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TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, March 1.

VICTORIA.

The principal feature of the week is the action of the banks in placing a discount of 5 per cent on American silver. It is in anticipation of the free coinage of silver in the United States that the tax is put on, in order that it may check to some extent the hitherto free importation of American silver into this Province. There is at present, according to good authority, between \$30,000 and \$35,000 in American silver in the bank vaults of this city, and with the steady flow of silver this way there would probably be \$100,000 next year, and the reserves would be constantly increasing. The intrinsic value of the American dollar is about 65c, so that its greater circulation means a gain to the U. S. Treasury of 35c. on every dollar put out. The action of our banking corporations, which is being closely followed by the leading merchants, is not in any way a retaliatory measure, but is for the better protection of our solid banking system.

In general financial circles there is a fair amount of business doing, and rates continue steady and firm.

Retail men are complaining this week that there is a possibility that money which should be used for legitimate trade purposes may be invested in "wild-cat" real estate, otherwise known as "town-site" property. We have no such fears, however. It is scarcely probable that people who have watched the ruination wrought on the American side will be foolish enough to invest in lots in towns which have no existence but on maps and in the imagination of the unscrupulous real estate man, and which can never rise to even the dignity of a hamlet. But it must be confessed that it would be unfortunate, indeed, should we have any people in our midst who would make investments of this kind. A place to amount to anything must have natural resources, something which some of the "townsites" now on the market have not; that is outside of the Kootenay country. We think that dealers need have no fear, if the success which the "boomers" have already met with can be taken as a criterion.

The statistical returns of the Board of Agriculture for 1891 contain a great deal of valuable information both to farmers and merchants. The total area of cultivated land has increased by about 150,000 acres, but this is entirely to be found in the extra area of permanent grass. A point, as the *Trade Bulletin* remarks, that is worthy of noting in our own Dominion is the fact that a great many forest trees have been planted and the area of woodland has increased by 134,000 acres. The most remarkable feature in the report is that arable and pasture lands are now equal for the first time; twenty years ago three-fifths of the cultivated land was arable and only two-fifths was pasture; since that period arable land has decreased, while pasture land has increased until they are equal. The area of land on which grain is grown has declined no less than 18 per

cent. in the last twenty years, showing that farmers are giving up steadily the idea of growing wheat and turning their attention to other crops. The acreage of potatoes is much larger in England but smaller in Scotland and Wales. A very large increase is found in the area occupied by small fruits and by market gardeners. This proves that farmers there are learning that while foreign countries are supplanting them largely in the production of wheat and other grain, they find out that the small crops, to supply the wants of the large cities, are paying better than competition with countries which can lay down grain in enormous quantities and at very low figures. Herein lies a splendid lesson for our farmers near the cities. It will pay them to go in for rearing poultry and for dairy farming, and supply the wants of the city populations. Another point is the large increase in the number of cattle, and this in spite of the enormous increase in the number of cattle and the quantity of dead meat imported from various outside places.

The general deductions which the paper referred to above draws from the report are that Great Britain is beginning to understand the value of trees, apart altogether from an æsthetic point of view; that the farmers are finding out that dairying and stock raising, market gardening and fruit growing pay better than grain; in fact, that the old idea of producing the "staff of life" as the most remunerative crop is dying out.

FRUITS AND VEGETABLES.

The first shipment of California cabbage was received by the last steamer, and is offered by importers at 2½c per lb. A small consignment of asparagus was also received, and is quoted at 26c per lb. It is stated that the farmers are offering potatoes more freely as the spring is approaching. As only the best qualities of potatoes are for sale now, the prices are holding steady. Oranges and lemons are about the same as last week, although prices vary somewhat. Quotations are:—Oranges—Riverside seedlings, \$2.25 to \$2.75; navels, \$1 to \$1.75; Los Angeles, \$2.20; California lemons, \$1 to \$1.75; Sicily lemons, \$7; bananas, \$6.50; silverskin onions, 2c per lb.; cabbage, 2½c per lb.; asparagus, 26c per lb.; Oregon yellow danver, 1½c; apples, \$1.50 to \$2 per box; potatoes, \$19 to \$20 per ton.

FLOUR AND FEED.

Hay is holding steady, and although the supplies in first hands are pretty well cleared up, it is expected that there is sufficient to last until the new crop comes in. Oats are now being offered freely by farmers, and it is said that there are large stocks on the Fraser River and in Saanich. The farmers last fall held for high prices, and as a consequence dealers imported considerable quantities from Manitoba, which kept prices down, and now farmers are getting anxious to unload. A car of McMillan Bros. flour arrived last week from Qu'Appelle and was distributed among a number of retailers and bakers. It is stated that it is not giving as good satisfaction as Ogilvie's brands. Manitoba patents have recovered from the drop announced last week, but jobbers prices remain unchanged.

The Columbia Flouring Mills quote:

For Enderby flour in carload lots, Premier, \$5.50; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations to the trade are:

Delta, Victoria mills.....	\$5 50 @ 0 00
Lion, " ".....	5 50 @ 0 00
Premier, Enderby mills.....	5 85 @ 0 00
XXX., " ".....	5 65 @ 0 00
XX., " ".....	5 25 @ 5 50
Superfine, " ".....	4 25 @ 4 50
Ogilvie's Hungarian.....	5 75 @ 0 00
" Strong Bakers.....	5 75 @ 0 00
Snowflako.....	6 25 @ 0 00
Portland Roller.....	6 10 @ 0 00
Royal.....	6 00 @ 0 00
Oregon Superfine.....	4 25 @ 0 00
Wheat, per ton.....	\$10 00 @ 15 00
Oats.....	32 50 @ 35 00
Oil sako mea.....	32 50 @ 35 00
Chop feed.....	33 00 @ 35 00
Shorts.....	28 00 @ 30 00
Bran.....	26 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 25 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
California oatmeal.....	4 35 @ 0 00
California rolled oats.....	3 90 @ 4 00
Cornmeal.....	2 75 @ 3 00
Cracked corn.....	45 00 @ 50 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 25 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$77 50
China rice ".....	70 00
Rice flour ".....	70 00
Chit rice ".....	25 00
Rice Meal ".....	17 60

GROCERIES AND PROVISIONS.

Fresh eggs are coming in freely from the country districts, and are quoted at 30c per doz. A shipment from Portland of fresh Oregon eggs is expected to-day, and they are offered at 22c to 23c per doz. The sharp decline of the prices of butter in England has shut off the export enquiry in Montreal, and there is plenty of creamery left for home consumption, especially as there is no further outlet for export. Prices have also declined in the East, but it is too late in the season to bring any more Eastern creamery. Local prices are firm. A little California roll arrived by the last steamer, but is held at fancy prices. The imports will continue to increase from this quarter as prices become lower. Choice Manitoba dairy is selling at 21c to 22c, but absolutely no demand is reported for the lower grades of Manitoba butter.

Quotations are: Eastern creamery, 28½c per lb. for large and 29½c for small; Manitoba creamery, 30c; dairy, 21c; Eastern Townships, first quality, 26c. The provision market is pretty well cut up, and quotations are nominal. A commission firm brought in a car from the East last week, which was divided among a number of retail dealers. It was sold some time ago, and the price quoted to arrive was below what was then offered by regular jobbers. The sugar market is unchanged since last week. Granulated sugar is quoted by jobbers at 5½c. and yellows at 4½c to 4¾c.

Cowan & Wilson, wholesale grocers, have made arrangements with manufacturers in Cuba, and are now receiving fortnightly shipments of the finest brands of Havana cigars, which are selling from \$50 per thousand upwards.

The local jobbers are now carrying full

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FINANCIAL.

