to the habits, conditions and surroundings of a debtor until he has got heavily into the wholesaler's debt. Then he may possibly be looked after, but it is then too late, and he is made to suffer for what the contributory negligence of those who finally push him to the wall are largely responsible.

Debtors of retail as well as of wholesale houses want closer watching and better looking up than they frequently have, and, wherever it is possible, the causes of failure to meet engagements should be carefully looked into. There is something wrong somewhere. If the times themselves are out of joint the debtor ought to be made to sail close to the wind. If there is nothing out of the ordinary, the debtor's name is scarcely worth keeping on the books, and the sooner all that is realizable is obtained the better; the first loss being almost invariably the smallest, while the debtor, if he be at all a worthy character, can the sooner go to work again, climbing once more, if need be, from the bottom of the ladder.

There is one class of insolvent debtor who, for our part, we would not be disposed to rehabilitate. We refer to those who neglect their business, who fail because of speculations outside of their regular operation, whose to say the least of it doubtful habits render them unable to attend to their business, whose personal extravagance is their stumbling block or who fraudulently dispose of property which is really not their own but that of their creditors. Until we obtain an insolvent law which is worthy of the name there will be business unrest

everywhere. We therefore hope to see that between now and the next meeting of Parliament, there will be such an agitation as will result in the enactment of a law that will tend to increase business stability and remove the lack of confidence which unquestionably prevails at present.

PARLIAMENT PROROGUED.

At length the business of the Dominion Parliament has been brought to a conclusion and the members have separated and by this time most, if not all of them, if not at their homes, are on their way to them. The session is more remarkable for what has been left undone than for what has been accomplished, though minor matters have had the attention which their necessities demanded. The Governor General has delivered his valedictory and will in all probability be succeeded by Lord Aberdeen, a British nobleman who has considerable interests, especially in this province. Lord Stanley has not had anything out of the ordinary routine with which to deal during his term of office; what, however, he did he has done well, and personally he has been very popular.

EDITORIAL COMMENT.

THE season's work at the salmon canneries bids fair to be much more extensive than last year, this being it is estimated the time, or the heavy run.

THE wreck of the steamer *Romulus* at Cowichan Gap is another example of the incorrectness of the official charts which gave no sign of any danger there.

THE Provincial Parliament will, it is expected, be prorogued towards the end of this week, several important measures having been held over until next session.

ANOTHER scheme to colonize Canada is reported from Boston and New England where some 50,000 Maritime Province residents are combining to purchase lands in New Brunswick and Nova Scotia with the object of co-operating to promote agricultural and manufacturing development.

THE Government's neglect at the Albert Head quarantine is amply demonstrated by the fact that Japanese and others held there as Oriental suspects are ranging the country in search of the absolute necessities of life, and there is no knowing of what diseases they may be the disseminators.

CONSIDERABLE excitement has been caused in British and Canadian circles by the Russian claim that the national water in Behring Sea extends thirty leagues from the coast line. If so does this apply to merchant men as well as to sealers? The claim is to say the least of it a most extraordinary one.

ON the occasion of the failures of several large mercantile and financial concerns in

Australia, last year, it was announced to be the intention of the authorities to prosecute the directors and officers of some of them for preparing and circulating false and misleading statements, thereby causing great hardships and loss to those who had been in this way deceived. It is now announced among the outcomes so far that the chairman of the Anglo-Australian Bank, Mr. Staples, has been sentenced to penal servitude for five years; Norwood, the auditor, to penal servitude for two years; and Haroldson, the accountant, to six months' imprisonment. These respectable confidence men have received no more than their desserts, though in comparison with the treatment accorded to some of the Panama Canal directors they have been, to all appearances, more severely dealt with.

THE endeavors of the Seamen's Union or possibly of those individuals who are seeking to carry out nefarious schemes against the owners and masters of vessels cannot be too severely reprobated. The discovery of dynamite on board several ocean going ships, among them on the steamer *Bawmore* with all the instruments and appliances laid in order so as to ensure her destruction by a sort of automatic process, sufficiently indicate the length to which miscreants are prepared to go and that to the discredit and dishonor of the organized labor in whose interests they pretend to be acting. That the dynamite plot was invented and partially carried into effect by the men who made the raid on the *Bawmore* some weeks ago cannot be in any way doubted, and the labor authorities ought, in justice to themselves and the element they represent, to repudiate the entire business and do their utmost to ferret out and bring to justice the men who in this matter have played the part of devils rather than of human beings. To fair fighting we have no objection, but this dynamite business should be put down with a strong hand.

Our Montreal contemporary, *Le Moniteur du Commerce* has an article on Paternalism, which the present head of the United States government thinks has been carried to too great lengths in that country. But, if that be the case, with the sixty millions of inhabitants of the United States may we not say that with a population one-twelfth of that number the experience here has been the same but to an even greater and more inexcusable extent? Our contemporary shows that Provincial and even municipal assistance is demanded for the most inconsequent enterprises, the granting of which is the means of doing a very serious wrong. Moreover, the same paternalism has led hundreds of young men, who might have been otherwise engaged with more advantage to themselves and the country, to seek Government situations not as remunerative as outside callings might have been, but which enabled the person so patronized to live a life of comparative ease, without any anxiety as to the future. This, it is said, has gone a long way to destroy personal self confidence and that manliness which ought to be the individual as well as national characteristic.

