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Wellington Packing Co., Wellington Brand.  
Harlock Packing Co's Brand.

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"Flagship" brand,

# THE FAMOUS GRANBY RUBBER GOODS.

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BUY NO OTHER

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.  
Tuesday Morning, Dec. 5.

VICTORIA.

The weather during the past week has been such as to put a stop to outside work. There is a steady trade in staple lines, and business generally appears very fair; but complaints are numerous regarding the scarcity of ready money.

Cable advices received from London state that the prices realized at the auction sales there are 20 per cent. to 25 per cent. less than prices received last year. This drop in prices will not tend to brighten the sealers' prospects for next season.

Of Vancouver trade, the *News-Advertiser* says: "Wholesale merchants report that business slackened a little towards the end of last week, as is customary towards the end of the month, but they anticipate a good trade during the next few weeks on account of the near approach of Christmas. Clothiers and boot and shoe dealers have done a big trade during the past few days, as the damp, cold weather has caused a brisk demand for goods in their lines. Collections are still hard to make, and it is thought that they will be a harder than usual this month, as November was a slack period in most lines. Quotations are almost unchanged."

FLOUR AND FEED.

Flour has been reduced 10c per bbl. in Oregon recently, and local jobbers' quotations are weak in sympathy; \$1.00 is about the ruling price for standard Oregon brands.

The *Portland Commercial Review* says of flour: "Trade very quiet outside of the usual local custom, which takes but a comparatively small portion of the capacity of our mills. Very few orders have been received from outside sources, and it looks as though the present quietness would continue until after the holidays. Values remain practically unchanged, standard brands ranging from \$2.80 to \$2.90 per bbl. A small shipment for China account went forward this week and about the average amount of Walla Walla

was forwarded by steam to San Francisco."

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

Ogilvie's Hungarian.....	\$1 25
" Strong Bakers.....	1 05

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

Premier.....	\$1 00
XXX.....	3 85
Strong Bakers or XX.....	3 45
Superfine.....	3 15

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

Delta.....	\$1 00
Victoria XXX.....	1 00

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 1 25 @ 1 50
Lion, ".....	1 25 @ 1 50
XXX.....	1 25 @ 1 50
Premier, Enderby mills.....	1 35 @ 0 00
XXX, ".....	1 20 @ 0 00
XX, ".....	3 50 @ 0 00
Superfine, ".....	3 50 @ 0 00
Ogilvie's Hungarian.....	1 65 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
H. B. C. Fort Garry Hungarian.....	1 65 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
Oak Lake Patent Hungarian.....	1 65 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
Regina Hungarian.....	1 65 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
Benton County, Oregon.....	1 00 @ 0 60
Portland Roller.....	1 00 @ 0 00
Snowflake.....	1 00 @ 0 00
Wheat, per ton.....	29 00 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	15 00 @ 00 00
Chop feed.....	28 00 @ 30 00
Shorts.....	23 00 @ 30 00
Bran.....	25 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	25 00 @ 25 00
California oatmeal.....	3 75 @ 0 00
California rolled oats.....	3 80 @ 0 00
Corn, whole..... per ton	37 50 @ 10 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed .. per ton	40 00 @ 09 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.....	\$ 75 00 @ 80 00
Best China rice ".....	80 00 @ 100 00
China rice No. 1 ".....	68 00 @ 70 00
Rice flour ".....	70 00
Broken rice ".....	30 00
Rice Meal ".....	17 50

GROCERIES AND PROVISIONS.

Sugar is steady since the drop noted last week. Quotations are all reported steady, and markets are featureless. Recent advices state that good creamery of the late make is scarce in the east. The market there is pretty well cleaned up of the class of butter that is in demand for British Columbia trade. September make of creamery can be bought for 4c per lb. less than October, while some dealers consider it is worth 1c per lb. less.

The *Montreal Trade Bulletin* says: "Butter receipts during the past week were 2,333 pkgs., against 1,281 pkgs., for the week previous. The butter market appears to be somewhat mixed, both buyers and sellers claiming an advantage which we question if either side possesses. Shippers are evidently not buying, and

holders are not selling. In other words, factorymen who are now said to have the greater portion of their October creamery on hand are firm in their ideas, but are not able to place their goods. There is therefore a halt between buyers and sellers with a sufficient gap between them on the score of prices to prevent business. There is a talk of scarcity, but we do not think it exists in reality. The sale of a round lot of August creamery was made at 22½c. Dealers say they are jobbing out their best October creamery at 23c to 23½c, but do not find much demand even at these figures. We quote prices as follows:—Creamery, August, 22c to 22½c per lb.; Creamery, September and October, 22½c to 23c. For single tubs of selected, 1c per lb. may be added to the above. Receipts of cheese during the past week were 31,188 boxes against 53,000 boxes for the week previous. A few lots of cheese continue to find their way to this market as usual at this season of the year, and buyers are enabled to pick them up at very reasonable figures. Now that the last boats have left, more attention is being given to the figuring out of stocks left in Canada, and the opinion voiced by us last week, to the effect that there are less stocks in the country than at this time last year, appears to be generally admitted among the trade. A few, however, think otherwise, and assert that as many cheese have been made in November as in September. This, however, is regarded as too exaggerated a view to obtain credence. In any event, England, it is thought, will want every box we can send her between now and next spring, as the United States is sending her scarcely anything. The exports are about 1,700,000 boxes for the season."

New season's dried fruits are quoted:

Valencia raisins..... per lb	\$ 6 @ \$ 7
Malaga raisins..... per box	3 00 @ 3 25
Currants (barrels)..... per lb	5½ @ 6
" (cases)..... per lb	6½ @ 7½
Sultana raisins..... per lb	10 @ 12½
Taragona almonds..... per lb	11 @ 15½
Filberts..... per lb	13 @ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	28 @ 00
" Manitoba dairy.....	20 @ 23
Cheese—Canadian, lb.....	12½ @ 14
" California.....	16 @ 18
Eggs, case, per doz.....	22½ @ 23

Smoked meats and lard are quoted:

Hams.....	16 @ 18
Breakfast bacon.....	17 @ 18
Short rolls.....	14 @ 15
Dry Salt, long clear.....	11 @ 00
Pure Lard, 50lbs.....	13½ @ 00
" " 20lbs.....	13½ @ 00
" " 10lbs.....	12½ @ 00
" " 5lbs.....	12½ @ 00
" " 3lbs.....	12½ @ 00
Lard Compound, 10lbs.....	12½ @ 00
" " 20lbs.....	12½ @ 00

Sugar—Jobber's prices ½-barrels and kegs in each case being ¼c higher:

Dry Granulated (China).....	52
Extra C, China.....	1
Dry Granulated.....	51
Extra C.....	51
Fancy Yellow.....	51
Yellow.....	5
Golden C.....	11
Syrups, per lb.....	3
" 1 gal. tins, American.....	5 50
" ½ " ".....	5 35
" 1 " Vancouver.....	5 50
" 1½ " ".....	7 00

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

Helmet brand sugar cured hams, medium	0 16
" " " heavy..	0 15 1/2
" " " breakfast bacon	0 17 1/2
Fancy Gold Band hams.....	0 18 1/2
" " " breakfast bacon.....	0 21
White Label pure leaf lard, tierces.....	0 11
" " " 50-lb tins.....	0 11 1/2
" " " 20-lb ".....	0 11 1/2
" " " 10-lb ".....	0 11 1/2
" " " 5-lb ".....	0 11 1/2
" " " 3-lb ".....	0 11 1/2
Lard compound.....	0 11 1/2

**FRUITS AND VEGETABLES.**

New California oranges are on the market, and are in good demand. Seedlings are quoted at \$3.75 per box and Loreto's at \$3.50. California grapes are getting scarce and prices are firmer for fresh stock, while old stock sells a little below quotations. Pears are also getting scarce.