The latest issue of the *Montreal Trade Review* says: A feeling of listlessness predominated the stock market during the week; and there has consequently been no feature of sufficient importance to be specially noted. The same indisposition to speculate to which reference was made some time ago continues to exist. There was, however, some activity displayed in banks, chiefly for investment purposes; but the trading which was done, although somewhat brisk, exerted very little influence over quotations, which remain practically the same. As to the general list, Commercial Cable and Canadian Pacific were the only stocks dealt in to any appreciable extent, and yet both of them lost ground slightly in price. For Montreal Telegraph, there has been little demand of late, the diminution of interest in it being traceable to vague rumors which emanate from unknown sources. The cotton stocks were inquired after a few times, and displayed an element of steadiness that was not unexpected. Bell Telephone is strong, and holders seem unwilling to part with it. There was one transaction to which interest attached, and that was the sale of £10,800 of Canada Central second mortgage bonds at 114. Money is easy at 4 per cent. on call, and 6 to 7 per cent. for good commercial paper, according to name and date. Exchange ruled strong.

THE CALIFORNIA COAL MARKET.

Mr. John Rosenfeld, Sr., alluding to the affairs of the N. V. C. Co. in an interview with the *Nanaimo Free Press*, says: It is almost impossible in the present state of the coal market to say much about the future movements of the company. The whaleback SS. Wetmore has been chartered, and she will be in the harbor next week for a cargo of coal; whether she continues on the route, depends entirely upon the state of the market. The SS. Romulus has also been chartered, and she will arrive for her first cargo about the beginning of May. Speaking of the state of the coal market in San Francisco, Mr. Rosenfeld said that it was at present flooded with cheap coal, and it would be hard to say when there would be a change. Freight rates from Liverpool and Australia were still very low, and there are such a number of ships laying idle that they would be kept so for some time to come. Mr. Rosenfeld added that British Columbia coal could compete against the Australian article, even under existing cir-

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circumstances, if only it could be delivered in San Francisco at a slightly reduced cost. If this was so, and coal could be received at from 25 to 50 cents less a ton, the N. V. C. Company would be able to sell easily at the coal they could raise.

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L. G. HENDERSON - - BUSINESS MANAGER.

Office No. 77 Johnson Street.

VICTORIA, TUESDAY, MARCH 1, 1892.

THE SALMON COMMISSION.

No doubt, if he has any perception at all about him, Mr. Wilnot realizes, by this time, how little he actually knew about the salmon fisheries of British Columbia, and it is to be hoped that, ere this, the pre-conceived notions which he had formed have been dispelled. Not a few of the witnesses, who were eastern men, have shown how different and distinct are the salmon interests of the Pacific and Atlantic coasts. Fortunately, a considerable amount of valuable testimony has been taken which cannot be gainsayed, distorted or twisted, and when the commission sits here, this is certain to be supplemented by what is likely to bring out points which may have so far been more or less overlooked. All that is wanted is a fair and square report upon the valuable evidence which has been already obtained and that with which the record will be supplemented when the Board of Inquiry sets here. It is needless for us to attempt to offer any special suggestions. Two members of the commission are acquainted with much that concerns the British Columbia salmon. The other is unquestionably an expert as to the general questions of the fishery interests of Canada, and when they are ready to report they will be, or ought to be, in a position to make an impartial and valuable return and recommendation. It is a pity that the commission is not likely to be here when salmon packing is in full blast, as then Mr. Wilnot would be able to see for himself much of which he has but very little idea, and with this special knowledge he might be able to do even better service than now in connection with our concerns. There is a large amount of testimony to be taken here, and the fuller the scope and the greater the freedom of inquiry, the better.

PARLIAMENT IS SITTING.

The Dominion Parliament has formally met since our last issue, and for the next two and a-half or three months may be expected to continue in session in order to dispose of the business of the country. The Governor General, in his official speech, has been authorized by his advisers to say that the Behring Sea negotiations have been continued, and to express the belief, or rather the trust, that the result will be a just and equitable settlement of the long pending difficulty. This may or may not mean a great deal, and it is possible that, so far as its meaning is concerned, the phrase may not be worth as much as the paper on which it is written. Political

and diplomatic language is not infrequently deliberately intended to deceive.

While the American authorities and no less a personage than the commander of the American police boat "Bear," have announced that it is the intention of the U. S. authorities to prevent "poaching" in Behring Sea, the right to whose waters and their contents is as yet in dispute, the British Government have said not a word. Until they do so, our sealers will be justified in, and will doubtless continue, making their arrangements to visit those waters which are as yet what they have been described to be—"No Man's Land." It may safely be assumed that the Americans are in no hurry to reach final arrangements. They want to leave the sealing question an open one until after the elections so that they may be able to give the lions tail a few extra twists, for the political effect which such indecent liberties have upon certain classes of American citizens.

Unless a *modus vivendi* be reached between the two nations the sealing police who are employed by our neighbors will do well to have a care as to how they interfere with the British Columbia sealers, otherwise fur is sure to fly. They are in no temper to be trifled with—no matter the consequences. American politics are not our politics, neither are their ways our ways. As to other matters at issue between Canada and the United States, it is said that satisfactory progress has been made with them. Among these are the establishment of the boundary of Alaska. In regard to this, U. S. Secretary Foster says there is to be a joint survey from Mount Elias, along the Pacific Coast to British Columbia. This is not very definite, but care must be taken that the lines do not overlap, as was done in connection with the boundary of Washington Territory, on account of which the Americans got some most valuable lands, to which in all equity they had not the slightest claim.

As to the question of Reciprocity and what the Canadian Ministerial delegation did when at Washington recently, we know nothing and it is needless for us or for any one else to do any more speculating on the subject. We are promised that something shall be done with regard to fishery regulations in this province. The commission on the subject is now in session here, and all who have anything worth saying or suggesting would do well to make their opinions and experiences known, or hereafter they may be told that it will be for them in the future to keep silent.

These indications are that this year mining enterprise in British Columbia, if it have not a veritable boom, will make material advancements. Individual as well as corporate capital have latterly been largely introduced, and very vigorous operations may be expected. Old Cariboo is starting out well, while the Kootenay country is looking up as it never did before. The wise policy of the Government has tended not a little to improve matters, and everything that has been legitimately done, or is likely to be so done, is unquestionably supported and encouraged in a manner that is best calculated to secure its success.

THE CENSUS.

The *Monetary Times* says. "British Columbia has a strong conviction that the low rating of the census of last year does it injustice, and its Government appeals to Ottawa to have a recount. * * * One difficulty about granting the request would be that, the door once opened, similar demands would come from other quarters. Some of the grounds on which the demand is rested are weak and others clearly fallacious. Twelve thousand is thought too small an increase for the Indian population during the decade, though according to all experience it would seem to be ample the fate of the Indian population everywhere is to decrease, and it would be something new if a different result be found in British Columbia. There has been an increase in the imports out of all proportion with that of population; but that this is mainly through trade does not admit of a question. The civic census in Victoria, Vancouver, and New Westminster, taken last year, seems to show that these places were underrated by the Dominion counting; but if the local authorities have faith in their own figures, they are entitled to all the consolation that can be drawn from the conviction that they are more numerous than the Ottawa officials credited them with being."

Our contemporary does not fully understand the situation. The cities of the province have conclusively shown, as admitted above, that they have not received justice at the hands of the enumerators, and, if this be the case where every facility for making a correct enrolment are at hand, how may it not be elsewhere where the difficulties in the way are so great? It is beside the question to say that to grant the request would open the door to giving recounts wherever asked, for we have demonstrated already that mistakes have been made. The returns ought to be corrected before any book is allowed to go out officially as giving the genuine state of the population of the country. It is all very well to talk and speculate on the subject of our Indian population. The facts show that British Columbia's contentions respecting them are well founded. To say that "the local authorities are entitled to all the consideration that can be drawn from the conviction that they are more numerous than the Ottawa officials credited them with being," is utterly begging the question. All we require is to be placed on a proper footing as a province with the rest of the provinces.

A GERMAN authority states that four-fifths of the steam engines of the world have been constructed within the last quarter of a century. The total horsepower of these engines is estimated at 49,000,000, of which the United States takes the lead with 7,500,000 horse-power; Great Britain, 7,000,000; Germany, 4,500,000; France, 3,000,000; and Austria, 1,500,000. Considering that the horse-power of an engine is equivalent on an average to the power of seven men, the world's steam engines represent the energy of 1,000,000,000 men, or double the number of workers in the world, the total population being estimated at 1,160,000,000.