NEW STEAMBOAT ENTERPRISE.

A syndicate has been formed to run a new line of steamers between Toronto and Montreal. It is a joint stock company, and will have a capital of \$1,000,000, the capital being subscribed in Toronto, New York, Oswego, Ogdensburg, Rochester, and other cities. Orders have been given for the construction of a modern line of steamers. The boats will be three deckers, and of the latest pattern, with cabins on the top deck. It is safe to say the steamships which will constitute the new line will be veritable floating palaces in every sense of the word. Two are already being built, and two others are to be constructed in Toronto. As it will be impossible to get these steamers ready for the coming season, temporary boats have been secured to do duty during the season. The main line of the line will be Toronto and Montreal, but the steamers will also run to or call at Cobourg, Kingston, Brockville, Charlotte, Ogdensburg, Sodus Bay, and other leading lake and river ports on the Canadian and American sides. Connections will be made at Alexandria Bay with the principal down-river steamers. By catering to the World's Fair trade the promoters of the concern hope to reap a considerable profit from the venture during the coming season. Arrangements have already been made with all the American railways leading from New York, Boston, Portland, and other States to Atlantic ports for favorable rates over their lines to New York State ports on the other side of the lake. Tickets will provide for stop-over at Toronto, to and from the World's Fair. Mr. James Beatty, Q. C., of Toronto, is actively engaged in this enterprise.

TRADE PAPERS.

The *St. Paul Trade Journal* truthfully remarks that the growth of strictly trade papers during the last ten years has been remarkable. All over the country they have become as staple with both jobbers and retailers, as clerks and traveling salesmen. Every wholesale house keeps on file for reference the best journals in its line. They are carefully looked over each week in order to ascertain the trend of prices, the statistics of supply and demand, the effect of natural and political events, the dicta of fashion and caprice and other valuable data. The most successful retail merchants all keep them for these reasons. They want them because they know they are reliable.

While the daily newspaper furnishes some trade facts, yet they are published as news, are hastily prepared, and are not always reliable. The difference between the trade paper and the newspaper is that the former gives absolute facts regarding trade matters, while the latter gives the "news" and waits for confirmation to follow later; consequently a dealer knows he can fully rely on the statements in the trade paper.

The growth and use of the trade paper has been the greatest in the oldest and most thoroughly established centers of trade. In New York, the greatest commercial center of the United States, trade papers have the firmest foothold, and show the greatest growth and im-

proved ent. Manufacturers in all lines, importers, jobbers and agents, all use them. Twenty years ago, many of this class advertised in the newspapers. Now it is very seldom done, except by vendors of patent medicines, or some new specialty for which it is desired to create a consumptive demand. Manufacturers wish, though they sell to jobbers exclusively, to reach the retail trade and elicit inquiry for their goods. The jobber wants to reach the retail trade, and neither of them care to waste money on advertising to reach the consumer, preferring to use a medium that is recognized as unquestioned authority on trade conditions, markets, etc.

The trade paper, like the typewriter and telephone is an improvement in business methods, and is so recognized everywhere. Its work in the business world has only begun, and even its most enthusiastic friends have only been able at the best to have a dim realization of scope of its future success and usefulness, for the trade paper deals with everything of practical use to men, and must consult their best practical interests.

THE SUCCESSFUL GROCER.

The successful grocer in these days is the man who holds to the axiom, "small profits and quick returns," and practices it, says an exchange. But the man who wants to carry the maximum out to its logical conclusion, as it were, needs to possess something more than the mere desire to put it into practice. He needs to possess the capital and ability to buy right. Either one of these is handicapped by the other, and therefore the man who has the capital needs to have the practical experience before he launches into business for himself, or vice versa. Many a bright young man has learned this to his sorrow. An apprenticeship to the grocery business is as necessary as in other branches of business or in the professions. A man cannot instantly become a full-fledged grocer by his own volition any more than he can become a physician. This is something that a good many seem to forget. Mechanics, clerks, teachers and farmers, when they get tired of or fail in their several vocations, often think that they have only to drop into a grocery or general business and all will be lovely. As a rule, when they do drop in, they find that they are like little chicks that have essayed to follow ducks into a horse pond. Some of them may, under exceptional circumstances, come out all right, but the failure list shows that a good many do not.

A "SECRET OF SUCCESS."

A retail merchant who has been very successful in his business tells a contemporary what he considers to be the "secret of his success, and in the enumeration of the various factors that have operated in this direction, he lays special stress upon three things: First, the handling of goods at reasonable prices; secondly, giving full weight, or 16 ounces to the pound, which also means, we take it, full measure (or in its wide sense, full value), and thirdly, paying prompt attention to the complaints of customers.