**Jobbers' quotations for fruits are as follows:—**

Oranges—Australian.....	2 50 @	0 00
California seedlings....	3 75 @	0 00
" Loreto.....	3 50 @	0 00
Japanese.....	55 @	
Lemons—California.....	3 50 @	4 50
Australian.....	2 50 @	0 00
Bananas.....	1 00 @	1 50
Apples.....	1 25 @	1 75
" Canadian.....	5 75 @	0 00
Pears.....	1 50 @	1 75
" Winter Nellies.....	2 00 @	2 25
Grapes, California.....	1 00 @	1 25
Cocoanuts.....	per 100	8 00 @ 9 00
Pineapples—sugar.....	per doz	3 50 @ 4 00
Hawaiian.....	per doz	0 00 @ 0 00

**Vegetables are quoted:**

Potatoes—Local.....	per ton	17 00 @ 20 00
Onions—Silverskins.....	per lb	2 @ 2 1/2

**LUMBER.**

There have been no arrivals or clearances since last review and no new charters are reported. The Hastings mill is now loading seven vessels, which is the largest fleet that has ever been loading at any one time. The fleet will carry about 7,000,000 feet.

There are at present seven vessels aggregating 8,730 tons, loading at British Columbia ports for foreign. At Vancouver—Nor. ship Germanic, 1,269 tons, for Cork, U. K., for orders. Am. ship Benj. Sewell, 1,361 tons, for Cork, U. K. Am. ship Snow & Burgess, 1,578 tons, for Santa Rosalia. Am. bark Colorado, 1,360 tons, for Shanghai. Am. bark Templar, 410 tons, for Callao. Am. schr. W. H. Talbot, 776 tons, for East London, Cape Colony. Am. ship Eclipse, 1,536 tons, for Cork, U. K.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet. \$ 8 00  
 Deck plank, rough, average length, 35 feet per M..... 00 00  
 Dressed T. and G. flooring, per M..... 00 00  
 Sinks, rough per M..... 9 00  
 Laths, 1 feet, per M..... 00

The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7 per M ft; rough clear, \$14; ship lap, \$9; flooring and rustic, No. 1, \$14; do., No. 2, -12; shingles, \$1.50; lath, \$1.50.

McGillivray's pipe works resumed work Dec. 1, on a heavy order for the Horsely Hydraulic Mining Co.

**PROVINCIAL TRADE NOTES.**

The duty collected last month at Nanaimo amounted to \$1,518; value of imports, \$12,010.

The Vernon *News* believes that ere long valuable mineral deposits will not only have been found in the Fairview district of the Okanagan, but also in the immediate neighborhood of Vernon itself.

The New Vancouver Coal Co. is extending its loading accommodation at Nanaimo by building coal bunkers alongside the present wharves. The Company will thus save 21 hours time and considerable cost in the way of demurrage.

Mr. S. M. Robins, of the New Vancouver Coal Co., does not anticipate any large early increase in the American demand for British Columbia coal, as a result of the suggested placing of that mineral on the list of free imports to the States.

The Customs returns for the port of New Westminster for November were: Imports; dutiable goods, \$31,433; free, \$71,136 Total, \$110,569. Duty collected, \$11,336.25. The other revenues were \$205.28. Total collections, \$11,541.53. Exports, \$11,801.

The total customs collections at the port of Vancouver for November were \$27,379.65. Imports, free; \$53,861; imports, dutiable, \$81,055. The exports were \$67,567. The total inland revenue receipts reached \$99,013.55, an increase of \$1,731 over last year.

The Inland Revenue collections for Division No. 37, Victoria, during the month of November, amounted to \$10,821.68, which total was made up as below: Spirits, \$9,460.03; malt, \$1,421.90; tobacco, \$1,937.25; cigars, \$802.89; and petroleum inspection, \$199.70.

The customs figures at the port of Victoria for the month of November were as follows: Exports—Produce of Canada, \$411,121; not produce of Canada, \$7,068; grand total, \$448,189. Imports—Free, \$32,586; dutiable, \$182,241; total, \$214,827. Duties collected, \$57,618.16; other revenues, \$1,813.77; total, \$59,491.93.

A Board of Trade is now being found a great need of Vernon and the adjoining district. One of its early endeavors would be to secure, if possible, a reduction of railway freight charges. The steady extension of Vernon and its business connections renders increasingly desirable the formation of the proposed board.

**FOREIGN COAL SHIPMENTS.**

The following are the shipments for the week ending December 2:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
25.	Tyce, str., Port Townsend.....	19
27.	Angeles, str., Port Townsend....	81
27.	Pioneer, str., Port Townsend...	31
28.	Sea King, bark, San Francisco...	2,276
30.	Crown of England, str., San Fco	3,409
Total.....		5,819

A writer gives an illustration of the progress of electricity as a mechanical power. He says that twenty-five years ago it was unknown, and that \$900,000,000 is now invested in various kinds of electrical machinery.

**BUSINESS CHANGES.**

Jas. Curran has purchased the Provincial Hotel, Nanaimo.

D. Hart, tobaccoist, Victoria, advertises business for sale.

D. H. Adams, hotel, Duncans, has sold out to Wm. Cutchiey.

A. A. Philo & Co. have opened a cigar factory at Vancouver.

M. Langman and L. Sells, general store, Vernon, have dissolved.

W. H. S. Perking, succeeds Mrs. A. A. Richardson, dry goods, Nanaimo.

Wm. L. Tait, shingle mill, Vancouver, damaged by fire, partially insured.

W. H. Adams is opening in sewing machines and supplies in Victoria.

Hunt & Dover, jewellers, Nelson, have dissolved. Jacob Dover will continue.

Geo H. Gowan, general store, East Wellington, has assigned to J. H. Todd and M. Baker.

The Nelson *Miner* of Nov. 25, says Three business failures during the week was the record for Kaslo.

Davis, Marshall & Macneil, barristers, Vancouver, have opened a branch at Nanaimo, with G. F. Cane in charge.

J. R. Hamilton and A. E. Kelly, grocers, Vancouver, have dissolved; J. R. Hamilton and A. C. Ford will continue the business.

J. Johnson & Co., booksellers and stationers, Victoria, have assigned to W. B. Smallfield and Geo. Haynes. The British Columbia Land and Investment Co., mortgagees, are in possession.

The rapidity with which grain is now being handled in Buffalo is something quite unprecedented. During one day of 24 hours recently the receipts at that port aggregated 1,600,000 bushels.

Philip D. Armour has just contributed 10,000 pounds of beef to miners who are out of work at Hurley, Wisconsin. He had ascertained in a casual way that these men were on the point of starvation because of lack of employment, and without any solicitation forwarded the gift.