GOVERNMENT TELEGRAPHS.

It is stated, on the highest authority, that Premier Abbott will introduce or cause to be introduced a bill, the main object of which will be the placing of the telegraph under direct control of the Government the same as in Britain. In the latter country, the telegraphs have not been a department productive of any profit. Can it be expected that there would be any difference here? The Dominion Government's conduct of the Intercolonial railway, has not been successful from a financial or any other point of view. Is it possible for them to do any better with the telegraph wires? The scheme is a big one, and in carrying out would be productive of much ill feeling, because it would be complained that its object is to increase the patronage of the ministry, while in addition it would be objected that this and that piece of administrative policy would have been designed for the mere object of controlling votes.

SLOCAN LAKE.

Few individuals or journals have spoken more strongly than we have done on the subject of land grabbing and in condemnation of the practice, which appeared to have become a settled policy, for individuals to claim and be allowed to acquire for purposes of speculation large quantities of provincial lands. Much has been said against the system which had so mischievously prevailed, but which there were indications was going to be a thing of the past. There have been, however, many persons who, latterly, have not hesitated to say that in connection with the Slocan Lake Lands the action of the Government in connection with the property which had been "reserved," was intended to take it away from certain individual grabbers and place it in the hands of what may be termed a corporate grab. However, the papers on the subject recently laid before the Legislature show that the Government have so far acted judiciously, inasmuch as so soon as they knew that the land had been grabbed by a few speculators, it put a stop to their manoeuvre and would not permit a few men to take advantage of their position and their knowledge of the country to the disadvantage of the industry and enterprise of honest settlers.

ELECTRIC WIRES.

There can be no wonder, in view of the many expensive experiences on the subject, that municipal authorities and fire underwriters should have undertaken to deal with the subject of electric lighting and other electric wire connections. It is well known how easily a fire is caused by the contact of two wires, and, with many people, the opinion prevails that as one step in the direction of preventing fires insurance inspectors should be especially careful when they examine properties, to see to it that in the buildings themselves there are no hidden or open wire connections which by any process of action can be productive of fire. In some places the municipal authorities have their own electric wire inspectors, and in others the rule obtains that overhanging wires of a

kinds must be done away with and conducted under ground. Victoria ought not to be behind. She can secure all this before overhanging wires become a source of danger as well from their weight as from the fires they are not unlikely to be the means of causing.

PILOTAGE.

It is announced that the Nanaimo pilotage authorities have intimated their intention to put on a steam schooner for the purpose of allowing vessels to take on or discharge pilots in the vicinity of Race Rocks. This would appear to be a move in the right direction; but the question not unnaturally arises of how this action will be regarded by the authorities and the pilots of the Victoria district, who and whose arrangements cannot fail to be affected more or less by the action thus contemplated. In this way, vessels instead of putting on or discharging their pilots as now, would, it so seems, have to perform that duty at some other point. Whatever be done should be with the hearty concurrence of all concerned, otherwise the condition of affairs may be even worse than before.

EDITORIAL NOTES.

THE latest private China telegrams with export figures show that the total shipments of tea from all the ports amounted to 63,150,000 lbs. on the 5th February, against 65,750,000 lbs. at the same time last year, and 90,500,000 lbs. in 1889, the export of Congou from Shanghai being 26,000,000 lbs., against 27,000,000 lbs.; and of green tea 5,800,000 lbs., against 5,000,000 lbs. last year.

CANADA is the only colony under British rule that is without a law regulating the practice of conveyancing. In a case before the divisional court, the other day, the Chief Justice drew attention to the great injury that sometimes results in permitting work of this kind to be done by real estate agents, and not by a person who thoroughly understands the business. It is suggested that the matter could be remedied by provincial legislation.

THIS is the day of immense business combinations, yet we notice from a Philadelphia paper that what is termed one of the most gigantic schemes that has ever been projected in the leather trade is being attempted by a combination of English capitalists, whose agents or representatives have been for some time in the United States, being nothing more nor less than the consolidation of the tanneries of the United States into a trust or syndicate, with headquarters in the east and a local office in each state. The English syndicate has already been formed, and one million pounds of its capital stock has been subscribed for. The names of its members have not yet been made public, but are stated to be among the most prominent leather merchants in that country. The inducement which the syndicate holds out to the American tanners is an entirely new process of tanning leather by means of a liquid that practically eliminates time from the operation. Under the old

method, it takes from forty to fifty days to tan a calfskin, while with the new process it can be accomplished within ten hours. In addition, the reduced cost of tanning, material, labor and machinery brings down the tanning to 50 per cent. of its present cost. This new method would doubtless effect a very great reform, but our American friends are not what we take them for if they do not insist upon having the full lion's share of all that is to be had out of the departure.

AS TO TOWNSITES, ETC.

To the Editor of the Commercial Journal.

SIR,—I must confess that I am very much surprised at THE COMMERCIAL JOURNAL remaining silent while attempts are being made by certain real estate agents to float several schemes, which, if encouraged, will result in the disorganization of trade in this city. It is the mission of a commercial paper, I have always understood, to advance the interests of legitimate trade and expose the wiles of the real estate agent, who only desires to put money in his own purse, no matter how much the merchant or the unsophisticated workman suffers. To the persistent efforts of townsite boomers much of the present financial stringency can be attributed. The true merchant is never caught by these enterprises, but young men and young women who have worked hard for their money are led to believe that by investing in townsite property they will double on their investment. The result is that money which should be circulated in legitimate trade channels is thrown away on worthless townsite property, the only person benefitted thereby being the heartless real estate agent, who very often is incapable of earning a living in any other way. I have examined into the possibilities of one or two of these schemes, and really they are so unworthy that I am surprised that any person can be entrapped into having anything whatever to do with them. I would also direct your attention to the fact that lots are sometimes sold to persons who are directly or indirectly interested in the firm handling the property, so that others may be induced to purchase property that is not within ten miles of even a habitable shanty. By giving this your attention you will be fulfilling the promises you made as a commercial newspaper.

MERCHANT.

In reference to the above it might be said that THE COMMERCIAL JOURNAL has spoken very plainly on this subject several times. We have drawn attention to the fact that property in Victoria, Vancouver, New Westminster and Nanaimo was about the only kind that could be handled with any degree of safety. If, as "Merchant" alleges, "stool pigeon" practices have been resorted to in connection with these "townsite" sales, we shall, upon satisfactory proof, expose the matter. In the meantime we will keep our readers informed on the subject.—ED. COMMERCIAL JOURNAL.]

The Telegram, Vancouver, will shortly be changed from an evening to a morning paper.

B. C. BOARD OF TRADE.

The following gentlemen were present at the first general meeting of the B. C. Board of Trade Building Association, (limited liability), held in the Board of Trade rooms, last Wednesday afternoon: Messrs. A. C. Flumerfelt, C. E. Renouf, L. McQuade, R. Ward, A. W. More, A. M. Muir, L. Redon, A. G. Sargison, A. L. Belyea, H. F. Heisterman, F. Macgurn, J. H. Falconer, P. Steele, Thomas C. Sorby, J. H. Todd, Joshua Holland and J. Bryan. The meeting was called for the purpose of electing directors and other preliminary business.

Mr. Flumerfelt was invited to the chair, and, in calling the meeting to order, stated that a circular had been issued calling the shareholders together, hence the meeting, which he regretted was somewhat informal, inasmuch as the necessary legal procedure has not been gone through. Owing to professional engagements, Mr. Pooley, their legal adviser, was not present, and had not been able to secure the letters patent for the association. A few facts might, however, be submitted to the meeting, of importance.