There is no "secret" in success that

comes through the agency of three such factors, or if a secret, an open one. Obviously, that merchant who passes off on his customers poor goods cannot hope to build up a permanent and stable business; or, if the line of his custom is such that the demand is for cheap goods, he never will have a trade which is founded on the best paying and most profitable kind of custom. Cheap goods may be worth the full value set upon them by the dealer, and if the customer knows that the intrinsic value is commensurate only with the price, the dealer does not necessarily imperil his trade. In other words, honesty in the representation of goods is the vital factor. The trouble about handling anything but good goods is that the temptations are many to the dealer to represent them as better than they are, and all temptation is removed if he handles only good goods.

Of course the dealer who gives short weight or short measure imperils his reputation and his business to even a larger degree than does a merchant who willfully deceives his trade as to the quality of the goods he offers. Suspicion of dealers in general is too widespread now to enable any retail merchant, as a mere business policy, to run the chances of weighing up goods short of his order, or measuring them out in faulty or fraudulent measures. Again we invite attention to the fact that in this case honesty is the factor.

The merchant who ignores complaints of customers is not loyal to his business, is disloyal, indeed, to his customers, and in one sense commits the gravest dishonesty of which he is capable, since there can be no greater dishonesty than disloyalty. Fidelity to professions, fealty in the performances of promises, that are at the least tacitly made by every merchant engaged in business when he opens his store doors for the first time, are the only factors of this honesty, which so far as we can measure it comprises in one word the secret of that merchant's success who lays stress upon the three factors, good goods, full value and efficient service.—*Northwest Trade.*

WHAT RETAILERS ARE SHOWING.

New shawl serpentine waists, boys' shirt waists and new bolero waists.

Suits. Challies, Eton, bolero, velvet, Scotch plaid, serge and fancy cloth.

Crepe, crepe-de-chine and plaid and glace velvets for use in spring millinery.

Silk-lined serge, flannel and broadcloth skirts, and silk waists in all new plaids.

"Columbus lace," a dotted ground with floriated border, showing ships afloat.

Black, white and biscuit colored laces wrought with gold and other tinsel threads.

It is calculated that there will be 150,000 deadhead tickets issued for the World's Fair.

Thousands of acres of timber have been destroyed in the Sierra mountains of Mexico by fire.

It has been practically settled that the World's Fair gates will be kept open until 11 p.m. each day.

TO MARRY OR NOT TO MARRY.

Commercial travelers are generally regarded by those who know very little about them, as being men out of the ordinary run of human nature, and of very exceptional character. As none know better than themselves, commercial travelers are but men after all, and seem possessed of as much human nature as most folks. Following up this line of exceptionality, we are now confronted with the question, Should Commercial Travellers Marry?

Why should they not, I would ask. Is there anything so special about their existence, or conditions of life that they should remain bachelors, and never taste the bliss which according to the romancing novelist generally attaches to the wedded state? Morally and physically they are constituted as other men. They have the same desire for happiness, domestic and conjugal, as the rest of their kind, and why should not these desires, quite legitimate and natural, be realized at some time or another?

It is almost superfluous to say that there are temptations in the life of a traveller; there are temptations in the lives of all men. But the commercial traveller is peculiarly open to the temptations which beset the man who is away from home and its restraining influences for the greater part of his time. We know that the temptations we allude to are often, and in many cases far too often yielded to by those who ought to abjure them and be stronger in the flesh. To me it seems that the married man should most certainly be better able to withstand these temptations than the single one. He can be firmer, he can be fortified by the ties of home, and the strong bonds which matrimony has woven around him, rightly too. Of course there are some natures even among commercial travellers who are so given to "worldlings" that neither domestic or any other ties will have any restraining influence for them. But then there are black sheep in every flock.—*Argosy*.

POINTS FOR CLERKS.

It was the saying of a wise man long ago that everything has two handles, by one of which it can be easily carried, while by the other it cannot be. This suggestive phrase might be often brought to mind by the perplexing problems which arise in the life of every young man and by the ways in which they must be met. A writer in the *Golden Rule* says that it might not take a sage to discover the truth and utter it, but a wise man indeed would he be who would always know just how to apply it.

A very unenviable gift it is that leads one always to take things by the wrong handle, and there is always opportunity for exercising it if one chooses to do so. When the sun is not shining, it is easy to notice the gloom; when the sun is shining, it is just as easy to complain that the light hurts the eyes. When a cloud is turned with the silver side out, no one can deny that it is only a cloud, after all. But skill in detecting the right handle, however it may be hidden, may become, also, almost a positive instinct; and there are just as many opportunities for exercising that. If

the flower is bitter, it is delightful to have the bee's secret for finding honey in it somewhere. If one has only nettles to depend on, it is a fine thing to have the talent of the cook that boasted of the number of dishes that he could make from a nettle top. Happiness in life turns largely on the ability to take things by the right handle.

