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"Bonnie Dundee"; Bon Accord Fishery Co's
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TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Dec. 12.

VICTORIA.

There are no special features to note in the general situation. Retailers are carrying fair stocks of holiday goods and are pushing for business. Nearly all of the retail dry goods are making reductions and seeking to clear up stocks. The stationery business is also being pushed, as two local houses are in the hands of mortgagees, who are pushing sales to realize the amounts of their claims.

The chartered banks have notified their customers that from and after the 1st of January next they will abolish the system of granting advances by way of over-drawing current accounts, and from that date the method of making advances in practice in the Eastern Provinces will be adopted. Borrowers must hereafter submit their requirements to the banks from time to time, and, upon approval, the proceeds of loans arranged for will be placed to the credit of the customer's account current, drawings to be restricted to the amount of the credit balance, and any cheques drawn in excess being subject to dishonor accordingly. The steamship Arawa, which is expected to arrive early in the week, has a considerable cargo of merchandise for this province consisting of refined sugar, canned meats, fruit, nut ton, etc.

The Vancouver News Advertiser says: "Though business still continues rather quiet, it is expected that an improvement will take place during the next few days on account of the near approach of Christmas. The news of the decline in the price of sealskins has not tended to brighten the prospects for next season, and may result in several vessels staying at home or going out for only a few months. This will greatly diminish the receipts, and will prevent a large amount of money from being put into circulation, and while it will chiefly affect Victoria, Vancouver will also suffer thereby. The lumber industry is not very profitable at the present time owing to low prices and keen competition. The shingle trade is, as usual at this period of the year, rather

quiet, but manufacturers are hopeful that the opening of the new Soo line will give them new markets. Wholesale business continues steady at last week's quotations. The only feature to note is the drop in flour, which is now being quoted at cost by some retailers."

FLOUR AND FEED.

Quotations on the whole are unchanged. Feed wheat is reported a little weaker. Portland Roller and Snowflake are quoted by jobbers at \$1.05.

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 @ 0 00
Lion.....	1 25 @ 0 00
XXX.....	1 25 @ 0 00
Premier, Enderby mills.....	1 35 @ 0 00
XXX.....	1 20 @ 0 00
XX.....	3 80 @ 0 00
Superfine.....	3 50 @ 0 00
Ogilvie's Hungarian.....	4 65 @ 0 00
" Strong Bakers.....	4 50 @ 0 00
H. B. C. Fort Garry Hungarian.....	1 65 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
Oak Lake Patent Hungarian.....	4 65 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
Regina Hungarian.....	4 65 @ 0 00
" Strong Bakers.....	1 50 @ 0 00
Benton County, Oregon.....	1 00 @ 0 00
Portland Roller.....	1 05 @ 0 00
Snowflake.....	1 05 @ 0 00
Wheat, per ton.....	28 00 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	45 00 @ 00 00
Chop feed.....	28 00 @ 30 00
Shorts.....	28 00 @ 30 00
Bran.....	25 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	25 00 @ 28 00
California oatmeal.....	3 75 @ 0 00
California rolled oats.....	3 80 @ 0 00
Corn, whole..... per ton	37 50 @ 40 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed..... per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$ 75 00 @ 80 00
Best China rice.....	80 00 @ 100 00
Chinarice No. 1.....	68 00 @ 70 00
Rice flour.....	70 00
Broken rice.....	30 00
Rice Meal.....	17 50

FRUITS AND VEGETABLES.

California oranges are becoming more plentiful and prices are weakening. New navels have arrived and are quoted at \$1.50 per case. Grapes are becoming very scarce, and it is believed that the season's supply is over, although a few more stray lots may arrive; \$1.40 per crate or box is the ruling figure for prime fruit. A fresh stock of Japanese oranges were received

by the ss. Victoria. They are in better condition than the first shipment and found a ready sale. The Empress of India, which is due early in the week, will bring large consignments of oranges, and will just be in time for the Christmas trade. The demand for bananas is slackening off in consequence of the large arrivals of oranges.