The Secretary read the circular convening the meeting, and the chairman said that it had been issued at the suggestion of the Council of the Board of Trade, thinking that a few facts and figures would be of interest to the subscribers. Lots 10 and 11, block 77, Bastion Street, had been purchased from the Hudson Bay Company for \$10,200. The purchase had been confirmed at the annual general meeting of the board in July last. The board was incorporated under an act which only allowed it to hold premises for its actual requirements. It was, therefore, suggested that this building association be incorporated under the Companies' Act, to acquire the land purchased by the Board of Trade, and to erect thereon a building with suitable accommodation for the offices of the board, the remainder of the available space to be arranged in suites of offices for renting. The estimated cost of the building and income from rents of offices which accompanied this suggestion showed a good margin of profit. The board thereupon agreed to take fifty shares of \$100 each, on terms of agreement to be submitted. A committee was then named to receive plans for building, and those selected had been submitted by Mr. A. Maxwell Muir, which were approved by the board. Another committee was named to solicit subscriptions for the building. That committee had secured the sale of 100 shares of \$100 each, exclusive of the 50 shares taken by the Board of Trade. Since then more stock had been disposed of, and up to date there had been subscribed \$26,200. A sum of \$5,500 had been paid to the Hudson Bay Company towards the site—\$5,000 by the Board of Trade and \$500 subscribed by Mrs. Dunsmuir.

Mr. Ward thought the report a very satisfactory one. It was, however, unfortunate that they were powerless to act that day, the necessary legal steps not having been taken in the matter of incorporation. Under the circumstances, and seeing that any action taken at the meeting would not be binding, he moved an adjournment for two weeks.

Mr. Macgurn was of opinion that, hav-

ing met, they should have all the information possible. There was surely spirit enough in Victoria to start the building free of debt. There were only 140 shares to be taken up to complete the matter, and it would be interesting to hear from the committee appointed for the purpose how the sale of shares was proceeding.

Mr. Ward pointed out that any action taken by the meeting was illegal.

Mr. Belyea said he noticed that the property could be conveyed to the Board of Trade when the full amount of building fund had been subscribed.

Mr. Ward explained that the Board as such could not hold any real estate. There should be a special act of incorporation before this could be done. It was the intention of the Board to apply for such a charter, but seeing how well the work was proceeding they had decided upon leaving matters as they were for the present.

Mr. Renouf explained that the charter was not sought to elicit public sympathy with the movement. As a building association, any outsider might invest in it.

The chairman asked the meeting, which he pointed out was composed of others than members of the Board of Trade, if it approved of the present board of provisional directors—Messrs. Ward, Gray, Hall, Renouf and Flumerfelt.

Mr. Falconer asked if it was a fact that the provisional directors were all members of the Board of Trade?

The chairman answered in the affirmative.

Mr. Falconer then raised the point that, the Board of Trade having the power to buy out all other shareholders, they would do so should the building prove a profitable undertaking.

Mr. Todd said that this was what he had given all subscribers to his list to understand.

Mr. Falconer asked how profits, if any, were to be divided.

Mr. Renouf replied that the Board would receive the profit proportionate to its investment, and so would others investing their money.

Mr. Ward: I don't think the Board of Trade will be in a position, for some time, at least, to buy up the stock. When they are, it will be, I suppose, done in the usual way. If they have, say, \$1,000 to spare, and decide upon putting it into the stock, then a ballot will take place and the man unfortunate enough to lose his shares must abide by the consequences.

Mr. Macgurn again expressed his desire to hear from the subscription committee.

Mr. Todd, as one of the subscription committee, would like to have Mr. Macgurn's name added to the subscription committee list.

Mr. Renouf. As far as the committee having to cover the ground from Yates street north, are concerned, I would like to have it increased, as the district is too large for us.

Mr. Redon: You are doing your work very satisfactorily.

Mr. McGurn said that he did not wish to even suggest a change in the committee. He merely wanted information as to the success attending their efforts.

Mr. Renouf announced that the com-

mittee had collected between \$15,000 and \$18,000.

Mr. Todd said that the field was by no means exhausted, and he believed would not be until the last shingle was placed on the roof of the building. There were several people who asked the members of the subscription committee to "call again." These parties would ultimately come in.

Mr. Ward thought that the association should begin active operations at once. He believed it safe to say that within one month the building would be commenced. Tenders should be advertised at once.

The meeting adjourned at the call of the chair.—*Colonist*.

TRADE WITH THE WEST INDIES.

The reports of a brisk trade between Canada and the West Indies are borne out by all the recent facts that happen to be accessible. The trade returns up to June, 1891, show an increase in the aggregate trade of Canada with the British West Indies alone of from \$2,700,000 to \$3,000,000. The exports pulled up from \$1,400,000 to \$1,700,000, and if we could get at the more recent figures a still better showing would be made. The Canadian vessels are taking out more and more Canadian products which never found their way to those regions before. The *Halifax Herald*, for instance, contains particulars of the cargo taken from that port by the steamer Duart Castle on her recent trip south to Demerara. From Halifax alone the flour shipments numbered considerably over 2,000 barrels, which is a good showing for the initial stages of a new branch of export trade. The cargo of the Duart Castle is interesting enough to bear a short analysis, because, until the official figures are made up a twelvemonth hence, these are really the only indications we can have of how commerce with those regions is expanding, and how the direct route is paying. The vessel carried freight for no less than twelve points in the West Indies. For Antigua there were good-sized shipments of fish, butter, split peas, and 75 barrels of flour. For Barbados there were manufactures of hardware, flour, etc. For Bermuda the shipments included fish, flour, woodenware, dry goods, vegetables, etc. There were 300 barrels of flour for Guadaloupe, 375 for Martinique, 200 for Montserrat, 100 for St. Lucia, 200 for Trinidad, and 1,200 for Demerara. When we consider that the new trade returns, those just issued for the fiscal year 1891, contain no mention of any Canadian flour sent to these regions, these facts are promising. The Duart Castle bore also for Demerara and intermediate ports Ontario organs, 50,000 shingles and other lumber products, boots and shoes, liquors, butter, and a host of miscellaneous products, which the *Toronto Empire* accepts as an indication that Canada can easily push her way into a generous slice of certain lines of trade hitherto exclusively monopolized by the United States. We have not seen the cargo taken by the Duart Castle from St. John, but the details of shipment from Halifax alone certainly indicate a brisk and growing commerce, and thus far fully justify the policy of our Government in its subsidies to a direct Canadian line.

MANIFEST

British bark Argyleshire, Capt. Chalmers, consigned to C. Rattray & Son, cleared 14th, Glasgow.

200 csks cement, Robert Ward & Co; 20 bxs cornflour, 50 bxs do, Robert Ward & Co; 20 bhds red earthenware garden flower pots, J W Kellie; 100 cs stout, 100 cs ale, 25 cs lime juice cordial, 10 cs raspberry vinegar, Boucherat & Co; 50 cs whiskey, A B Gray & Co; 100 cs spirits, 5 qr cks rum, H Saunders; 375 cs beer and whiskey, 2 bhds whiskey, H B Co; 20 tons Gartshore Foundry Coke, 40 tons Eglinton pig iron, order Bank of British Columbia; 250 csks beer and stout, Boucherat & Co; 6 crates earthenware, 30 cs whiskey, 2 cs advertising material, Jas Crawford; 50 cs whiskey, 1 cs advertising matter, order of M C, Nanaimo; 205 cs whiskey, 2 csks do, 1 cs advertising matter, A B Gray & Co; 50 cs whiskey, Jas Mitchell; 40 cs whiskey and rum, Fell & Co; 10 cs whiskey, 10 cs do, 10 cs do, Turner, Beeton & Co; 5 bxs C I stable fittings, N P Snowdon; 5 chains, E B Marvin & Co; 140 bxs tin plate, 8 rolls sheet lead, 5 csks sheet zinc, McLennan & McFeely; 40 tons No. 1 Eglinton pig iron, 10 tons No. 1 Glengarnock pig iron, 30 tons coke, E G Prior & Co; 10 cs ale, 10 cs stout, 25 bbls mineral water, Jas Crawford; 6 qr cks rum, 40 cs whiskey, 22 bbls and 78 cs aerated waters and lime juice, A B Gray & Co; 50 tons No. 1 Glengarnock pig iron, order; 15 iron plates, 55 bbls and 10 sheets iron, 467 bars and 21 bbls bar iron, 51 bbls fire steel, 14 vices, 11 anvils, 5 chains, Marvin & Tilton; 4 cs set screws' effects, Mr Phillips, Vancouver; a quantity of smithy coal, order.