Men, as well as things, have two handles. It is possible always to stroke them the wrong way. An argument can be begun by stating either the points of agreement or the points of disagreement, by arousing antagonism or by conciliating prejudices. One may approach the other with a black flag or with a flag of truce; and the flag can be seen farther off than can its bearer. Much is said about "reaching" people, but it makes a great difference what one reaches with. Setting out on the most excellent of errands, with the best of intentions, is not enough. Success in winning men lies largely in the fact that grasps the right handle.

Discouragement over frequent failures in good causes might lead one to question whether success for him is possible; but a large part of education consists of training in recognizing the right handles, and in this training even failure has its part. There are two handles; if you have tried the wrong one first, take the other.—*Ex.*

AUSTRO-HUNGARIAN FINANCES.

There has been pretty satisfactory progress made by Austria toward placing her finances on a gold basis, and thus adding another country to the list of monometalists. It cannot yet be called such, for the Austro-Hungarian bank now holds nearly \$85,000,000 of silver in its vaults, which is \$720,000 more than a year ago, but it has in the meantime gained about \$21,500,000 in gold, and holds about \$52,000,000 of the yellow metal at the present time. In addition to this, a loan for five millions sterling has this month been brought out in Austro-Hungary, Germany, Holland, Belgium and Switzerland. The terms of this loan are principal and interest payable in gold, bearing 4 per cent. interest, and the issue price is 95½. If this loan is taken promptly, the Bank will then have about \$76,000,000 in gold, which it is believed will be sufficient for the requirements of this year, and then the accumulation of gold will temporarily cease, but it is not improbable that it will be renewed next year.

The gold already accumulated has all been drawn from the United States, indirectly at least, and doubtless the funds acquired by the new loan will be obtained from the same source, for the great financial institutions in Europe not only hold on tenaciously to their gold, stocks of which they have largely increased during the past year, and are still making every consistent effort to enlarge their holdings, but in such a way as not to disturb their own money markets. For the moment gold is not going out of this country, owing to the active use for money in this country and consequently the high rates prevailing, but this is only a temporary matter, and Europe can wait until it is over, and meantime the balance of trade is accumulating against us, and making a

basis for increased exports of gold when the usual spring flurry is over.

Austria is going to have a gold basis for its finances, and the United States is expected to furnish the requisite amount of gold. We have been pursuing the course to make it easy for her to get it, and the same conditions still prevail, so that there is no immediate prospect that there will be any decrease in the European requirements for the only metal that is universally recognized as the most available means of settling balances.—*Cincinnati Price Current*.

THE JEWS IN EVERY OCCUPATION.

A New York paper says: One of the race objections raised in our country during an earlier part of the present century among certain classes was that the Jews were almost exclusively traders, and that they did not engage in productive pursuits, nor show a disposition to enter the professions. This, while true in a measure, was not a reproach that they should have been cast upon them. Through the dark centuries of European oppression, they were barred from all the professions, and could not lawfully engage in productive or other business.

But peoples are greater than laws. Statutes could not suppress the persecuted Israelites. Greater than their oppressors, they rose superior to iniquitous laws. They did not engage in business; but force of circumstances compelled them to limit themselves to one field. They were the money changers, the brokers and the bankers, because their stock in trade and their possessions could readily be concealed from the law's minions, and concealment was often necessary.

The occupation that prejudicial laws forced upon the Jews for centuries became almost an inheritance. There was no other avenue of profit or honor open to them. Son succeeded father as a money lender for generation after generation, until the rigors of the laws discriminating against Hebrews were relaxed. Even then they were slow to enter upon other professions, because that which they had followed without option so long had become almost second nature to them. Therefore they obtained Gentile reproach for a trait that Gentile had forced upon them.

In these later days, the Jews have proven that they are not a people of one idea, nor of a single occupation. They have learned to take advantage of the opportunities which freedom and equal laws have afforded to demonstrate their genius and the universality of its application. We find now that the Jew is prominent as a manufacturer. We also find to-day Jews who are leaders in the various professions. In a great many instances they have demonstrated mechanical ability. They have become extensive owners of real estate, thus giving conclusive proof of the permanency of their attachment to the land, and upsetting the theory that they were wanderers, seeking only those things of value which were portable. In time they will develop the agricultural traits which distinguished the race in the childhood of the world.

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	511	Meadowcroft.	Oct. 18	Victoria.....	Liverpool.....	31,002	\$163,451	
Br bark	Glengarry	802	Davidson	Nov. 3	Westminster.	Liverpool..	37,352	186,760	
Br bark	Chilli	678	McKenzie	Dec. 12	Victoria.....	Liverpool..	30,033...	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.	32,103.....	167,896	