According to a correspondent, says a London paper, the prospects for this year's Java coffee becomes worse and worse. In most of the districts the bearing is smaller than ever before, and on many plantations the result on plucking is turning out far worse than was even supposed from the appearance of the plants. Only the Liberian plantations promise a fairly good yield.

After twenty-seven years, the affairs of Overend, Gurney & Co. have been closed. In 1865, the firm was at the head of private banking and financing. It was converted into a joint stock company with twenty-five millions of paid up capital. The application for shares was enormously in excess of this sum. On 10th May, 1866, without any premonitory signs, "Overend, Gurney & Co., Limited," went to smash, causing a great scare if not an absolute panic. The chief banking failure that followed was a large Birmingham bank, which had gone into the same class of business—taking weak securities at a large interest. The total loss of this firm's creditors is \$10,000,000.

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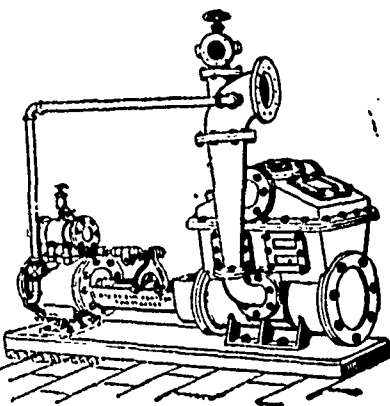
J. W. Harrison, coal and metal broker, San Francisco, reports Nov. 25, as follows: "During the week there have been the following arrivals: From the northern mines, 15,470 tons; from foreign sources, 7,059 tons. There is no change of prices, which are steady, especially domestic grades, which, at this season of the year there is a brisk demand for, keeping the wholesale and retail dealers busy hocking orders. For steam uses, business is unusually dull, and quotations favor the consumers, which has been clearly proved by some recent sales of coal cargoes which arrived here unsold. The dealers are pretty well stocked up for all immediate demands, although the quantity yarded is not sufficient to disturb values. The amount of Australian afloat is exceedingly small, which means a strong sustenance of prices for the next sixty days at least. Another cargo of Japanese is at hand, which was disposed of for gas producing, prior to arrival. Three other cargoes are now afloat, and several more ordered, all sold to our principal gas companies."

### DO YOUR WORK WELL.

Half the people in this life make failures of their careers because they never cultivated the habit of doing small things well. In his secret heart probably no man thinks his ability has ever been recognized at its true worth. He is employed at small tasks, working for small pay, when to his mind he ought to be doing great things, getting high wages. Nine times out of ten, perhaps, the man who thinks this neglects in consequence the small, humble task he is set to do. He despises the business that brings him bread. He gets only cheap wages; therefore he will give cheap work. He is discontented, he is unhappy, he is ready to strike, or even to slight his tasks to the extent of cheating his employer as far as he dares without getting himself discharged. By and by he does get discharged. Then he rails at fate and rich men worse than ever.

No man ever succeeded in life who did not put his conscience into his work, whatever it was. If you agree to perform certain labor in return for certain wages, however small, you have sold your time and ability. Do that work the best it can be done. Form the habit of putting the best of yourself into all you do. Work with enthusiasm over the small tasks that are your lot at present, always in hope that greater ones will come to you by and by. They will be sure to come. Many a time the small task, done conscientiously and with enthusiasm, itself affords the very clew to the greater task and the larger remuneration. But it is absolutely certain that no man who had not the habit of doing his best on whatever work he is engaged will ever fill any high place whatsoever. It is not in the books that he should.

Let us always be on the lookout for grander opportunities. Life would not be worth living except for that. But let us at the same time strengthen ourselves to seize the great opportunity when it comes by making the most of our small opportunities. It is the only way. It is



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 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.****COMMERCIAL SUMMARY.**

The New York Cordage Trust is to resume operations.

There are 4,778 men out of employment in New Haven, Conn.

Kansas has lost 100,000 in population during the past three years.

There are 10,000 vacant houses in Washington, D. C., it is reported.

It is said the free coinage fight is to be renewed in the United States Congress.

The tobacco crop in the Housatonic Valley, Conn., has an estimated value of \$3,000,000.

All the railroads in Michigan must supply coaches with some kind of fire extinguisher.

The annual consumption of tea in England per person comes to a little more than five pounds.

A Chicago street railway company carried 73,000,000 passengers between May 1st and October 31st.

Ten thousand coal workers in the Hazleton, Pa., region are idle on account of the Lehigh Valley strike.

There are five islands in the world larger than Great Britain, counting Greenland as an island.

It is estimated that the consumption of bricks in the United Kingdom amounts to about 250,000,000 a month.

A proclamation has been issued emancipating the laboring classes of Guatemala from slavery after March 15, 1894.

A folding bed, which can be converted into a sofa or a billiard table, is the latest combination in the way of furniture.

In Paris it is required that every vehicle traversing its streets at night, if only a wheelbarrow, shall carry a lantern.

Public action has been found necessary in Indianapolis to provide work and food for the great number of unemployed.

Fifty-seven thousand five hundred and eleven letters are written in London every day, requiring thirty gallons of ink.

Revenue officers have decided that North Carolina distillers must pay tax on three gallons of whiskey for every bushel of corn used.

The World's Fair directors expect to conclude business by January 1. It is said the buildings in Jackson park may stand for several years.

Mr. H. A. Everett has resigned the

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managing-directorship of the Montreal street railway. Mr. Granville C. Cunningham succeeds him.

A Spaniard has succeeded in extracting from grasshoppers a certain fatty substance which is capable of being transformed into the finest soap extant.

London Hospital declares that the tea drinking habit in Great Britain is producing results not less serious, though less obvious, than alcoholic drinking.

It is asserted that a water wheel runs faster at night than in the day time, because at night the water is cooler and therefore more dense than when warmed by the sun.

The Vancouver Board of Fire Underwriters have referred the matter of the proposed city tax to the head offices of the different insurance companies represented there.

The discovery has been made by a scientific Frenchman, that potatoes planted near an electric wire grow to be very large, and that tomatoes in contact with an electric wire ripen eight days earlier than usual.

By the Australian mail received at Ottawa, last Wednesday, the Department of Trade and Commerce received advices of the progress made in Australia by Hon. Mr. Bowell and Mr. Sanford Fleming in the matter of intercolonial co-operation in the proposed Pacific cable. Mr. Fleming enters into detailed calculations of the cost of the cable, the proposed routes (specifying four in number), and the manner in which Colonial assistance can be given to the project, and the revenue likely to be derived. The cost of the cable is, in round figures, £1,745,000. Within four years after completion, he thinks, the interest on the capital will be met, and thenceforward there will be annual surpluses.

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VICTORIA, TUESDAY, DECEMBER 5, 1893.

## AUSTRALIAN SERVICE.

Advices from Honolulu indicate that the steamship *Miwera*, wrecked several months since at the entrance to that harbor, has been raised and that her injuries are slight, the loss being from \$300, to \$400,000 less than had been anticipated. The engines are but little strained, and it is said can be patched up at comparatively small expense so as to enable her to be sent with a cargo of sugar to San Francisco where it is likely she will be repaired. It is said by the divers that beyond the damage done to her stern in the tearing away of the rudder and posts she has only a few dents in her plates. It will not therefore be long before the steamship will return to her old run unless it be deemed more profitable to retain the *Arawa*, which report has it is exceptionally well provided with cold storage appliances. However, some time since, Huddart, Parker & Co. announced their intention of ere long employing a third vessel, and it might be that by the time the *Miwera* is repaired the opportunity will be deemed convenient to increase the service, especially in view of the Mid-winter Fair being in full blast at San Francisco.