SHIPS OF THE ANCIENTS.

Large ships are not unknown to the ancients, and some of the most roomy attained dimensions equal to ships of modern times. Nevertheless, they were unmanageable monstrosities, almost at the mercy of wind and wave, and utterly unfit to cope with the fury of a hurricane. Doubtless, we are indebted to travellers' tales for the detailed descriptions that survive the lapse of ages. Constantius conveyed from Heliopolis to Rome an obelisk weighing 1,500 tons, and, in addition to this long-coveted monolith, the ship carried about 1,200 tons of pulse, stowed about the smaller end of the obelisk, in order to bring the ship on an even keel.

In 208 B. C., Archimedes devised a marvellous ship for Hiero of Syracuse. Her three lofty masts had been brought from Britain, whereas our ships' masts are of iron, or obtained from New Zealand or from Vancouver Island. Luxuriously fitted sleeping apartments abounded, and one of her banquetting halls was paved with agate and costly Sicilian stone. Other floors were cunningly inlaid with scenes from the Iliad. Stables for many horses, ponds stocked with live fish, gardens watered by artificial rivulets, and hot baths were provided for use or amusement. Ptolemy Philopater possessed a nuptial yacht, the Thalamegon, 312 feet long and 45 feet deep. A graceful gallery, supported by curiously-carved columns, ran round the vessel, and within were temples of Venus and Bacchus. Her masts were 100 feet high, her sails and cor-

dage of royal purple hue.—*Chambers' Journal.*

HELP YOUR TRAVELER.

"I heard a 'missionary' (that is, a travelling man) once say that he would not go on the road for a firm that didn't advertise, for it took too much valuable time to explain to every supposed buyer who he was, where he came from, and what the merits of his goods were. He said, moreover, that if the buyer had all this information beforehand, he generally received him cordially, was glad to see him, and had been looking for him for some time."—*Exchange.*

And yet, says the *Interstate Grocer*, there are houses who consider that if an advertisement does not produce immediately direct returns that it is of no benefit.

There is a class of jobbing houses which relies altogether on their travelers for trade, and which never thinks of aiding their travelers to secure business by keeping the name of the house before the trade constantly through well written and attractive advertisements. The commercial traveler who is backed up by an enterprising house, which keeps its name and facilities before the trade, will gradually take the business away from a traveler who is not so sustained and aided. It is surprising that jobbing houses in the grocery line should generally overlook the fact that a few hundred dollars per annum judiciously spent in advertising their business in proper mediums would bring ten-fold returns.

HOW THE CHINESE BREW THE CELESTIAL BEVERAGE.

This should be the perfect way, because it is the way the Chinese themselves brew their celestial beverage: Take a level teaspoonful of tea for each cup. Have a teakettle filled with the same number of cups of boiling water. Pour all the water into the teapot in which the tea is to be brewed, and which has been previously warmed gently, so that the temperature of the boiling water shall not be lowered when it is poured into the teapot.

Now stir down into the boiling water all the tea. When it is thoroughly mixed with the water let the infusion stand for four minutes, then pour it. This process reverses the one customary with us, which is to pour the water on the tea.

No person who is educated in tea drinking enough to want his tea made in this way is going to put any kind of seasoning in his cup, not even lemon.

"Won't you try a little lemon in your tea, just for once?" pleaded the young hostess to the traveller who taught her to brew her tea in the perfect way.

"Madame," he answered, with as much indignation in his tone as his gentle courtesy would permit, "my tea drinking is a rite, not an experiment."—*American Grocer.*

The new building of the Northumberland Paper and Egg Case Company, at Campbellford, was opened last week. The building cost about \$25,000, and is a credit to the company and an ornament to the town.

COMMERCIAL SUMMARY.

Mr. Syerdrup, ex-Prime Minister of Norway, is dead.

Lea's wood-working factory at Moncton, N.B., has been burned. Loss \$20,000; insurance light.

United States Consul Moore, of St. Hyacinthe, Que., has been appointed consul in Germany at a salary of \$1,750.

Snow is from 12 to 10 feet deep in Alpine passes, and great alarm is caused by the danger of floods in case of a thaw.

The Montreal *Herald*, after eighty-five years of existence, has been sold for \$11,230, to a syndicate of Montreal men.

The late Government leader in the British House of Commons, Mr. William Henry Smith, left an estate valued at £1,704,000.

Owing to a hitch in the adoption of the Trolley system for street cars in Montreal, the introduction of electricity will probably be delayed a year.

A move has been made in the New York State Senate looking to the suppression of an alleged combine between the coal companies and railroad companies to advance prices of coal.

A Chicago paper says that there are strong indications that John D. Rockefeller, James T. North, and John W. Mackay, the oil king, the nitrate king, and the bonanza king respectively, are manipulating a wheat corner in Chicago.

Mr. J. W. Wilkinson has arrived at New Westminster from Owen Sound, Ont., with a carload of as fine horses as have been brought to the coast. The number of animals brought in the car was eighteen, and includes several imported stallions, a number of extra heavy geldings, and a few very fine mares.

The half yearly statement of the Grand Trunk Railway shows gross receipts for the half year of £2,140,200 and a net revenue of £596,200. The total net receipts were £633,800, and the balance for dividend £144,100. This allows 2½ per cent. on guaranteed 4 for cents., making 3½ per cent. for the year, compared with a full dividend the previous year.

They are now sending live lobsters from Halifax to England. The trade promises to develop rapidly, and to be profitable as well. The promoters of the scheme are going to build a vessel of six hundred tons to carry the lobsters to their destination. Such a vessel will carry about two hundred thousand lobsters, and can make fourteen trips a year.

Admiral Hotham, of H. M. S. Warspite, writing from the Galapagos Islands, off the west coast of South America, to a gentleman in Ottawa in reference to the use of coal from Anthracite or Canmore by the men-of-war on the Pacific station, says: "It is not likely that Canadian anthracite coal will be used on Her Majesty's ships, as there is a large stock of Welsh coal now at Esquimalt, and the distance Canmore coal has to be transported to the Canadian coast makes the price very little different to that of Cardiff coal obtained from England. Moreover, a suitable steaming coal for the fleet can be obtained at a short distance from the depot at Esquimalt."

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark.	Serica.	913	Smythe.	Sept. 29.	Victoria.	London.	38,623	\$200,782	
Br bark.	Callao.	978	James.	Oct. 6.	Victoria.	London.	41,610	\$212,000	
Br bark.	Lebu.	726	Worrall.	Nov. 16.	Victoria.	Liverpool.	30,800	161,424	
Br bark.	Rothsay Bay.	750	Partridge.	Nov. 18.	A Westminster.	Liverpool.	32,890	159,553	
Br bark.	Wanloek.	745	Cooper.	Nov. 18.	Victoria.	Liverpool.	29,916	157,773	
Br ship.	Titanic.	879	T. W. Selby.	Jan. 15.	B Westminster.	London.	22,362	107,919	
Br bark.	City of Carlisle.	823	Kendall.	Feb. 13.	Victoria.	London.	21,574	113,885	

A—Sailed from this port Nov. 21; also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$300. B—From Vancouver with part cargo of lumber