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	1,495,123	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	1,001,171	9,193	March 25	60s
Am bark	Hesper	641	Sodergren	Feb. 20	Vancouver	Shanghai	751,921	7,781	April 23	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	831,437	7,095	April 20	42s 6d
Nor bark	Czar	1321	Christophersn	March 4	Vancouver	Adelaide	1,016,611	10,476	June 7	57s 6d
Nor bark	Agnes	511	Hofgaard	Feb. 20	Chemainus	Antofagasta	692,500	6,413	June 11	40s
Nor ship	Kathinka	1433	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	Glenberyie	800	Groundwater	March 24	Vancouver	Iquiqui	631,810	7,689	June 8	37s 6d
Br ship	British India	1129	Lines	March 31	Vancouver	Valparaiso	863,866	9,315	July 11	37s 6d
Am schr.	W. H. Talbot	776	Blum	March 11	Vancouver	Tientsin	1,021,876	10,272	May 28	67s 6d
Am schr.	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	416,386	3,176	March	Private
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,573	June 28	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	639,828	9,330	Sept. 11	\$15.00
Br bark	Thermopylae	918	Winchester	June 2	Vancouver	Yokahama	8,919	8,919	July 22	Private
Nor bark	Fritzoe	1078	Holtsen	May 29	Chemainus	Melbourne	983,121	8,072	Aug. 8	45s
Br ship	Burmah	1617	Newcombe	June 2	Moodyville	Valparaiso	1,289,329	9,888	Aug. 21	35s
Br ship	Crown of Denmark	3029	Smith	June 24	Vancouver	Melbourne	1,850,725	15,338	Sept. 23	37s 6d
Nor bark	Ursus Minor	503	Johnson	June 1	New Westmr.	Sydney	481,211	4,393	Aug. 3	37s 6d
Br ship	Earl Granville	1149	Frack	June 16	Cowichan	London	853,937	12,399	Nov. 5	62s 6d
Chil bark	Antonietta	909	Stack	June 27	Chemainus	Valparaiso	836,358	9,015	Dec.	owners ac
Ger bark	Palawan	967	Van Heuvcl.	July 8	Chemainus	Iquiqui	688,851	7,521	Sept. 27	33s 9d
Chil bark	Leonor	801	Jeantsch	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	585	Uhlberg	Aug. 3	Vancouver	Valparaiso	771,110	8,797	Nov. 26	40s
Chil ship	Hindostan	1513	Walsh	Aug 7	Moodyville	Valparaiso	1,232,386	11,471	Oct. 28	owners ac
Br bark	Zebina Gowdy	1087	Manning	Sept. 5	Vancouver	Wilmington	853,218	10,125	Jan. 1	\$13.00
Chil ship	Atacama	1233	Caballero	Aug 21	Moodyville	Valparaiso	994,491	9,689	Nov. 1	owners ac
Br ship	City of Quebec	708	Carnegie	Sept 6	Vancouver	Adelaide	517,409	4,048	Nov. 30	40s
Br bark	Nineveh	1174	Broadfoot	Sept. 3	Vancouver	Sydney	951,900	9,287	Nov. 8	owners ac
Am schr.	Robert Searles	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.	931,316	81,781	Dec. 21	40s
Chil bark	Lake Leman	1076	Buzzo	Sept. 22	Moodyville	Valparaiso	763,839	6,610	Dec. 18	owners ac
Br bark	Scammell Bros.	1218	McFarlane	Oct. 15	Vancouver	Philadelphia	907,551	11,763	Feb. 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	939,193	10,090		58s 9d
Br bark	Columbus	691	Melhuish	Nov. 16	Vancouver	Adelaide	565,720	4,539	Feb. 3 pr.	37s 6d
Am schr.	Lyman D. Foster	730	Dwyer	Nov. 5	Moodyville	Sydney	822,838	7,809	Jan. 13	30s
Nor bark	Benj. Bangs	1118	Hjorness	Dec. 20	Vancouver	Hilifax	786,083	10,015		48s 3d
Br bark	Fernbank	1338	Boyd	Nov. 25	Moodyville	Iquiqui	500,300	4,728	Feb. 13	36s 3d
Br bark	Grasmere	1216	Carter	Dec. 25	Vancouver	Valparaiso f.o.	941,688	10,370	March 23	36s d
Am ship	Edward O'Brien	1725	Taylor	Dec. 10	Vancouver	London	1,257,685	14,229		50s
Nor bark	Fortuna	1322	Mikelsen	Dec. 17	Moodyville	Valparaiso f.o.	1,265,729	12,088		36s 3d
Br ship	Abconia	979	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	806,008	7,811	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 4	Vancouver	Queenston UK	923,068	9,882		52s 6d
Nor bark	Fritzoe	1078	Rolfsen	Jan. 10	Vancouver	Valparaiso	879,260	8,031		36s 3d
Am bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	822,657			37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,683	15,537		Private
Chil bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169		owners ac
Br bktn.	Bittern	389	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,930	4,291		owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058		35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	C. R. f. o.	1,628,530	17,500		50s
Chil ship	Hindostan	1512	Welsh		Moodyville	Valparaiso				owners ac
Am bark	Seminole	1139	Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,966		Private
Am ship	Ivy	1181	Lovell		Vancouver	Wilmington				Private
Br bark	Ascl	795	Gilmour		Moodyville	Antofagasta				35s
Br ship	Natuna	1166	Grahn		Vancouver	Port Pirie				42s 6d
Am bark	Hurry Morse	1315	Hughes		Moodyville	Shanghai				45s
Haw. bark	John Eua	2000			Cowichan	Port Pirie				40s
Br bark	Blairhoyle	1231	Gray		Vancouver	Sydney				31s 3d
Br bark	Mary Low	813	Robertson		Vancouver	Pisagua				Private
Nor bark	Sigurd	1530	Anse		Vancouver	Port Pirie				40s
Chil ship	Atacama	1233	Caballero		Moodyville	Valparaiso				owners ac