## TO RAISE U. S. REVENUE.

In an interview the other day, Finance Minister Foster is reported to have expressed the opinion that the proposed United States tariff has been designed to cheapen the cost of production to the manufacturers of that country who are likely to draw largely upon Canadian raw materials. He added, that Canada would meet in a fair and friendly spirit any reciprocal advances from our neighbors. The tariff proposals of the U. S. Ways and Means Committee are not yet in shape for official publication, but it appears to be certain that a considerable sum of money will be required to meet the deficiency caused by the tariff reductions. There is a strong and growing sentiment that this will be made up by the imposition of an income tax; but this proposal has many opponents, for if there is anything which most people dislike it is direct taxation and the attendant prying into their affairs to ascertain the amount of their individual incomes.

## MUNICIPAL MATTERS.

We are much pleased to observe that public interest in municipal affairs is awakening, and that city politics form not

alone the topic of newspaper editorials, but that private citizens are discussing them at public meetings and in communications to the newspapers. Mayor Beaven is already in the field as a candidate, as if he had a mortgage or some sort of lien on the position. So far, the only person who seems inclined to compete with him for the honor and emolument of the position is Mr. John Teague and whether any one else will come out remains to be seen. It is useless to attempt to disguise the fact that Mr. Beaven is a strong candidate, but there is every reason to believe that he has lost some of his old strength, still with all the objections to him, he will require hard work to defeat. His assumption of something approaching a despotism and his persistent contempt for public opinion ought to prove the cause of his downfall, to say nothing of the unwarranted expenditures which he has caused to be made in the very teeth of the recorded votes of the ratepayers and the gentlemen who are entitled to be considered as the best representative men at the aldermanic board.

## THE COAL OUTPUT.

The Northfield mine having proved to be an unprofitable property, the men employed in it have been informed by the New Vancouver Coal Company that unless the product can be got out without loss the mine will be closed. Manager Robbins is of the opinion that the proposed removal of coal under the new U. S. tariff to the free list will not result in any great improvement in the coal market, as far as Nanaimo is concerned. He further said that until the new tariff goes into force, there will be very little sale for coal and he anticipates very dull times for the next few weeks. Reciprocity in coal was what was required; the removal of the duty will in the long run prove but a slight benefit to Nanaimo. Still, at first there is likely to be an increased demand for the B. C. product, and merchants are looking forward to brighter times in the spring. During November the output of the Nanaimo basin, which includes Nanaimo, Northfield and Wellington, was only about 4,697 tons. Over two or three months ago the New Vancouver Coal Company alone turned out a far larger quantity than the total of all the mines during November. It will thus be seen that the outlook is a sufficiently serious one.

## TELEGRAPHIC FACILITIES.

There have long been complaints against the defective telegraphic service afforded to British Columbia—on the Mainland as well as the Island. The trouble has been, however, that, as with the railway service, when the proper time arrives to register effective complaints, viz., when the management vouchsafe to pay us a visit, what is everybody's business turns out to be no one's affair. Overawed possibly in the presence of the magnates, no one cares to say anything unpleasant to them, nevertheless at other times they talk loudly—and that would appear to be all. However, the Great Northwestern Telegraph Company, which is a child of the Western

Union Company and controls the wires of the Montreal and Dominion Telegraph systems, at present appears to contemplate the possibility of extending its service in this direction. Its vice-president, Mr. H. P. Dwight, one of the oldest and best known telegraph men in Canada, has recently been here, and though he professed to have crossed the continent simply for pleasure, it is said that he and Mr. Nicholas, of the Canadian Central Electric Company, have a deal in view, viz., the purchase of the tramway lines of Vancouver and New Westminster and the bringing into the first named city of the telegraph lines of the Western Union Company.

If the Western Union wires be brought to Vancouver only, we fail to see how Victoria is to be benefited, and it is therefore to be hoped that it will not be forgotten that the Victoria office of the Canadian Pacific Company is regarded as one of the most profitable there is on its entire line; and that with an improved service there is much more business to be done, more particularly should there be a modification of present tolls. It is a matter of little importance here whether or not we are connected with Canada or the United States by any new service that is inaugurated, and it would only require a short line of cable to effect the desired object. As every one has experienced, communication between Nanaimo and Vancouver is far too frequently interrupted, and it is the avoidance of a state of things similar to that which is so greatly to be desiderated.

We can readily imagine that, in view of what is being done to promote the early construction of a cable line to Australia, the Western Union and its offspring should wish to be connected with it, and we take it that it is with that object in view that the present visit is paid. The advent of the Pacific cable is sure to be an important thing for Victoria, particularly if it be placed on the direct line of service—and why it should not be we can imagine no reason. We might naturally expect to be passed by in the event of the Canadian Pacific wires being the only medium for the overland service, but with the Great Northwestern in the field we may hope for a different outcome. In any event it will not be very long before the cable reaches British Columbia, or we greatly overrate the energy of Mr. Sandford Fleming and his coadjutors.

Meantime those gentlemen find themselves somewhat hampered by the fact that two of the Australian governments have agreed to subsidize the new Caledonian cable, which is exclusively in French hands, who have distinctly announced that none but Frenchmen should be employed in the transmission of messages through the territory or sea under the control of the Republic. Hon. Mr. Howell, having been informed of this, did not hesitate to say that Canada would not subsidize a service that was managed under such conditions.

It is announced that Moran Brothers have definitely determined to abandon work on the San Pedro and to forfeit their guarantee of \$25,000.

## NATIONALIZATION OF MINES.

In connection with the recent mining troubles in England a Socialist member of the British House of Commons proposes that Parliament sanction the nationalization of the mines by purchase, at an estimated value of \$250,000,000 of the whole of the English coal mines. However, this proposed remedy would be hardly likely to cure the evil of friction between the miners and mine owners; the State would simply be put in the place of the private or corporate owners. Governments like ours, which possess valuable mines, should, suggests the *Monetary Times*, make such terms of alienation as will best protect the public against monopoly and extortion, which the accumulation of large mining areas in the hands of a single corporation tends to produce. It would be well if we took such precautions as the present situation and the prospects of the future suggest as to mine-ownership, otherwise we shall be brought face to face with demands kindred to those of the Anarchists and Socialists of Europe and the United States, whose most modern methods have as their most potent instrument that destructive agent, dynamite.

## OUT OF DATE.

Mr. Christopher Robinson, Q. C., has, it is reported, for personal reasons, declined the honor of knighthood, which it was proposed to confer upon him for his services in connection with the Behring Sea arbitration. For our part, we honor Mr. Robinson for his unwillingness to become a "belted knight." In these days, and under such institutions as ours, there is little place, if any at all, for gentlemen carrying such marks of distinction. In connection with such a matter as the Paris arbitration, is the conferment of a knighthood specially inappropriate. The knights of old were accustomed to win their spurs upon the field of battle; but in the present instance the arbitration departure was intended for an illustration of the fact that "peace hath her victories not less renowned than war."