BRITISH COLUMBIA LUMBER FLEET 1891-2.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVE D.	RATE
Br ship.	Stamboul.	1218	Weston.	Jan 3.	Vancouver.	Callao.	900,300 \$	9,600	April 2.	50s
Chil bark.	India.	933	Funke.	Feb 1.	Moodyville.	Valparaiso.	751,396	8,318	April 20.	65s
Br bark.	Nineveh.	1171	Broadfoot.	Feb 23.	Vancouver.	Sydney.	855,352	9,335	April 24.	owners ac
Br bark.	Formosa.	915	Kalin.	Mar 21.	Vancouver.	Arica.	744,000	6,000	July 5.	55s
Am bkt.	Catharine Sidden.	368	Thompson.	Mar 31.	Moodyville.	Tientsin.	427,539	5,177	June 19.	77s Gd
Am ship.	Geo F Manson.	1333	Crack.	May 14.	Moodyville.	Sydney.	865,151	9,752	Aug 5.	55s
Br ss.	Eton.	1746	Newcomb.	May 15.	Moodyville.	Port Pirie.	1,765,711	15,891	June 26.	Private
Am sch.	Olga.	478	Alwood.	May 22.	Moodyville.	Shanghai.	531,137	5,990	Aug 7.	65s
Am sch.	Golden Shore.	961	Henderson.	June 3.	Moodyville.	Sydney.	799,658	8,063	Aug 7.	55s
Br ship.	Forest King.	1692	Morris.	June 3.	Vancouver.	Callao.	1,224,816	14,224	Sept. 1.	47s Gd
Am ship.	Exporter.	1312	Kezer.	June 7.	Vancouver.	Melbourne.	899,132	8,502	Oct. 2.	65s
Am bark.	Spartan.	691	Anderson.	June 11.	Vancouver.	Melbourne.	592,000	5,276	Sept 22.	60s
Am bark.	Hesper.	661	Sodergren.	July 1.	Moodyville.	Shanghai.	688,544	8,365	Aug 27.	62s Gd
Swed bark.	Sven.	603	Afzelius.	July 5.	Vancouver.	Callao.	438,913	4,709	Sept 17.	47s Gd
Am ship.	Great Admiral.	1497	Rowell.	July 18.	Vancouver.	Melbourne.	688,323	8,716	Oct. 2.	63s Gd
Chil bark.	Luisa Marta.	715	Meyer.	July 19.	Westminster.	Sydney.	554,780	5,596	Oct. 9.	52s Gd
Chil bark.	Leonor.	801	Harken.	July 22.	Westminster.	Melbourne.	763,443	5,705	Oct. 6.	60s
Nor bark.	Borghild.	757	Haugeland.	July 25.	Vancouver.	Melbourne.	561,556	6,000	Oct. 6.	65s
Br ship.	Duke of Abercorn.	1036	McDougall.	July 29.	Vancouver.	Adelaide.	609,333	8,213	Oct. 10.	62s Gd
Ger bark.	Cassandra.	733	Stein.	July 31.	Vancouver.	Iquiqui.	545,619	6,917	Nov. 12.	47s Gd
Br ship.	Leading Wind.	1280	S B Savory.	Aug 6.	Moodyville.	Melbourne.	763,443	8,430	Oct. 27.	60s
Chil bark.	Antoniotta.	935	Stack.	Aug 8.	Moodyville.	Valparaiso.	613,244	9,631	Nov. 17.	owners ac
Br bark.	Ordovic.	825	Austin.	Aug 9.	Vancouver.	Callao.	613,300	6,516		50s
Chil ship.	Hindostan.	1543	Welsb.	Aug 14.	Moodyville.	Valparaiso.	1,200,419	11,869	Nov. 14.	owners ac
Br bark.	H B Cann.	1229	Foot.	Aug 21.	Moodyville.	Sydney.	1,011,172	12,214	Nov. 2.	50s
Nor ship.	Saga.	1113	Aftedahl.	Sept. 3.	Moodyville.	Sydney.	960,251	8,777	Nov. 19.	50s
Nor bark.	Jos.	718	Salvesen.	Sept. 25.	Vancouver.	Adelaide.	528,821	5,032	Dec. 26.	65s
Per bark.	Pisagua.	880	Benvenuto.	Oct 10.	Moodyville.	Pisagua.	483,533	4,618		owners ac
Am bark.	Newshoy.	559	Johnson.	Oct 1.	Westminster.	Sydney.	645,792	6,540	Nov. 21.	52s Gd
Nor ss.	H. W. Jarlsberg.	1938	Haugen.	Sept. 20.	Moodyville.	Port Pirie.	2,013,269	18,389	Oct. 29.	Private.
Chil ship.	Ema Luisa.	1189	Beascoa.	Oct. 9.	Moodyville.	Valparaiso.	909,868	8,187		52s Gd
Br bark.	Alfred Hawley.	412	Llewellyn.	Oct. 2.	Westminster.	Port Pirie.	300,931	2,838	Jan. 12.	57s Gd
Nor bark.	Florida.	765	Anderson.	Nov. 21.	Vancouver.	Melbourne.	657,982	5,241		62s Gd
Nor bark.	Domington.	1256	Eriksen.	Nov. 28.	Vancouver.	Adelaide.	978,392	9,272		65s
Am bkt.	Willi R. Hume.	682	Brigman.	Nov. 17.	Vancouver.	Callao.	791,201	7,795	Jan. 17.	50s
Am ship.	Benj. Sewall.	1361	Sewall.	Dec. 2.	Vancouver.	Valparaiso.	755,687	10,230		45s
Am sch.	Olga.	478	Rodin.	Nov 12.	Moodyville.	Sydney.	512,638	4,413	Jan. 15.	41s
Chil ship.	Alicama.	1235	Caballero.	Dec. 15.	Moodyville.	Valparaiso.	980,001	4,453		owners ac
Br bark.	Nineveh.	1171	Broadfoot.	Dec. 15.	Vancouver.	Sydney.	710,925	9,925	Feb. 11.	owners ac
Am sch.	F. S. Redfield.	116	Birkholm.	Dec. 10.	Chemalmus.	Sydney.	710,485	5,283		45s
Br ship.	Atlon.	1371	Dexter.	Jan. 5.	Vancouver.	Adelaide.	939,703	8,263		47s Gd
Nor ship.	Morning Light.	1316	Johansen.	Jan. 22.	Vancouver.	Melbourne.	942,456	9,103		50s
Am bark.	Hesper.	661	Sodergren.	Feb. 20.	Vancouver.	Shanghai.	716,182	7,781		42s Gd
Br ship.	Angerona.	1215	Anderson.	Feb. 26.	Vancouver.	Valparaiso.	834,567	7,093		40s
Nor bark.	Czar.	1731	Christopherson.	Feb. 20.	Vancouver.	Australia.	410,569	6,413		owners ac
Nor bark.	Agnes.	811	Hofgaard.	Feb. 20.	Chemalmus.	Antofagasta.	410,569	6,413		40s
Nor ship.	Kathinka.	1163	Klavenberg.	Feb. 22.	Vancouver.	Australia.	787,496	7,018		owners ac
Chil bark.	India.	933	Funke.	Feb. 22.	Vancouver.	Valparaiso.	787,496	7,018		27s Gd
Br bark.	Glenbercle.	800	Groundwater.		Vancouver.	Valparaiso.				37s Gd
Br ship.	British India.	1192	Lines.		Vancouver.	Valparaiso.				67s Gd
Am sch.	W. H. Talbot.	745	Blum.		Vancouver.	Tientsin.				Private.
Am sch.	Reporter.	733	Dreyer.		Chemalmus.	San Pedro.				47s Gd
Br bark.	Riversdale.	1433	Finlayson.		Vancouver.	Sydney.				\$16 00
Br bark.	Mistletoe.	821	Smith.		Vancouver.	Wilmington.				27s Gd & 30s
Br bark.	Craigend.	218	Hamilton.		Vancouver.	Iquiqui-Callao.				