Jobbers' quotations for fruits as follows:—

Oranges—Australian.....	2 50 @ 0 00
California navels.....	4 50 @ 0 00
" seedlings.....	3 50 @ 0 00
" Loreto.....	3 00 @ 0 00
Japanese.....	55 @ 75
Lemons—California.....	3 50 @ 1 50
Australian.....	2 50 @ 0 00
Bananas.....	1 00 @ 1 50
Apples..... bxs	1 25 @ 1 75
" Canadian..... bbls	5 75 @ 0 00
Pears.....	1 50 @ 1 75
" Winter Nellies.....	2 00 @ 2 25
Grapes, California.....	1 40 @ 0 00
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

GROCERIES AND PROVISIONS.

There has been a good inquiry for new season dried fruits and nuts, for Christmas trade. Five cars of assorted fruits and nuts were received a short time ago and jobbers are looking for a second consignment for a number of lines are short. Fresh case eggs are stiff and new stock is difficult to procure.

There are a number of changes, but quotations are, on the whole, steady. Canadian cured meats show a little decline. Sugar continues easy without any further decline. Messrs. R. P. Rithet & Co., Ltd, received 200 tons of China dry granulated by the steamship Victoria and report a good demand. A large consignment is coming on the steamship Arawa. Although there are such large stocks of sugar carried by individual houses, it is not generally expected that there will be a further decline on the part of the Refinery, although China quotations are still 1/2 below their prices. It is expected, however, that when their cargo of raw's, on the ship British General, now 42 days out from Java arrives, that the sugar market will be quite interesting, for R. P. Rithet & Co. state that they are prepared to quote 1/2 below the Refinery prices. A number of leading retail grocers are now giving a rebate of 5 per cent. on monthly bills if paid in ten days, thereby giving an inducement to their customers for prompt settlements.

New season's dried fruits are quoted:

Valencia raisins..... per lb	\$ 6 @ \$ 7
Mulaga raisins..... per box	3 00 @ 3 25
Currants (barrels)..... per lb	5 @ 6
" (cases)..... per lb	5 1/2 @ 7 1/2
Sultana raisins..... per lb	10 @ 12 1/2
Taragona almonds..... per lb	14 @ 18
Filberts..... per lb	11 1/2 @ 11

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	27 1/2 @ 28
Manitoba dairy.....	23 @ 29
Cheese—Canadian, lb.....	12 1/2 @ 14
California.....	16 @ 18
Eggs, case, per doz.....	22 1/2 @ 23
Smoked meats and lard are quoted:	
Hams.....	15 1/2 @ 17
Breakfast bacon.....	16 1/2 @ 18
Short rolls.....	13 1/2 @ 15

Dry Salt, long clear.....	131 @ 14
Pure Lard, 20 lbs, pails.....	131 @ 00
" " 10 lbs, tins.....	121 @ 00
" " 5 lbs ".....	121 @ 00
" " 3 lbs ".....	121 @ 00
Lard Compound, 10 lbs.....	121 @ 00
" " 20 lbs.....	121 @ 00

Sugar--Jobber's prices 1/2-barrels and kegs in each case being 1/4c higher:

Dry Granulated (China).....	51
Extra C, China.....	47
Dry Granulated.....	51
Extra C.....	51
Fancy Yellow.....	51
Yellow.....	5
Golden C.....	42
Syrups, per lb.....	3
" 1 gal. tins, American.....	5 50
" 1 " " Vancouver.....	5 33
" 1 1/2 " " ".....	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 14
" " " 50-lb tins.....	0 14 1/2
" " " 20-lb ".....	0 14 1/2
" " " 10-lb ".....	0 14 1/2
" " " 5-lb ".....	0 14 1/2
" " " 3-lb ".....	0 14 1/2
Lard compound.....	0 11 1/2

LUMBER.

The Norwegian ship Beaconsfield, 1,450 tons, Capt. Bastiansen, from Honolulu, arrived at Port Angeles, Dec. 8. She is under charter to load at the Hastings mills, for U. K., f. o. and will shortly be towed to loading port. There have been no clearances since last week although there is a larger fleet now loading at the Hastings mills than ever before in the history of that institution. Seven vessels with a net registered tonnage of 8,450 tons.

There are at present seven vessels aggregating 8,450 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, 1,026 tons, for Shanghai. Am. bark Templar, 900 tons, for Callao. Am. schr. W. H. Lalbot, 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
 Black plank, rough, average length, 35 feet per M..... 00 00
 P. and G. flooring, per M..... 00 00
 Boards, rough per M..... 9 00
 Boards, 1 foot, 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.