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Kinkora	1799	Lawton	Nov. 15	Liverpool	Victoria & Van	R. Ward & Co. & Bell-Irving & Paterson	140
Br ship	Morayshire	1428	Mowatt	Oct. 21	Q Samarang	Vancouver	B. C. Sugar Refinery Co.	165
Haw. schr.	Americana (new)	839	Denny	Nov. 5	Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	150
Br ship	Blair Athole	1637	Taylor	March 3	R Samarang	Vancouver	B. C. Sugar Refinery Co.	32
Br bark	Dochra	1016	MacJarrow	Dec. 19	G Liverpool	Victoria	Robert Ward & Co. Ltd.	108
Chil bark	Entella	633	Mangini		Callao	Moodyville	Moodyville Sawmill	
Br ship	Gryfe	1063	Roberts	Nov. 21	D Card'ff	Esquimalt	Naval Storekeeper	133
Br bark	Formosa	915	Knin	March 16	H Liverpool	Victoria	R. P. Rithet & Co. Ltd.	19
Br. ss.	Mogul	1827	Johnson	March 11	J Hong Kong	Victoria	Dodwell, Carlill & Co.	21
Br bark	Wythop	1218	Edwards	March 22	F San Francisco	Vancouver	Hastings Sawmill Co.	13
Br bark	City of Carlisle	823	Hughes		K Newcastle	Victoria	Turner, Beeton & Co.	
Br ss	Empress of Japan	3003	Lee	March 22	M Hong Kong	Vancouver	C. P. S. S. Co.	13
Br ship	British General	1751	Tulloch		A Samarang	Vancouver	B. C. Sugar Refinery Co.	
Br ss	Victoria	1922	Panton	April 1	B Hong Kong	Victoria	Dodwell, Carlill & Co.	
Br ss	Empress of china	3003	Archibald		C Hong Kong	Vancouver	C. P. S. S. Co.	
Br ship	Candida	1222	Whittem		London	Victoria & Van		

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. H - May 19 passed Holyhead. Chartered to load salmon for Liverpool or London. J - Via Yokohama March 27. D - Spoken Jan. 20; lat. 51 S., long. 59 W. Chartered to load lumber at Vancouver for U. K. F - Lumber to Sydney at 31s 3d. K - Via Santa Barbara. Chartered for salmon to Liverpool or London. L - Spoken Dec. 16 lat. 4° N., long. 28 W. G - Spoken Jan. 14 lat 11° N., long. 27° W. M - Via Yokohama March 31. A - Cargo of sugar. B - Via Yokohama April 16.

VESSELS IN PORT.

(April 3, 1893.)

VICTORIA.

Br. bark Java, 897 tons, Capt. McVicar, arrived March 9, from Cardiff, chartered to load lumber at Whatcom for Noumea.

Ger. steamship Romulus, 1,722 tons, Capt. Berendt, put into Esquimalt.

Nor. bark Sigurd, 1,530 tons, Capt. Aase, arrived April 2, to load lumber at Vancouver for Port Pirie.

Br. bark May Low, 813 tons, Capt. Robertson, arrived March 26, from Liverpool, with a general cargo. R. P. Rithet & Co., Ltd., consignees.

VANCOUVER.

Chil. ship Hindostan, 1,512 tons, Capt. Welsh, arrived Feb. 13, loading lumber at Moodyville for Valparaiso.

Am. ship Ivy, 1,151 tons, Capt. Lovell, arrived Feb. 21, loading lumber for Wilmington, Del.

Br. bark Assel, 795 tons, Capt. Gilmour, loading lumber at Moodyville for Antofagasta.

Br. bark Natuna, 1,106 tons, Capt. Grahm, arrived March 18, loading lumber for Port Pirie.

Br. ss. Empress of India, 3,003 tons, Capt. Marshall, arrived March 15.

Am. bark Harry Morse, 1,313 tons, Capt. Hughes, arrived March 13, loading lumber at Moodyville for Shanghai.

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

Chil. ship Atacama, 1,235 tons, Capt. Caballero, arrived March 31, loading lumber at Moodyville for Valparaiso.

COWICHAN.

Haw. bark John Ena, 2,600 tons, arrived March 26, to load lumber at Cowichan, for Port Pirie. Robt. Ward & Co., consignees.

NANAIMO.

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

Am. ship J. B. Brown, 1,473 tons, Capt. Magune.

Am. ship Tacoma, 1,672 tons, Capt. Gaffney.