A—Also 360,900 laths. B—Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 387,871 feet rough lumber, 39,668 feet dressed lumber, and 587 bundles laths. D—Composed of 23,355 feet dressed and 841,799 feet rough also 22,916 feet pickets and 231,210 feet laths. E—Also 2,565 bundles laths. F—Composed of 1,114,286 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, (5,000 boxes). G—Also 1,078 bundles pickets, 1,446 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring. J—47,059 feet is on deck. K—Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,091 bundles laths. L—Also 3,500 bundles laths. M—Also 1,033 bundles laths and 163 bundles pickets, deck load 72,032 feet. N—Also 90,411 feet dressed, 2,488 bundles pickets and 1,131 bundles laths. O—Comprising 182,638 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q—Also 133,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,942 feet. R—Composed of 481,906 feet rough and 128,304 feet flooring, deck load 53,729 feet rough. S—Also 2,001 bundles laths, deck load 106,197 feet. T—Also 2,138 bundles staves and 1,131 bundles laths. U—Also 22,461 feet t. and g. flooring, 2,272 bundles staves and 1,414 bundles laths, on deck 111,437 feet rough. V—Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W—Also 712 bbls laths and 1,461 bbls pickets. X—Also 315 bbls laths and 1,780 bbls pickets. Y—Also 21,757 feet pickets and 56,000 feet lath. Z—Deck load 32,366 feet rough. AA—Also 118,000 feet rough. BB—Also 932 bbls laths. CC—Composed of 18,681 ft l. J. G flooring, 159,453 ft clear and 619,661 ft rough. DD—Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 21. EE—Also 1047 bbls pickets and 1606 bbls laths returned to Esquimalt Dec. 9 strained and leaking badly, being discharged for repairs. FF—Also 151,237 ft t and g flooring. GG—Also 167,553 ft t and g flooring and 3,596 bbls laths. HH—Also 127 bbls laths. II—Also 43 bbls laths. JJ—Also 2,389 bbls lath and 5,550 bbls pickets. KK—Also 44,130 ft pickets and 913 bbls laths. LL—Also 38,711 ft t and g flooring. MM—Also 1,053 bbls laths. NN—Also 157,070 ft t & g flooring and 50 bbls laths.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	Lizzie Bell	1036	Edwards	Sept. 28.	A Liverpool	Victoria	R. P. Rithet & Co. (Limited)	157
Br bark	Argyleshire	708	Stevens	Sept. 16.	J Glasgow	Victoria	C. Gardiner Johnson	167
Br ship	Mount Carmel	1526	Livingstone	Nov. 17	J Samarang	Vancouver		105
Br bark	Arjadne	1167	Croft	November 28	L London	Victoria	Robt. Ward & Co	111
Nor bark	Orion	1231	Ulstrop	Feb. 17	K San Pedro	Vancouver		13
Br ship	Thermopylae	918	Winchester	Dec. 8	G Bangkok	Victoria	Victoria Rice Mills	81
Br bark	Irvine	665	Jones	Nov. 3	D Liverpool	Victoria	Turner Beeton & Co.	91
Br bark	Banffshire	829	McDonald	Dec. 18.	E Liverpool	Vancouver	Bell-Irving & Paterson	74
Br schr	Mermaid	128	Crim	Nov. 14	S London	Victoria	Robt. Ward & Co.	110
Br bkt	Bittern	323	Sironach	Oct. 23	H Hong Kong	Royal Roads		131
Br ss	Bushmills	1588	Venning		H Glasgow	Vancouver	Baker Bros. & Co. (ld)	
Br ship	Ben Nevis	1061	Pike	Feb. 13.	B Glasgow	Vancouver	C. Gardiner Johnson & Co.	17
Br bark	Martha Fisher	811	Lee		L Liverpool	Victoria	R. P. Rithet & Co (Ltd)	
Br ss	Zambesi	1567	Edwards		P Hong Kong	Victoria	F. C. Davidge & Co.	
Br ss	Empress of India	3003	Marshall		M Hong Kong	Vancouver	C. P. S. Co.	
Br ss	Batavia	1628	Hill		N Hong Kong	Victoria	F. C. Davidge & Co.	
Ger ss	Romulus	1722			O Kobe	Victoria	F. C. Davidge & Co.	
Br ship	Fernbank	1400			F Glasgow	Vancouver	Bell-Irving & Paterson	
Br bark	Toboggan	676	Porter		O Callao	Vancouver		

K—Chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. I—Passed Torrhead Sept. 17., is fixed outwards
 A—Spoken Oct. 8, lat. 46 N, long 10 W., Feb. 3, 90 miles Northwest of Valparaiso with cabin on fire, captain and first mate sick, Feb. 9, at Coquimbo for medical aid, sailed again February 21. H—To sail March 12 via Liverpool, thence March 19. B—To sail early in February. G—Cargo of mat rice. D—Spoken Dec. 25, lat. 5 S, long. 33 W., spoken Dec. 28, lat. 9 S., lon. 31 W S—Cargo of salt and sealing outfit, passed Deal Nov. 17 C—Dec. 8, towed into Gravesend. She lost two anchors and chains in the Downs, and damaged windlass, sailed again Jan. 4. F—to sail about April 1. E—arrived at Holyhead Dec. 19, sailed again 21. P—Via Honolulu, duo to arrive March 11. N—To sail end of March. J—Chartered to load lumber, Valparaiso for orders, Pisagua range. O—Chartered to load lumber for Wilmington, Del., to arrive in May. M—to sail March 1. Q—Via Portland, to sail end of month, duo March 25, under charter to J. Roschfeld's Sons.

SHIPPING INTELLIGENCE.

The Argyleshire is reported chartered outwards.
 The steamship Grandholm will shortly return to England.
 The Orion sailed from San Pedro February 17 for Vancouver.
 The Serica arrived at London February 23, 143 days out from Victoria.
 The Lizzie Bell sailed from Coquimbo for Victoria direct on February 21.
 The Riversdale arrived at Vancouver February 27, and loads for Sydney.
 The Mistletoe arrived in Royal Roads February 27. She will load lumber for Wilmington, Delaware, at \$16.
 The Astromene sailed from Vancouver February 23 for Tacoma to load wheat for the United Kingdom on owner's account.
 The British ship Ben Nevis, 1,061 tons, Capt. Pike, sailed from Glasgow February 13 for Vancouver with a general cargo, consigned to C. Gardiner Johnson & Co.
 The British bark (new) Toboggan, 676 tons, Capt. Porter, at Callao, has been chartered to load at Hastings Mills for Wilmington, Delaware, and will arrive about May.
 The British ship Fernbank, 1,400 tons, just finished building, has gone on the berth at Glasgow to load for Vancouver, sailing about April 1. Bell-Irving & Paterson, consignees and agents.

The Yorkshire Guarantee and Savings Co., (ld), have abandoned the idea of opening a private bank in New Westminster, the Directors at home deeming it advisable to devote all the energies of the company to the mortgage business.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending Feb. 27:
 NEW VANCOUVER COAL CO. SHIPPING.
 Date. Vessel and Destination. Tons.
 23. Rapid Transit, ss, Whatcom 270
 24. Mogul, str., Port Townsend .. 45
 25. Sea Lion, ss, Port Townsend .. 78
 26. Gen. Fairchild, bk., San Frisco .. 2,301
 26. Glory of the Seas, Wilmington, Cal 3,361
 Total..... 6,150

VESSELS IN PORT.

(February 29, 1892.)
 VICTORIA.
 Nor. bark Dominion, 1,256 tons.
 Br. bark Mistletoe, 821 tons, Capt. Smith, to load lumber at Vancouver.
 VANCOUVER.
 Nor. bark Czar, 1,314 tons, Capt. Christophersen, loading lumber for Australia.
 Nor. ship Kathinka, 1,463 tons, Capt. Klevenberg, loading lumber for Australia.
 Br. ship British India, 1,499 tons, Capt. Lines, loading lumber for Valparaiso for orders.
 Am. schr. W. H. Talbot, 766 tons, Capt. Blum, loading lumber for Tientsin, China
 British bark Glenbervie, 800 tons, Capt. Groundwater, loading lumber for Valparaiso for orders.
 SS. Empress of China, 3,003 tons, Capt. Archibald, discharging general cargo.
 Br. ship Riversdale, 1,453 tons, Capt. Finlayson, to load for Sydney.
 Br. bark Craigend, 2,218 tons, Capt. Hamilton, to load for Iquiqui and Callao.
 CHEMAMUS.
 Am. schr. Reporter, 333 tons, Capt. Dreyer, loading lumber for San Pedro.
 Am. bark Colorado, 1,036 tons, Capt.