At the present--at least until the tug-operations on the steamship San Pedro have been abandoned; still the men Brothers say they have every hope of the best results as the final outcome of their enterprise.

BUSINESS CHANGES.

Jas. Cohen, barber, Nanaimo, has left town.

Annesty & Howell, grocers, succeed H. P. Jacobsen, Victoria.

P. Sabeston, estate, hotel, Nanaimo, sold out to Thos. O'Connell.

P. F. Venable, restaurant, Vancouver, has admitted a partner.

Anley & Smith, butchers, Union, succeed Anley & Beckensell.

D. Campbell, grocer, Victoria, has sold out to S. Graham Campbell.

The Victoria Chemical Co., of Victoria, are applying for incorporation.

W. Beveridge, gent's furnishings, Nanaimo, advertises business for sale.

Geo. J. Cook has opened a grocery store on 2nd street, Work estate, Victoria.

King & Ewing, agents, Victoria, have dissolved. Clarence H. King continues.

H. J. Williams, hotel, New Westminster, effects advertised for sale by sheriff on Dec. 21.

F. Wrong & C. H. Nelles contemplate opening a restaurant at Green Slide, near Revelstoke.

Messrs. Stokes, Shooks & McTaggart have taken charge of the Purdy sawmill, Mission City.

Holmes & Lee, under the style of the East Indian Tea Co., have started business at Vancouver.

Young & Scharschmidt, druggists and physicians, Union and Courtenay; W. J. Young is dead.

The East Wellington Coal Co. have disposed of their underground live stock and ceased operations.

W. H. Perry, stoves, tinware and galvanized tin cornice manufacturer, contemplates admitting D. Carmody into partnership.

John Hilbert, furniture and undertaker, Nanaimo, advertises closing out furniture stock by auction. He will continue in undertaking.

The Portland Packing Co.; J. B. Prescott, manager, have opened at Westminster. Sturzon fishing will be an important feature of their business.

F. Schwarz, of the Hotel Douglas restaurant, has purchased the good-will and business of the Colonial Hotel, New Westminster, from Geo. Raymond. Occupation dating from January 1.

PROVINCIAL TRADE NOTES.

It is worthy of note that recently the excellent quality of British Columbia spruce was demonstrated by a test made at McGill University, Montreal, when a large beam over 25 feet long, nearly 9 inches wide and 17 1/2 inches deep felled in the Skeena River district, was proved to have double the strength of ordinary pine or spruce, its toughness being the subject of general remark by the scientific gentlemen who were present.

It is announced that the Victoria public market which has for so long lain comparatively unused, is about to be put to practical purpose by gentlemen who have had courage enough to endeavor to popu-

larize an institution for which there were many people who thought there was no requirement. If the farmers of the Island and the class of resident traders who in other centres make the public market their headquarters would only give the Victoria market a trial, there would be much more satisfaction generally, for as it is the big building much resembles a monument to the wasted funds of the city.

Very properly have the British Columbia Board of Trade taken up the subject of the Mortgage Tax which obtains in this Province, with a view to its abolition by the Legislature. It is set forth in a resolution of the Board that it is detrimental to the Province as being dual taxation, causing a higher rate of interest than in any other part of the Dominion and being a reason why foreign investors have in many instances declined to put out their money here. In the course of discussion on the subject it was stated that "the Government receive only a small proportion of the amount which borrowers have to pay, because the lenders take the risk of keeping the mortgages in their safes rather than registering them, to avoid payment of the tax, though they themselves collect it."

The Supreme Court of British Columbia is called upon during its present session to decide the issues between the Esquimalt and Nanaimo Railway Company and the Attorney General of this Province. The case as stated is that the Railway Company alleges, and the Provincial Government denies, that the precious metals in, upon, and under the lands mentioned in the British Columbia statute, relating to the Island Railway, the graving dock, and the railway lands of the Province, are vested in the Esquimalt & Nanaimo Railway Company and not in Her Majesty as represented by the Government of British Columbia. It is claimed that in Australia a judgment has been given in a case very similar to this in favor of the Colonial authority and upon this precedent considerable stress is laid. This case, is of material interest to those who are concerned in the mining discoveries made in the Alberni district.