It is by no means certain thus far that there has been a victory for any one or, if there has, by whom it has been achieved. If it be true that Mr. Robinson has declined the proposed honor, we, in common with many of the truest and best of Canadians, honor him for it as we do such men as William Ewart Gladstone, John Morley, Alexander Mackenzie, Edward Blake and Luther Hamilton Holton, no matter what our opinions may be as to the political course which they have pursued. This is the day of the masses, not of the classes, and we regret that it should be so much the practice to ignore this fact by such acts of "Imperial grace and favor" as have recently been announced.

## EDITORIAL COMMENT.

The oyster catch in the Maritime provinces this year is much smaller than usual, which demonstrates the necessity of protecting these fish in a manner which has not been done before.

The splendid prospects for the coming

harvest throughout Australia are such as to cause holders to abandon any idea of better prices this season; indeed there is in all probability a likelihood of a weak market as holders will want to clear out.

DESPITE the facts of a good out-turn of sugar, of favorable prospects for an abundant harvest, and of fairly remunerative prices for wool, there is a want of confidence in Australia which imparts a very slow state of affairs to business generally, and trade in every branch is unusually quiet.

THE Provincial Government and the labor element in connection with the Board of Labor Statistics and Council of Conciliation appear to be as far away from one another as ever. The recent interviews have only served to complicate matters, and it will be not only of interest, but of moment, to watch the outcome.

ALTHOUGH Winnipeg has returned an opponent to the Government to represent it in the House of Commons and the tariff issue largely controlled the contest, we are inclined to believe that the real cause of the result was by no means so much the fiscal policy of the country as the school question in the Prairie Province, in the controversy on which the member-elect has taken so prominent a part.

THE result of Sir Curtis Lampson's fur skin sales in London have not come up to the ordinary expectations of the owners of the sealing vessels, though they are better than under all the circumstances might have been anticipated. They are from 15 to 25 per cent. less than these obtained last year, and naturally have the effect of disheartening the men who are preparing to send out their crews and hunters on the coming season's hunt, which will be carried on under considerably greater difficulties than in the past, owing to the restrictions imposed by the international regulations.

It has been well remarked that to retailers the coming year at its opening will be a very trying time. They might be greatly relieved were those who are well able to do so, to pay them what is due promptly when the new year opens. A decent percentage of such payments would save oppressive anxiety to thousands of storekeepers, and cause very many to tide over difficulties and avoid insolvency. We would reiterate the injunction of the *Trade Review*. "To one and all then who owe store bills we say, be considerate, pay all the cash you can to tradesmen, if unable to wipe out your debt, pay something to reduce it, and you will be all the more prepared to enjoy the coming season by having helped others to meet it with a light heart."

NO DOUBT despite the failure of the catch there will be a large supply of Labrador herrings on the market. Indeed, already action is being taken in the lower provinces to put a check on the practice which is highly prevalent of falsely branding herring of an inferior quality. We are glad to hear of this ac-

tion being taken, as there is scarcely anything which nowadays is not either adulterated or counterfeited by some one. In this connection we may remark that, according to our exchanges, the supply of genuine molasses continues to gradually lessen, the deterioration in quality being attributed to the greater use of centrifugal machinery, the sugar being separated from the cane juice more thoroughly than was formerly the case, both the quantity and quality of molasses being correspondingly reduced.

THE Toronto Board of Trade bulletin shows a decline in the volume of imports at that port, as compared with last year. The total imports were of the value of \$1,387,532, whereas in October, 1902, the value was \$1,024,828. Free goods, however, among which raw material for manufactures figure largely, show an increase from \$377,000 to \$441,000. More hard coal was also brought in, though the aggregate cost was less. The principal items in the decline are dry goods, metals, paper, jewellery, leather, glassware and spirits. Books, furs and drugs show increased import. The month's exports exhibit a decline, the total of Canadian produce shipped abroad from that port being \$250,032 in value, while in October, 1902, the value was \$281,120. Leather is the largest item specified, wood goods, liquors and iron being others. Harley, peas and beans are the main items of field products going abroad. The exports of horses and cattle show a falling off; so indeed do all animals, but eggs show a decided increase. Bacon and hams, \$85,913, exhibit a moderate decline from the figures of October last year.

THE Sydney (Australia) *Trade Review* says: "It is evident that in the desire to efface the memory of the late bad times many persons are endeavoring to impart a more cheering tone to business by systematically indulging in optimism. No good, certainly, can be done by crying down business, but at the same time there must be more reason than at present exists to justify the somewhat glowing terms in which the slightest improvement in demand is descanted upon. There is no doubt that we are experiencing a most favorable season, and that, under ordinary circumstances, should have a vivifying effect on trade; but against that there are payments to be made for renewals rendered necessary three or four months back on the suspension of the various Banks, which payments, in addition to the current obligations, seemingly are pressing rather heavily on some traders, as the volume of business has been particularly small of late, while it is the dead season for realization of produce, so that country houses have out little cash to receive from settlers. In the course of the next few weeks, however, we shall be receiving plenty of wool from the country generally, and the sugar growers on our Northern rivers will be turning in the proceeds of their cane. In the meanwhile the larger houses must exercise a considerable amount of forbearance with their customers, and if so we shall, without doubt, soon get over our troubles."

## ROAD IMPROVEMENT.

A correspondent of a newspaper published in the Eastern townships of the Province of Quebec, asks: "Why not form an association for the improvement of the roads in this country? It is better high roads rather than more railways that this country needs. The labors of the farmer would be lightened and his profits increased if we had such public thoroughfares as they have in France or Belgium, or even in England." We think we may safely ask this same question in the Province of British Columbia. We cannot, however, say that we do not need more railways. We want them and must have them. There are, however, too many railways upon paper whose occupancy of the field is shutting out other people from covering the ground which they have exploited with the object of grabbing all that is possible to get hold of, no matter what injury their dog in the manger practices entail. Years ago there was one member of the Legislature of the Province of Quebec, whose principal object was, as he put it, to secure double track roads both in winter and summer instead of the farmer or the traveller being forced when meeting or passing another team to turn out into the ditch at the risk of injury to his load or to the people who were riding in the vehicle. We have too many roads which are little better than trails.

The different governments of the Province have done a great deal of country road making, but it occurs to us that there is too much dependence, at least in some sections, upon the public treasury and the Lands and Works Department. If some of the ranchers or settlers, if they prefer the term, would only get up occasional "bees" or more generously assist individual effort in this direction, the public moneys might be expended in ways that would be even more advantageous to the public at large. Moreover, in that case it would not be possible for members to get up in the House and declare that the Government were building roads to the house or farm of such and such a one of its supporters and neglecting those who were quite as much interested but whose votes were never cast on the Government side. This is a sort of pettifogging "politics" that does no one any good.

## CANADA ABROAD.

Apropos to the Chicago World's Fair, the Boston *Journal of Commerce* remarks:

"In looking at the Canadian exhibits, in every department, it is quite evident that the people of Canada have put their best foot forward to show to the world the advance which she has made, and is making, in all that constitutes national prosperity and national greatness. In the agricultural departments, in the livestock department, in arts and manufactures, she has certainly made her mark among the nations of the world. From the tone of the Canadian representatives, we could not help but infer that Canada is anxious to do away with the impression which seems to be abroad,

that she is a snow bound, barren waste, inhabited by Indians and half-breeds, dependent for all the advance that she has made upon the mother country and upon her older neighbors. There is no doubt but that a much more exalted place will be filled by Canada in the minds of all who have learned the lessons which the fair has to teach. If there were any who supposed that Canada was a frozen wilderness, her fruit, cereals and vegetable display must have disabused them of the notion; and if any thought her people were rude, unlettered, and behind the age, her displays in machinery, manufactures and arts must have had a similar effect."