WELLINGTON SHIPPING.

Am. bark Detroit, 1,438 tons, Capt. Darral.

Am. ship Glory of the Seas, 2,109 tons, Capt. Freeman.

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

Am. ship Columbia, 1,399 tons, Capt. Nelson.

Am. bark Matilda, 819 tons, Capt. Svenson.

EAST WELLINGTON.

Am. bark Melrose, 911 tons, Capt. Kalb.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	4,962
Vancouver	8	11,466
Nanaimo	9	12,525
Cowichan	1	2,600
Total	22	31,563
Previous week	19	26,387
Correspond'g week last year	14	19,872

FREIGHTS.

In the lumber market freights continue weak with a downward tendency. The demand from West Coast of South America is being filled at constantly decreasing rates. Freights from British Columbia or Puget Sound are quoted as follows:— Valparaiso for orders, 32 6d; direct port on West coast, South America 30s Sydney 31s 3d; Melbourne, Adelaide or Port Pirie, 36s 3d; United Kingdom, calling at Cork for orders, 50s; Shanghai, 45s; The latter two are nominal and for Yokohama no quotation can be had.

Grain freights from San Francisco to U. K., Cork for orders, 17s 6d; and weak; September loading 25s; from Portland, 27s 6d; Tacoma, 25s. The last two are quite nominal.

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.

SHIPPING INTELLIGENCE.

The American bark Colorado, from Cowichan Jan. 19 for Valparaiso, was spoken Feb. 23 lat. 3 n., long., 114 w.

The ss. Mogul is due from Hong Kong and Yokohama about April 11.

The new Haw. schooner Americana, 839 tons, Capt. Denny, from Liverpool, with a general cargo for Victoria and Vancouver is now out 150 days, consigned to Turner, Beeton & Co. and Bros. & Co., Ltd.



REGISTERED TRADE MARK.

The Largest Factory of its Kind
in the Dominion.

LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Super-
vision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies
and Preserves

—PREPARED BY—

Michel Lefebvre & Co MONTREAL.

Established 1849. Gold, Silver
and Bronze Medals. 20 1st
Prizes.

THE WM. HAMILTON MANUFACTURING CO., LD.

HASTINGS STREET, NEAR CARRALL, VANCOUVER, B. C.

Saw, Shingle and Planing Mill Machinery, Engines
and Boilers and Canning Machinery.

Telephone 381. P. O. Box 791.

ROBERT HAMILTON, MANAGER, Vancouver.

J. E. CRANE & CO.,

Real Estate, Commission
and Insurance Agents,
Merchants, Brokers, Etc.

VICTORIA, B. C.,

AND

11 BOW LANE, CHEAPSIDE, LONDON, E. C.
ENGLAND.

Telephone: 27. Cables and Telegrams: Cranett.

SOLE AGENTS (WHOLESALE) FOR

Dr. Jaeger's Sanitary Woolen Clothing Co.,
London, Eng.; Wiggins, Teape & Co., Ltd.
Linen and Bond Papers—London, Eng.; Marcus
& Co.—Washable Cashmeres—Bradford, Eng.;
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 Isl's; La Saldema Mfg.
Co.—Havana Cigars—Havana; C. J. & E. Lewis,
—Boots and Shoes—Northampton, Eng.; Allen
& Sons,—Chocolate Goods—London, Eng.

KERR & BEGG,

Booksellers and Stationers

45 GOVERNMENT ST., VICTORIA.

NEWCOMBE PLANOS.

THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Next to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc JOHN WHITTY Propr

VANCOUVER IRON WORKS,

Pembroke Street, near Government

VICTORIA

WILSON BROS. & CO.,

Machinists, Iron and Brass
Founders.

Architectural Work a Specialty.

P. O. Box 151.

Telephone 209

STEEL RAILS

[New and Best Seconds]

Cement, Waste, Steel and Iron,
Files, Etc.

WALTER TOWNSEND,

MONTREAL.

Agent for Bolling & Lowe, London, [Eng.]

LEITCH BROS. OAK LAKE 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.

MAJOR & ELDRIDGE, AGTS,
VANCOUVER.

THE WESTERN MILLING CO., (LIMITED.)

REGINA, ASSA.,

DEALERS IN

Seed and Feed Grain

OF ALL KINDS, ALSO

Flour, Chop Feed, Bran
and Shorts.

PARTIES REQUIRING

Seed or Feed Oats or Wheat

WILL DO WELL TO

Correspond With Us, or Major
& Eldridge, Vancouver.

PACKARD LAMP CO., (LIMITED.)

MANUFACTURERS OF THE

Paekard High Grade

Incandescent Lamps.

96 TO 100 KING STREET,
MONTREAL.

CHAS. C. PAIGE, MAN'G DIRECTOR.

A. LEOFRED,

(Graduate of Laval and McGill.)

MINING ENGINEER.

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

MINES, MINERAL PRODUCTS

GREENE & SONS

COMPANY, MONTREAL.