It is noticeable that in other parts of the province besides Victoria the subject of local government in whole or in part by commissioners is being seriously considered and discussed. No wonder that in this city many of the people fear that they may fall out of the frying pan into the fire at the next elections, the results of the last voting upon civic representation having been to replace a parrot and useless council with one that for a variety of reasons was quite as objectionable as the old one, if it was not more so. We cannot think for a moment that those gentlemen who worked so strenuously in favor of municipal reform about a year ago will be disposed to say that their efforts were successful. They elected some of their men. But what has been accomplished? Practically nothing. In some wards, the persons whom they opposed secured election and the candidates of their choice fell short of their expectations, while the really reliable were overborne by the weight of the opposing votes and the influence that their opponents exercised.

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FASHION HINTS.

Turquoise blue and black, and violet and black will be two of the most popular combinations for winter, says an American exchange.

Black satin is selling well, large quantities being used for waistcoats, which are very stylish with street dresses.

Jet and gold belts which fasten in a point before and behind, with a buckle on either side, are worn by the ultra-fashionables.

Straw or steel buckles are worn instead of brooches. They are fastened on velvet bands which are worn over the collar band.

Velvet is exceedingly fashionable for dress trimmings, but when sleeves are made of velvet they should always be of the same color as the gown.

Black velvet bands for the throat are once more in vogue. They now come in the form of a collar, and are thickly set with small blue stones and jets.

Long-waisted gowns with points and position coattails are now the correct mode. In Paris, it is said that hats in Charlotte Corday, Louis IV. or Henry IV. shapes are taking well.

Velvet galons are much used for trimmings. Sable is much used for trimming evening gowns; it is generally seen in bands outlining the tops of low-necked waists and in wide borders on the hems of the skirts. Fur of all sorts is used for yokes as much as for trimmings.

Havana brown is the most favored shade for gowns intended for both street and evening wear. In days past this hue, which was called snuff-color, was considered appropriate for only middle-aged or old ladies; it is now found to be becoming to the most youthful faces.

The under petticoat has now attained the summit of gorgeousness, and is seen with flounces of lace or of the material both inside and out. It is now a fancy to fashion them from rich, flowered silk, brocades and handsome satins. The numerous frills that decorate the hem tend to make the skirt stand out more than ever about the edge.

Magenta is very stylish this season, but although many of the handsome millinery productions and elegant toilettes show it either in the trimmings or in the material itself, it is found to be almost invariably unbecoming, as were the crude shades of purple that claimed so much attention in the spring.

One of the most stylish short capes that have appeared this season is called the Dorado. It is made to reach just below the shoulders, is round in shape, and flares in double box-pleats at the shoulder. It has a high collar that fastens closely about the throat, and it is lined throughout with silk. It is usually made en-suit with serge or broadcloth gowns.

A. LEOFRED,

(Graduate of Laval and McGill.)

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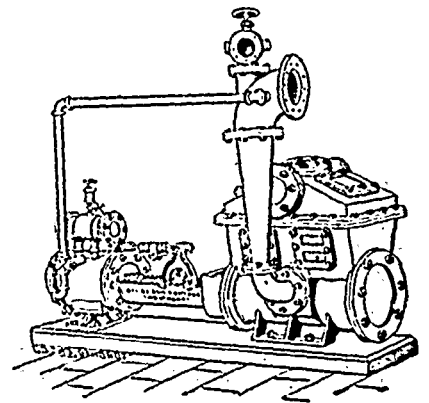
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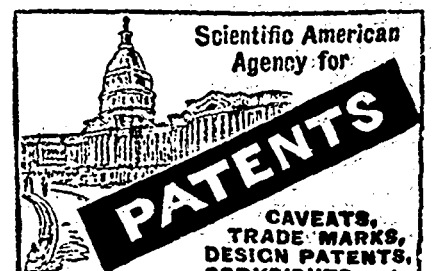
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 The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."
 The Stoveson Canning Co., Stoveson, Fraser River, "Lighthouse Brand of Salmon."