Gibson, Victoria Lumber and Manufacturing Co., consignees.

NANAIMO.
 NEW V. C. CO'S SHIPPING.
 Am. ship Rufus E. Wood, 1,406 tons, Capt. Ryder, loading.
 Am. ship Kennebec, 2,025 tons, Capt. Reed, loading.
 Nic. bark Bundaleer, 921 tons, Capt. Williams, loading Northfield coal.
 Nor. bark Pehr Ughland, 1,229 tons, Capt. Jensen, waiting to load.

WELLINGTON SHIPPING.
 Am. bark Highland Light, 1,265 tons, Capt. Herriman, loading.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	2	2,077
Vancouver.....	8	12,516
Nanaimo.....	5	6,810
Chemainus.....	2	1,369
Total.....	17	22,808

Lumber freights from British Columbia or Puget Sound remain as last quoted at 32s 6d to Sydney and 45s to Melbourne, Adelaide or Port Pirie, at which rate the British ship Gen. Gordon has been chartered from Puget Sound. The demand from the West Coast of South America has been satisfied for the present, and the rate to Valparaiso for orders may be quoted at 35s and weak. The British ship Craigend, 2,218 tons, has, however, been chartered in England at 27s 6d to Iquiqui and 30s to Callao, half cargo for each port. But this is a special case and does not fairly represent the course of the market.
 Grain freights from San Francisco to the United Kingdom are nominal at 22s 6d to Cork for orders, and 32s 6d for new crop. The freight market generally, however, is extremely dull and almost no business is reported.



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*The Largest Factory of its Kind
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LION 'L' BRAND Pure Vinegars,

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

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MONTREAL.

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Prizes.*

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2nd Vice-Pres.

PUGET SOUND AND BRITISH COLUMBIA STEVEDORING COMPANY.

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Doing business at all Puget Sound and British Columbia Ports. The only concern
with a complete stevedoring plant. Head office: Port Townsend, Washington.

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Blakely. F. M. Yorke, Manager Victoria, Chemalvus and Cowichan, B. C.

All communications to be addressed to the Sec'y at the head office, Port Townsend, Wash.
Cable address: Barneson, Port Townsend.

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Saw, Shingle and Planing Mills, Portable and Stationary Engines and Boilers,
Armington and Sim's Engines, New Lansing Improved Turbine Water Wheel, Marsh
Steam Pumps, Northey & Co's Single and Duplex Pumps, MacGregor, Gomeley & Co's
Woodworking Machinery, Goodhue & Co's Leather Belting, Gutta Percha Rubber Co's
"Red Strip" and "Mornach" Belting, Circular and Rip Saws, Ewart Chain, Spracket
Wheels and all Mill Supplies.

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31 & 33 JOHNSON ST., VICTORIA.

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PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Prop'r

A. E. PLANTA & CO

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AND INSURANCE AGENTS,

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A full line of samples of our goods will be
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TIME TABLE NO. 16,

Totake effect at 8.00 a.m. on Tuesday, October 20th, 1891. Trains run on Pacific Standard Time.

GOING SOUTH READ UP	STATIONS		No. 3 Passenger Sundays	No. 1 Passenger Daily
	VICTORIA	ESQUIMALT		
Ar 12.21	VICTORIA	ESQUIMALT	5.58	12.21
De 12.20	RUSSELLS VIC.	ESQUIMALT	5.64	12.20 P.M.
Ar 11.45	ESQUIMALT	GOLDSTREAM	5.19	11.45
De 10.50	GOLDSTREAM	SHAVNIGAN L'E	4.24	10.50
Ar 10.40	SHAVNIGAN L'E	COBBLE HILL	4.14	10.40
De 10.27	COBBLE HILL	MCPHERSON	3.59	10.27
Ar 10.17	MCPHERSON	KOKSILAH	3.49	10.17
De 10.12	KOKSILAH	DUNCAN'S	3.44	10.12
Ar 10.02	DUNCAN'S	SOMENOS	3.31	10.02
De 9.36	SOMENOS	CHEMAINUS	3.12	9.36
Ar 8.31	CHEMAINUS	NANAIMO	2.14	8.31
De 8.10	NANAIMO	WELLINGTON	1.59	8.10

GOING NORTH READ DOWN	STATIONS		No. 4 Passenger Sundays	No. 2 Passenger Daily
	VICTORIA	ESQUIMALT		
De 2.30	VICTORIA	ESQUIMALT	2.30	8.00
Ar 2.31	RUSSELLS VIC.	ESQUIMALT	2.31	8.04
De 3.09	ESQUIMALT	GOLDSTREAM	3.09	8.14
Ar 4.01	GOLDSTREAM	SHAVNIGAN L'E	4.01	8.30
De 4.14	SHAVNIGAN L'E	COBBLE HILL	4.14	8.34
Ar 4.23	COBBLE HILL	MCPHERSON	4.23	8.44
De 4.30	MCPHERSON	KOKSILAH	4.30	8.57
Ar 4.41	KOKSILAH	DUNCAN'S	4.41	10.07
De 4.54	DUNCAN'S	SOMENOS	4.54	10.12
Ar 5.16	SOMENOS	CHEMAINUS	5.16	10.22
De 6.14	CHEMAINUS	NANAIMO	6.14	10.48
Ar 6.20	NANAIMO	WELLINGTON	6.20	11.50

On Saturdays and Sundays

Return Tickets will be issued between all points for a single fare, good for return not later than Monday.

Return Tickets for one and a half ordinary fare may be purchased daily to all points good for three days, including day of issue.

No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox

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SS. CUTCH leaves Vancouver daily at 1:00 p. m., arriving at Nanaimo at 6 p. m. Leaves Nanaimo 7 a. m., daily, arriving at Vancouver 10:30 a. m.

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121 First St., corner Washington, Portland, Or.

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Puget Sound and Alaska Steamship Co

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STEAMSHIP CITY OF KINGSTON. Victoria Route.

8:00 a.m. Lv Tacoma Ar 5:15 a.m.
10:15 a.m. Lv Seattle Ar 3:00 a.m.
1:30 p.m. Pt Townsend Ar 11:15 p.m.
4:30 p.m. Ar Victoria Ar 8:30 p.m.

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.
6:45 p.m. Lv Tacoma Ar 4:30 p.m.
9:00 p.m. Lv Seattle Ar 2:30 p.m.
12:15 a.m. Pt Townsend Ar 11:30 a.m.
2:45 a.m. Anacortes Ar 9:15 a.m.
7:30 a.m. Ar Fairhaven Ar 8:00 a.m.
6:15 a.m. Schomo Ar 7:15 a.m.
4:30 a.m. Whatcom Ar 6:00 a.m.

Snohomish River Route.

5:30 p.m. Lv Tacoma Ar 4:30 p.m.
7:00 a.m. Lv Seattle Ar 2:00 p.m.
8:15 a.m. Edmonds Lv 12:30 p.m.
10:30 a.m. Muckletco Ar 10:45 a.m.
12:00 p.m. Marysville Ar 9:30 a.m.
2:00 p.m. Lovell Ar 8:00 a.m.
3:00 p.m. Ar Snohomish Ar 7:00 a.m.
Steamer Washington leaves Tacoma daily except Monday at 6:00 a.m. for Everett. Runs direct to Everett with no intermediate stops. Returning, leaves Everett at 4:00 p.m.

STEAMER EDITH.

Pt Townsend Mail Route.

11:00 p.m. Lv Seattle Ar 3:00 p.m.
12:00 p.m. Kingston Lv 3:00 p.m.
12:30 a.m. Lv Pt Madison Ar 3:10 p.m.
3:00 a.m. Pt Gamblo Ar 11:00 a.m.
4:00 a.m. Pt Ludlow Ar 10:00 a.m.
6:00 a.m. Ar Pt Townsend Ar 8:00 a.m.
Daily ex. Sunday. Daily ex. Saturday.
Daily except Monday.

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THE SOUTH FIELD COAL.

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THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

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

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