HATS, CAPS

AND
STRAW GOODS
1893.

MEN'S

Furnishings.

BRITISH COLUMBIA SPRING TRADE, 1893

Newest Styles Selected for Spring Trade.

AGENTS FOR WOODROW'S HATS.

WAREHOUSE:
517, 519, 521, 523 AND 525 ST. PAUL STREET,

MONTREAL.

Victoria Brewing and Ice Company

(LIMITED,)

LAGER BEER.

P. O. Box 216. Telephone 436. Office: Cor. Government and Discovery Sts.

PACIFIC VARNISH.

Manufactured expressly for the
Coast Trade.

MELLON, SMITH & CO.,
AGENTS.

Office: 303 Cordova St., Vancouver

W. J. PENDRAY,

25 HUMBOLDT STREET, VICTORIA,

MANUFACTURER OF

Lanndry, Toilet and Shaving

SOAP,

Extract of Soap, Sal Soda,
Laundry Blue, Liquid Blue,
Stove Polish, Shoe Blacking
and Vinegar.

DEALER IN

CAUSTIC SODA AND ROSIN

J. & T. BELL,

MANUFACTURERS OF

FINE BOOTS AND SHOES

WHOLESALE.

1667 NOTRE DAME STREET

MONTREAL.

JOHN LECKIE,

524 Granville Street, Vancouver.

IMPORTER OF

SHING SUPPLIES,

COTTON DUCKS

AND TWINES,

OILED CLOTHING,

ROPES, BLOCK

FLAGS, BUNTING, Etc

A Full Stock Always on Hand.

AGENT FOR

W. & J. KNOX'S

celebrated Double Knot and Cured Salmon
Nets, Twines, Etc.

VICTORIA RICE MILLS,

STORE STREET, VICTORIA, B. C.

—MILLERS OF—

CHINA AND JAPAN.

Rice, Rice Meal,

Rice Flour, Chit Rice, Etc.

VICTORIA

ROLLER FLOUR MILL.

Delta Brand Family Flour,

Superfine Flour, Bran & Shorts

NOS. 64 & 66 STORE ST.

VICTORIA.

W. R. CLARKE,

Harbor Master,

Port Warden,

—AND—

Lloyd's Surveyor.

40 YATES ST., VICTORIA.

**IMPORTANT TO Patentees, Manufactur-
ers, Brewers—in fact to all who have their
trade at heart.**

Messrs. NETTROLOLL DAY & CO.,
Agents for European and Foreign
Manufacturers,

1 Old Court House Lane, Calcutta,
Announce that they undertake, on very moder-
ate terms, the Agency of all kinds of British and
Foreign Manufactures, with a view to their
introduction into India.

Messrs. NETTROLOLL DAY & Co are established
for about one hundred years in this city, are
well known and enjoy a high reputation.

Messrs. NETTROLOLL DAY & Co. own the Uni-
versal Advertiser. Though a monthly magazine,
its name suggests that it is also an advertising
medium. It is circulated far and wide, and
"gratis." It is devoted to the interests of dealers
and manufacturers.

Apply to Messrs. NETTROLOLL DAY & Co. and
they will have much pleasure in sending you a
copy of the Universal Advertiser.

VICTORIA STEAM BAKERY.

M. R. SMITH & CO.

WHOLESALE AND RETAIL

CRACKER BAKERS,

VICTORIA, B. C.

Office: 57 Fort St. Factory: 91 Niagara St.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.
(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL
(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

Gives a large per centage of Gas, a high illuminating power unequalled by any other Bituminous Gas Coals in the world, and a superior quality of Coke.

THE "SOUTH FIELD" COAL

now used by all the leading Steamship Lines on the Pacific.

THE "NEW WELLINGTON" COAL

Which was introduced early in the present year, has already become the favorite fuel for domestic purposes. It is a clean, hard coal, makes a bright and cheerful fire, and its lasting qualities make it the most economical fuel in the market. The several Mines of the Company are connected with their Wharves at Nanaimo and Departure Bay, where ships of the largest tonnage are loaded at all stages of the tide. Special dispatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

	Daily Capacity.....	7,500 Barrels.
ROYAL—Montreal..	2,500 Barrels	SEAFORTH—Seaforth, Ont..... 500 Barr
GLENORA " "	2,500 "	GODERICH—Goderich, Ont..... 1,000 "
	WINNIPEG MILLS.....	1,500 Barrels.

STANDARD BRANDS:

OGILVIE'S HUNGARIAN, OGILVIE'S STRONG BAKERS

HUDSON'S BAY CO'Y,

VICTORIA, - - - B. C.

IMPORTERS :

WINES,
LIQUORS
CIGARS,
CIGARETTES,

CANNED GOODS,
ENGLISH GROCERIES,
CANADIAN GROCERIES,
AMERICAN GROCERIES,

STAPLE DRY GOODS,
BLANKETS,
FIRE ARMS,
AMMUNITION.

AGENTS FOR :

Fort Garry Flour Mills, Benton County Flouring Mills.