64 YATES ST., VICTORIA.**MORAL HAZARD.**

Mr. Charles W. Whitcomb, who has been fire marshal in Boston since 1886, and who is acknowledged to be a man of peculiar shrewdness in the investigation of doubtful fires, has written a communication to *The Surveyor* entitled "Moral Hazard, and How to Meet it." Among other things he suggests as a solution for the much vexed question of moral hazard the adoption of the application blank system of life insurance companies, the answers to the questions in which are to be made a part of the insurance contract. He suggests the following interrogations together with such others as may be required:—

Full name, occupation and place of business?

Where born?

How long engaged in present business?

In what business failures or assignments have you been a party thereto?

How many times has a loss by fire occurred on premises where you were insured or where you had an interest in insured property?

If the loss was suffered by a firm, state the names of the other partners; if a corporation, the names of the principal officers.

State the approximate total amount of insurance collected at such times. What cause, if any, was assigned for the origin of such fires by the investigating authorities?

What was the nature of such investigation? Fire official, i.e., fire marshal, selectmen, etc.?

Dates of such fires and the names of one or more of the insuring companies or agents?

Have you, or a firm of which you were at the time a member, ever had an insurance policy cancelled?

For what reason?

This appears to us to be a feasible plan. It may sometimes give the companies a possible clue which would enable them to decline the risk or to cancel it if already written.

PAYING DEBTS.

A little money sometimes goes a great way. As an illustration read the following, founded upon an incident which is said to have actually occurred. A owed \$5 to B. B owed \$20 to C. C owed \$15 to D. D owed \$30 to E. E owed \$12.50 to

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F. F owed \$10 to A. All of them were seated at the same table. A having a \$5 note, handed it to B, remarking that it paid \$5 of the \$15 he owed B. B passed the note to C, with the remark that it paid \$5 of the \$20 which he owed. C passed it to D, and paid with it \$5 of the \$15 he owed D. D handed it to E in part payment of \$30 owed him. E gave it to F, to apply on account of the \$12.50 due him. F passed it back to A, saying, "This pays half of the amount I owe you." A again passed it to B saying: "I now only owe you \$5." B passed it again to C, with the remark, "This reduces my indebtedness to you to \$15." C again paid it to D, reducing his indebtedness to \$5. D paid it over to E, saying: "I now owe you \$20." E handed it again to F, saying: "This reduces my indebtedness to \$2.50." Again F handed the note to A, saying; "Now I don't owe you anything." A passed it immediately to B, thus cancelling the balance of his indebtedness. B handed it to C, reducing his indebtedness to \$5. C cancelled the balance of his debt to D by handing the note to him. D paid it again to E, saying: "I now only owe you \$15." Then E remarked to F: "If you will give me \$2.50 this will settle my indebtedness to you." F took \$2.50 from his pocket, handed it to E and returned the \$5 note to his pocket, and thus the spell was broken, the single \$5 note having paid \$85.50 and cancelled A's debt to B, C's debt to D, E's debt to F and F's debt to A, and at the same time having reduced B's debt to C from \$20 to \$5, and D's debt to E from \$30 to \$15.

Moral—"Here's a little and there's a little" helps to pay off large scores. Money circulates from hand to hand and business moves. Pay your debts in full if you can, and if you cannot pay in full pay something. What helps one helps another, and so the round is made.

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VICTORIA, TUESDAY, DECEMBER 12, 1893.

THE SEALER MAUD S.

As was anticipated, the trial of the Victoria sealing schooner, Maud S, before the Admiralty Court in Yokohama, for an alleged violation of the Anglo-Russian sealing regulations has resulted in her acquittal. She was seized a long way outside the Russian territorial limit, and in her case the pretensions of the captain of the notorious Zabiaka and his Muscovite masters that Russia's jurisdiction extended all over the seashore have been judicially disallowed. The Maud S is, we observe, having her hunters and supplies sent out from this port, and will be ready to go to sea at an early date. As previously stated, the entire British Columbia and American sealing fleet will be early on the move, and before long it will be known to what extent the industry has been prejudiced by the regulations made by the Behring Sea arbitrators. Meantime, the Japanese and Russian waters which have not been closed to the extent of those to which the United States laid claim will be the first visited.

A MOSSBACK COUNCIL.