And yet in view of all her successes in the face of the admirable impression which Canada has made we see that the Dominion Government, while sending an exhibit to Antwerp has made up its mind to have nothing to do with the Midwinter Fair at San Francisco, leaving it to individual enterprise to send specimens or not, just as it may please them. There is a permanent display of articles at the Imperial Institute, London, which is always being added to, and this supplemented by a comparatively moderate exhibit at Antwerp would with what has been previously shown in Europe give to continental peoples a fair idea of what we are able to do and what we are able to produce. Why not, then, devote some attention to the Midwinter Fair? If it be the policy to attract a great influx of European immigration to Canada it must not be forgotten that much of it that has in the past come this way has been of a very inferior class, such, indeed, as the United States have not seen fit to encourage; in fact, a good deal of the material that they have rejected has been attracted here and augmented the pauper population of the cities. Now, as concerns San Francisco fair, the object would be to encourage trade, and although a direct steamship connection between Australia and British Columbia has been established, even the Provincial Government has in its wisdom seen fit to adopt a masterly policy of inactivity. It seems that a fair display from Canada and this Province would be beneficial, as the show is likely to attract visitors from many quarters, who would not have thought for a moment of going to Chicago. We cannot advertise ourselves too much in a practical way, although certain ill-directed attempts at advertising have brought among us people for whom there were no openings, and who in consequence became an incubus.

## ONE PRICE.

But few things are more galling to human pride, or our self-respect, than the consciousness of being cheated. Not so much for the value of the loss we sustain as for the resentment we feel at being victimized—at being the object of spleen, malice, or cupidity; and, whether the injury sustained affect our pocket, our reputation, or our person, the result is the same. If we fall on the ice, or slip down on the pavement, we may be hurt, but with an unruined temper we gather ourselves up and make the best of it. If we drop a dollar in the river, or lose the amount by bad speculation,

we soon forget the loss and are happy. Not so, however, if we are pushed down, or if we are robbed or cheated of the sum in any way. This treatment gives rise to resentment, which rankles in our hearts until time and other cares obliterate the event from our memory. And even these results arise, not so much from the actual malice of the perpetrators as from our conception of the motive. We are unhappy because we believe our neighbor intended to injure us, and as soon as we are convinced to the contrary, our resentment ceases; we look upon the whole thing as an accident, and all is over. Well, what has all this to do with the "one-piece" system? Simply this, that every salesman ought to study human nature enough to know how to approach his customer, and the effect he has upon it.

"O had some power the gift to give us,  
To see our-selves as others see us,  
It would from many a trouble free us,  
And foolish notions."

Could the seller see himself as the buyer sees him, it would be of more value to him than many dollars; and the true way to accomplish this is to study his own nature. In doing this thoroughly he learns the whims and oddities of those he deals with. Now, although our legitimate sphere is the counting-room rather than the church—commerce rather than religion—still we wish to show that, even in point of profit and gain only, the one-price system is better than any other—that it will secure and retain more customers, and such as are worth retaining, than any other course that can be adopted; we wish to show that the opposite course is as delusive as it is dishonest, and its legitimate effects will sooner or later, recoil on those who adopt it. While it is true that "fools are not dead," it is also true that there is a very general aversion among honest men to pay more than others for what they purchase. The man of pure intentions has not the heart to suspect that a double price is asked for the article he is buying, and is, therefore, more apt to pay it than the sharper who deals upon the same principle. The general customer desires to deal where he will not be robbed on account of his poor judgment, and will avoid he who will overcharge for an article as he would a pestilence. The thought that he has been "sold" by a man in whom he had placed confidence will rankle in his heart for years, and he will not only avoid the place, but prevent others from purchasing there. Thus it is, that as water will find its level, so a man's true character will at last be appreciated by the world, and he will lose or gain accordingly.—*Shareholder.*

There is talk of making the Ferris wheel a permanent attraction of New York.

The liquidators of the Commercial Bank, of Manitoba have redeemed, since the suspension of the Bank, notes in circulation amounting to \$376,000, and the liability due to the Merchants' Bank of Canada has been reduced \$162,000 since the same date, making a total reduction of liabilities amounting to \$538,000.

# 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

Has a large percentage 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.**

### INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Nov. 14, 1883, is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

James S. Back, assignor of one-half to L. Orme, Ottawa, guitar.

Theodore N. Clark, Toronto, assignor to J. P. Case, Canton, Ohio, dental chair.

Joseph Morrison, assignor of one-half to H. S. Van Tuyl, Petrolia, combined horse collar and hame.

Robert B. Robinson and E. P. Conley, assignors of one-third to W. E. Paton, Sherbrooke, Que., card waste transmitter.

Total issue, including designs, trade marks and reissues, 575.

### CHINA TRAINING FOR WAR

A correspondent of the Paris *Figaro*, traveling in China, is sending very sensational reports to his paper, relative to the huge preparations China is making to meet foreign nations in the event of war. Her rulers and statesmen feel convinced that war with Russia, France, England or the United States, may be precipitated any day, and they are making arrangements to meet the possible foe on terms of equality, at least as far as armament, forts, ships and drill may be concerned. The humiliating wars had with civil-

ized countries during the past fifty years have opened the eyes of the governing classes. They have become convinced that antiquated arms and tactics must be replaced by modern methods and modern weapons and evolution. The Frenchman cited expresses his astonishment at the activity displayed. At Tien-Tsin he saw an arsenal and manufacturing plant of astonishing dimensions, and at Port Arthur there are splendid cruisers, battle-ships without number, built with all the modern improvements. This fleet has been created in less than six years. The army is being drilled by European officers and the movements chiefly impressed the observer with the staunch and solid character of the regiments on the ground. China's present aim appears to be to find within herself the military resources and war material that she was formerly compelled to procure elsewhere. The arsenals, workshops and foundries completely change the national character, modifying it in the European sense.

Of course there is no estimate as to the fighting qualities of Chinese soldiers and sailors under these conditions; that can only be a matter of actual experience. At any rate, the resources of the empire are so vast that no nation will lightly undertake the task of discovering the exact value of all these preparations. Even this cautious feeling is a great gain to the Flowery Kingdom.

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A seat on the Montreal Stock Exchange was bought recently for Col. Fred Henshaw for \$2,000.