It is announced that not a few people in comparatively poor circumstances, who have been materially assisted in the maintenance of their families by the sale of the milk obtained from their cow or cows, which have in the past been allowed to graze on the roads and vacant lots at the extremities of the city, will be materially affected if the proposed pound by-law goes into effect. It is a measure that was never called for, and shows just the sort of work which the apprentices to Corporation duty felt called upon to perform. In these hard times, it will practically pauperize not a few widows and people who are physically incapacitated from work, and besides will seriously injure men who are enabled to live with the assistance of a horse for which, other than as is done at present, it is impossible to find pasture. And we call the present City Council an enlightened body.

Moreover, though the authorities do not afford sufficient police protection to prevent highway robberies and burglaries, they cinch the taxpayer who keeps a dog for the defence of his household, and if he does not pay their unjustifiable levy, they propose to kill his best friend, and, in addition, to impose a heavy fine. Their pound by-law, we have no hesitation in saying, ought to be thrown out by the courts, and every one who attempts to

enforce it sent to prison or made to pay a penalty. Evidently the present Council are of the same kidney as the Mayor, whose contemptible smallness in the days when every one else was so generous, was so fittingly referred to by the Attorney-General on the occasion of the Pioneers' Dinner.

That pound by-law is in the interest of the wealthy unimproved property owner who, so long as a few cents can be collected from the almost destitute woman who owns a cow or a few head of poultry, the poor man who owns a horse or the individual who keeps a dog in order to secure that protection which the authorities fail to afford, experts to escape levies upon the property whose value is being enhanced at the cost of other people.

PILOTAGE.

We note that, despite the efforts which have been made to secure it, the amalgamation and consolidation of the different pilotage boards of this Province is not within the range of probability. This may be and doubtless is due to local jealousies and the desires of some people to continue in office, no matter how the service as a whole may be disadvantaged. We have all, or at least many of us, seen how disadvantageously this resulted in connection with inquiries into wrecks which have not yet passed out of memory, and it may be that it will require further demonstration to convince some of the official gentry that if ever they had any usefulness it is gone. We have too many fifth wheels to the public coaches.

The question of pilotage generally, as will be seen on another page, was the subject of discussion at the last meeting of the Board of Trade, it being shown that under the existing divided authority a deplorable feeling of sectionalism had been manifested in a marked way; that charges were unnecessarily heavy, and that further there was a deplorable lack of control. Finally the board formally reaffirmed "its opinion regarding the urgent desirability of placing the various pilotage systems of the Province upon a basis consistent with uniformity and thorough efficiency, and that a reform either by amalgamation or consolidation of the pilotage authorities as at present constituted would extend facilities and promote attractions to shipping and commerce in British Columbia waters."

THE C. P. N. CO.

Various reports have been in circulation as to the relations between the Canadian Pacific Navigation Company and the Canadian Pacific Railway authorities. It is said that the latter contemplate at an early day to put a new, fast and splendidly equipped steamer on service between Victoria and Vancouver. If they do so the departure will be hailed by many people with considerable satisfaction. The C. P. N. Co., are by no means as accommodating as public carriers as they ought to be, and certain of their prominent officials cannot always be said to be as courteous as might naturally be expected. Moreover, though they have,

according to their advertisement, a certain hour at which to leave Victoria the passenger is never certain whether he will find the boat in the inner harbor or at the outer wharf.

No notice is ever given of their intentions and almost any day an individual may go to the recognized place of departure in ample time to catch the vessel under ordinary conditions, only to discover that the steamer has left, the sounding of her whistle in the distance telling him that she has either gone from the outer wharf or that there is not time for him either to get there on foot or hunt up a hackman to take him alongside of her, if she has not left already. Of changes such as this, notice should be given, if not in the daily papers at least at the hotels and public places. But as far as Victoria people are concerned the authorities of both the Railway and Navigation Companies seem to agree in the historic deliverance of Vanderbilt, "the public be d---d."

POULTRY FARMING.