Morgan, Davies & Co., since 1870 identified with the business interests of Toronto as tea brokers, have found it necessary to suspend payment. The principal creditors outside of Robert Carrie and James Parkes are understood to be in Montreal and London. The liabilities are estimated at between \$30,000 and \$40,000, with assets nominally the same, but it is understood that Mr. Davies' wife has preferential claims for several thousand dollars.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark.	Rautenbeck.	930	Russell.	October 9.	Victoria.	Liverpool.	38,890	\$201,875	
Ger ship.	Sirene.	1137	Saetermoe.	October 19.	Victoria.	London.	57,558	282,790	
Br ss.	Grandholm.	874	Masson.	October 19.	Victoria.	Liverpool.	31,707	158,535	
Br bark.	Jessie Stowe.	615	Blanche.	October 11.	Fraser River.	Liverpool.	30,000	137,112	
Br bark.	Ladstock.	816	Williams.	October 19.	Fraser River.	Liverpool.	35,773	178,865	
Br bark.	Formosa.	915	Kain.	November 18.	Victoria.	London.	38,126	191,880	
Br bark.	City of Carlisle.	823	Hughes.	November.	Victoria.	Liverpool.	37,381	185,905	
Br ship.	Candida.	1222	Kece.		Victoria.	Liverpool.			
Br bark.	Harold.	1307	King.		Victoria.	Liverpool.			
Br bark.	Primera.	557	Gardner.		Victoria.	London.			

## B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark.	Geo. Thompson.	1128	Young	Jan. 13.	Westminster.	Sydney.	806,938	7,811	March 21	owners ac
Br bark.	Mark Curry	1256	Liswell	Jan. 1	Vancouver.	Plymouth.	923,058	9,882	Msy 20	52s 6d
Nor. bark.	Fritzo	1078	Rolfson.	Jan. 10.	Vancouver.	Callao.	\$79,260	8,031	March 3	36s 3d
Am. bark.	Colorado	1036	Gilson.	Jan. 19	Cowichan.	Valparaiso-f.o.	\$32,657	7,077	April 27	37s 6d
Br bark.	Highlands	1236	Owen	Jan. 26	Vancouver.	Montreal.	\$86,663	15,337	June 25	Private.
Chil. bark.	India	953	Funke	Jan. 11.	Moodyville.	Valparaiso.	738,782	7,161	March 30.	owners ac
Br bktn.	Bittern	389	Stronach	Jan. 20	Vancouver.	Fremantle, Au	392,350	4,204	May 16	owners ac
Ger. ship.	Katharine	1629	Spille.	Feb. 7	Moodyville.	Iquiqui	1,328,879	11,053	May 6.	33s
Br ship.	County of Yarmouth.	2151	Swanson	March 23	Vancouver.	Cork.	1,628,330	17,500	July 27	50s
Chil. ship.	Hindustan	1512	Welsch	March 6	Moodyville.	Valparaiso.	1,196,826	10,212	July 11	owners ac
Am. bark.	Seminole	1439	Weeden	March 19	Moodyville.	Santa Rosalia.	1,019,913	7,966	April	Private.
Am. ship.	Ivy	1181	Lovell	April 22	Vancouver.	Wilmington.	791,911	10,197	Aug. 23.	Private.
Br bark.	Assel.	726	Gilmour.	March 6	Moodyville.	Antofagasta.	631,165	6,577	June 23	35s
Br ship.	Natuna	1106	Grahn	April 20	Vancouver.	Port Pirie	961,868	7,718	Sept. 22	42s 6d
Am. bark.	Harry Morse	1313	Hughes.	April 19	Moodyville.	Shanghai.	928,219	8,000	July 15	45s
Haw. bark.	John Em	2600	Selmauer	June 2.	Cowichan.	Port Pirie	2,550,797	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 21	Vancouver.	Pisagna.	663,070	5,296	Aug. 26.	35s
Nor. bark.	Sigurd	1539	Anse	May 21	Vancouver.	Port Pirie.	1,126,060	10,633	Aug. 31.	40s
Chil. ship.	Alacama	1255	Caballero.	May 13	Moodyville.	Valparaiso.	967,361	7,762	Aug. 19.	owners ac
Br bark.	Wythop.	1218	Edwards	May 26	Vancouver.	Sydney.	1,019,667	8,295	Aug. 15.	31s 3d
Br ship.	Grege	1023	Roberts	June 25	Vancouver.	Antwerp.	786,228	11,790		50s
Ger bark.	Heinrich	923	Henne.	June 7.	Vancouver.	Holland.	577,557	4,908	Oct. 4	55s
Br bark.	Dochra	966	McJerrrow	June 26	Vancouver.	Adelaide	710,234	5,920	Sept. 16.	38s 6d
Br ship.	Kinkora	1729	Lawton	July 29	Vancouver.	Callao	1,636,128	12,465	Oct. 29.	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,382	Oct. 14	39s
Am bark.	Seminole	1139	Weeden	Aug. 1	Moodyville.	Santa Rosalia.	1,045,008	7,896	Aug.	Private.
Am schr.	Puritan	584	Warmr	Aug. 4	Moodyville.	Tientsin	725,951	8,625	Sept.	35s
Am bark.	Sonoma	268	Anderson	Aug. 16	Vancouver.	Iquiqui	\$11,183	9,289	arrived.	30s
Br ship.	Gunford	2108	Wier	Sept. 6	Vancouver.	Port Pirie.	1,974,050	12,831		37s 6d
Am ship.	Wm. H. Starbuck	1272	Reynolds.	Sept. 1	Vancouver.	London.	921,531	10,390		52s 6d
Nor bark.	Fortuna	1342	Mikkelsen	Aug. 23	Vancouver.	Port Pirie	1,236,192	10,288		36s 3d
Br bark.	Gainborough.	267	McPhail	Sept. 7	Moodyville.	Valparaiso f.o	592,153	5,324		33s 6d
Chil. bark.	India	953	Funke	Sept. 10	Moodyville.	Valparaiso	799,297	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	911,716	5,916		37s 6d
Am bktn.	Chas. F. Crocker.	813	Lund	Sept. 29	Vancouver.	Santa Rosalia.	783,548	7,077	Oct. 25.	Private.
Am bktn	Hilo	612	LeBallister.	Sept. 23	Westminster.	Sydney.	688,652	6,619		28s
Am schr.	Lyman D. Foster.	725	Dreyer	Oct. 11.	Cowichan	Sydney	\$71,305	7,611		27s 6d
Am bark	Hesper	661	Underwood	Oct. 12.	Vancouver.	Adelaide.	779,348	5,886		37s 6d
Am schr.	Wm. Bowden.	728	Ejerem	Oct. 18	Victoria.	Adelaide.	\$61,692	6,031		37s 6d
Br bark.	Elizabeth Graham	588	Anderson.	Oct. 21	Moodyville	Melbourne	521,681	3,369		Private.
Am brig.	Geneva	471	Nelson.	Oct.	Vancouver.	Sydney.				27s 6d
Am schr.	Aida	507	Anderson	Oct. 11	Moodyville.	Shanghai	677,971	6,000		40s
Am bktn	Rupert Sudden	583	Ulberg	Oct. 25.	Vancouver.	Port Pirie	714,868	4,616		37s 6d
Am schr.	Salvator	111	Wells.	Oct. 29	Westminster.	Port Pirie	527,000	4,216		37s 6d
Am schr.	Louis	820	Hatch	Nov. 7	Vancouver.	Iquiqui				40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19	Victoria.	Sydney	705,822	10,800		28s
Nor ship	Germanie	1289	Sunde		Vancouver	Cork, U. K. f.o.				Private.
Am. schr	Reporter	333	MacKie.	Nov. 21	Vancouver.	Nagasaki.	366,291	10,000		Private.
Am bark.	Snow & Burgess.	1578	Mortenson		Vancouver.	Santa Rosalia.				
Am ship.	Benj. Sewell.	1361	Sewell		Vancouver.	Cork, U. K. f.o				55s
Am bark.	Colorado	1369	Gibson.		Vancouver.	Shanghai				37s 6d
Am bark	Templar	910	Lee		Vancouver.	Callao				35s
Am schr.	W. H. Talbot	776	Bluhm		Vancouver.	Cape Colony				55s
Am ship.	Eclipse	1536	Peterson		Vancouver.	Cork, U. K. f.o				69s

A—Also 100 spars.

### FREIGHTS.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders. 37s; 6d; Sydney. 27s 6d; Melbourne, Adelaide or Port Pirie. The market is dull with little doing to test values. Any tendency there may be is downward.

37s 6d; United Kingdom, calling at Cork for orders, 55s Shanghai, 37s 6d; Tientsin 55s. Grain freights from San Francisco to Cork, U. K., for orders, usual options are quoted at 30s. 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.

It is stated that a large tract of prairie land lies untouched, within two days' travel of Stave Lake, though but two white men have ever reached it. Complaint is made that the Hatzic Dyke has been so constructed as to stop all use of the Hatzic River, even by a row boat. Action will be taken for the removal of the obstruction.

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br-ship	British General	1751	Tulloch	Oct. 31	Samarang	Vancouver	B. C. Sugar Refinery Co.	35
Br-bark	Archer	789	Dawson	Aug. 4	Liverpool	Victoria	R. P. Rithet & Co., Ltd.	123
Br-ship	Dunboyne	1880	Neill	Aug. 4	L. London	Vancouver	Evans, Coleman & Evans	123
Ger. bark	Gutenberg	627	Zeplin	Aug. 10	O. Glasgow	Victoria		117
Br-ship	Ainsdale	1725	Owens	Oct. 9	N. Liverpool	Victoria	R. P. Rithet & Co., Ltd.	57
Br-ship	Astoria	1335	Dagwell	Oct. 13	G. London	Victoria & Van		53
Br-ship	Drumalis	2450	Campbell	Sept. 16	Port Pirie	Royal Roads		78
Br-ship	Benmore	1160	Scott		R. Liverpool	Victoria & Van	R. P. Rithet & Co., Ltd.	
Br-ship	Borrowdale	1197	Gordon		Liverpool	Victoria & Van	Robert Ward & Co., Ltd.	
Br-bark	Thermopylae	918	Winchester		Hong Kong	Victoria	Victoria Rice Mills	
Br-ss	Victoria	1222	Panton	Nov. 9	F. Hong Kong	Victoria	Dodwell, Carlill & Co.	26
Br-ss	Empress of India	3003	Marshall	Nov. 29	C. Hong Kong	Victoria	C. P. S. S. Co.	6
Br-ss	Arawa	3238	Stewart	Nov. 18	D. Sydney	Victoria	C. A. S. S. Co.	17
Am bkn	Wrestler	417	Bergman		B. Honolulu	Royal Roads	Robert Ward & Co., Ltd.	
Nor-ship	Beaconsfield	1450	Bastiansen		K. Honolulu	Vancouver	Hastings Mill	
Br-ship	Ballachullisk	1751			A. Java	Vancouver		
Br-ship	Riverside	1590	McCully	Nov. 22	Newport, Eng.	Vancouver		13

Spoken Oct. 11 lat. 49 N., long. 10 W. J—Spoken Aug. 23 lat. 48 N., long. 13 W. Sept. 9 lat. 9 N., long. 29 W. Sept. 25 lat. 21 S., long. 10 W. Oct. 3 lat. 31 S., long. 45 W. To load grain at Tacoma. G—Oct. 16 passed Deal. Oct. 13 passed Prawle Point. D—To load grain at Tacoma. E—Via Yokohama Oct. 30. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13 N., long. 26 W. R—To sail early in December. F—Via Yokohama Nov. 20. C—Via Yokohama Dec. 8. D Via Suva and Honolulu Dec. 2. B—Chartered for lumber to Melbourne, Adelaide or Port Pirie, terms private. A—To sail in March with sugar. K—Chartered for lumber to Cork, U. K.

**VESSELS IN PORT.**

**VICTORIA.**

(December 4, 1893.)

Haw. ss. San Mateo, 1,926 tons, Capt. Fletcher, put into Esquimalt, Oct. 29, with coal, and decks blown up. Now undergoing complete repairs.  
 Br. ship Candida, 1,222 tons, Capt. McKee, arrived Oct. 24, from London, in 147 days with a general cargo. Turner Beeton & Co., consignees. To load salmon at Victoria, for U. K., on account of R. P. Rithet & Co., Ltd.  
 Br. bark Harold, 1,397 tons, Capt. King, arrived Nov. 16, from Shanghai in ballast, undergoing repairs to hull at Esquimalt Dock. Chartered to load salmon for Liverpool, November-December loading on account of Robt. Ward & Co., Ltd.  
 Br. bark Primera, 597 tons, Capt. Gardner, arrived Nov. 21. Loading salmon for London on account of Turner Beeton & Co.

**VANCOUVER.**

Nor. ship Germanic, 1,269 tons, Capt.

Sunde, arrived Oct. 29, from Rio de Janeiro, 103 days. Loading lumber for Cork, U. K., for orders.

Am. ship Snow & Burgess, 1,578 tons, Capt. Mortensen, arrived Nov. 11, loading lumber for Santa Rosalia.

Am. ship Benj. Sewell, 1,361 tons, Capt. Sewell, arrived Nov. 8, loading lumber for Cork, U. K.

A a. bark Templar, 910 tons, Capt. Lee, arrived Nov. 11, loading lumber for Callao.

Am. bark Colorado, 1,360 tons, Capt. Gibson, arrived Nov. 4, loading lumber for Shanghai.

Am. schr. W. H. Talbot, 766 tons, Capt. Bluhm, arrived Nov. 25, loading lumber for East London. Cape Colony, S. A.

Br. steamship Empress of China, 3,003 tons, Capt. Archibald, arrived Nov. 21.

Am. ship Eclipse, 1,536 tons, Capt. Peterson, arrived Nov. 27, loading lumber for Cork, U. K., on account of Robert Ward & Co., Ltd.

**NANAIMO.**

**NEW VANCOUVER COAL CO'S SHIPPING.**

Am. ship Wachussetts, 1,519 tons, Capt. Williams.

**WELLINGTON SHIPPING.**

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

Am. ship Occidental, 1,470 tons, Capt. Morse.

Nor. bark Dominion, 1,236 tons, Capt. Greenleaf, ready for sea.

Am. bark B. P. Cheney, 1,260 tons, Capt. Mosher.

**RECAPITULATION.**

Ports.	No.	Tonnage.
Victoria	4	5,052
Vancouver	8	11,783
Nanaimo	5	6,770
Total	17	23,605
Previous week	17	25,019
Correspond'g week last year	27	33,244

There is more distress in Winnipeg, the mayor says, than there has been there for years.

The Canadian Pacific Railway is negotiating with steamship companies for a line between St. John, N. B., and Liverpool in the winter.

The German wheat crop this year amounts to but 32,500,000 metric pounds. These figures are furnished by Consul-General Mason, at Frankfort-on-the-Main, in his report to the State Department.

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# THE BRITISH COLUMBIA

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## COMMERCIAL JOURNAL.

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