Eggs (Island) 60c per dozen; packed, 30c, are recently reported quotations, and these doubtless will be enhanced before the Christmas demand is supplied. Five cents for an egg is a good price and ought to amply remunerate poultry keepers; but frequently, even at that figure, one is forced to be content with what very much resembles the packed article. There is probably no part of the Dominion better adopted for poultry raising than many sections of this Province, yet many eggs, both fresh and packed, come from Ontario and the United States. And the same may be said of poultry. For the recent Thanksgiving Day it was announced that quantities of Washington turkeys were to be on the Victoria market; but they failed to come to hand, and, in consequence, many people who had given their orders in advance were at the last moment compelled to depend upon every day, but none the less substantial and satisfying, roast beef or mutton. But why should consumers be forced to purchase foreign eggs or foreign poultry; for no matter the price paid one cannot always get the home raised articles!

There is a comfortable living to be had by many people if they will only pay attention to poultry farming and the raising of small fruits and vegetables. The capital necessary is not large; the avocation does not involve a very great deal of experience or labor, but it does require a considerable amount of stick-to-itiveness with which success is assured for the man or woman who does not think the pursuit unworthy of attention. We have watched with some interest the proceedings of the gentlemen who have held their stated meetings in this city with the object of augmenting the interest in this line of pursuit, and we look forward with not a little pleasure to the exhibition that is shortly to be held at Nanaimo. Why should not this Province at least supply its own demands? We have the climate and everything else in our favor and there is a market at our doors for everything that there is to offer, with first-class prices and substantial profits.

THE PROVINCIAL BUILDINGS.

In connection with the new Provincial buildings contracts have been awarded to Victoria men for the masons', carpenters', plasterers', copper-smiths', plumbers' and iron foundry work, Mr. E. Spillman, of Vancouver, having secured the job of painting. It is said that according to the price agreed to the entire work will not cost more than was voted for it, and it is further stated that the building in all its departments will be pushed to speedy completion. We are pleased to know that the contractors all belong to the Province; but are sorry that the idea of having the work done by British Columbia labor has not been carried out, each of the contractors being free to employ foreigners to the disadvantage of our own people who have in one way or another to bear their share of the cost.

EDITORIAL COMMENT.

It would seem that, after all there is not likely to be any trouble in connection with the inspection of emigrants booked for the United States who come out to Canadian ports. The American officials perform their duties not after the passengers have been landed; but on board the vessels, the mere fact of ineligibility for the United States for sanitary reasons also rendering them unfitted to be landed in Canada. It is to be remarked that no European paupers, cripples and criminals are allowed to land in the Dominion, under any circumstances or upon any pretext, and so far only one immigrant on Canadian vessels has been rejected by the United States officers.

To all appearances the Patrons of Industry have determined to make themselves factors in the politics of the Dominion as also in matters of special concern to the Legislature of Ontario. In numerous ridings they have already selected candidates of their own or have endorsed the nominees of one or other of the parties who are able to pronounce their shibboleth and are prepared to carry out their behests. We have already seen how in Manitoba they endeavored to coerce the storekeepers into accepting such commissions on the goods purchased from them as they chose to allow, and in this they to a large extent failed, because of the exorbitant nature, of their demands. It is scarcely to be expected that they will meet with much success in the political arena in so far as concerns the granting of many of their requirements, but in close constituencies as is the case with kindred combinations they may do considerable towards turning the scale.

The three last exhibitions of the British Columbia Agricultural Society having involved a loss of \$1,450, a conference has been held between the directors and the Mayor and corporation of Victoria with a view to the city taking over the property of the association and assuming its liabilities. It was shown that there was a surplus of \$22,500 of assets over liabilities, estimating the assets at actual cost. The city, however, has an interest of \$25,000

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of November, 1893:

ARTICLES.	VALUE.	DUTY.
Ale, beer and porter	\$ 1,165	\$ 396 24
Animals	3,457	1,021 20
Books, pamphlets, etc	1,478	351 88
Brass and manufactures of	319	91 30
Bread-stuffs-grain of all kinds	3,623	989 13
Flour	2,792	776 96
Meal, corn and oat	148	20 51
Rice	2,583	1,690 87
Other bread-stuffs	5,138	1,081 07
Bicycles, Tricycles, Velocipedes and parts of		
Cars-railway and tram		
Coal, bituminous	11	1 20
Copper and manufactures of	139	41 70
Cottons, bleached or unbleached: not dyed, colored, etc	588	135 42
" bleached, dyed, etc	1,710	535 31
" clothing, dyed, etc	1,170	416 10
" thread not on spools, yarn, warp, etc	8	1 92
" all other manufactures	651	180 55
Drugs and medicines	21,722	10,791 25
Earthen, stone & Chinaware	637	226 90
Fancy goods & embroideries: Bracelets, braids, fringe, etc	427	121 20
Laces, collars, nettings, etc	61	19 20
All other fancy goods	735	239 55
Fish and products of	1,698	382 09
Fruits and nuts dried	5,062	1,271 06
Green, oranges and lemons	1,245	125 05
All other	3,968	1,328 11
Furs, manufactures of	23	5 75
Glass, manufactures of—		
" bottles, jars, etc	2,333	724 61
" Window glass	619	121 70
" Plate glass	6	1 50
" All other manufactures	47	9 10
Gum—resin & explosive substances	1,761	514 00
Gutta percha, manuf. of	2,185	653 25
Hats, caps, and bonnets, beaver, silk or felt	610	192 00
" All other	792	210 09
Iron and steel and manuf. of		
" Band, hoop, sheet, plate	220	53 64
" Bar iron & railway bars	1,074	567 22
" Cutlery, hardware, etc	3,826	982 73
" Machines, machinery, etc	617	269 00
" Stoves and castings	1,331	416 85
" Tubing	505	101 14
" All other manufactures	3,227	1,057 48
Jewelry & watches & manuf. of gold and silver	1,281	365 70
Lead and manufactures of	35	9 45
Leather, all kinds	161	29 67
" Boots and shoes	615	153 75
" All other manuf. of	165	26 25
Marble & stone & manuf. of	69	18 40
Metals and manufactures of	440	133 35
Musical instruments	241	69 25
Oil, mineral and products of	5,210	1,786 52
" Flaxseed or linseed	243	68 05
" All other	1,615	289 89
Paints and colors	117	35 10
Paper, envelopes, etc	1,911	810 11
Pickles, sauces, capers	1,268	533 83
Provisions, lard, meats, fresh and salt	3,629	989 05
" Butter, cheese	77	142 43
Seeds and roots	794	150 40
Silk, manufactures of	2,404	720 80
Soap, all kinds	768	159 28
Spices, ground & unground	113	31 99
Spirits, all kinds	5,035	\$665 57
Wines, sparkling	1,589	701 10
" other than sparkling	1,964	1,637 32
Molasses		
Tobacco and cigars	1,784	2,056 40
Vegetables	826	268 35
Wool, manufactures of	1,633	467 45
Woolens: Carpets, Brussels and tapestry	711	177 75
" Clothing	1,101	429 35
" Cloths, worsted, etc	602	182 60
" Dress goods	1,562	448 61
" Knitted goods	1,289	407 70
" Shawls	472	118 00

in the institution, the amount of a grant voted by the citizens, which is not included in the above mentioned liability. It was stated that with a grant of \$3,000 from the Government, the fixed charges being assumed by the city, it would not be necessary to come year by year to the corporation for a grant. This year the city had given \$3,000, which would be

ARTICLES.	VALUE.	DUTY.
Yarns	470	155 50
All other manuf. of	1,562	618 20
All other dutiable goods	30,125	7,405 08
Total dutiable goods	\$153,100	\$57,618 16
Free goods	32,587	
Grand total	\$185,687	\$57,618 16

The following are the free goods entered at the port of Victoria for the month of November, 1893:

ARTICLES.	VALUE.	DUTY.
Animals for improvement of stock	\$ 245 00	
Articles for use of Army and Navy	\$ 7,691 00	
Coffee	988 00	
Cotton waste	177 00	
Dyes, chemicals, etc	650 00	
Fish and products of	3 00	
Fisheries, articles for, nets, seines, etc	111 00	
Fruits, bananas, olives, pineapples, etc	601 00	
Fur, skins not dressed	180 00	
Grease for soap making, etc	5 00	
Metals—Iron and steel, all other	1,566 00	
" Tin and zinc	5 00	
" Other	297 00	
Oils, vegetable	562 00	
Settlers' effects	8,489 00	
Tea	8,670 00	
Tobacco leaf	943 00	
Wood, cabinetmakers, etc	941 00	
All other free goods	1,347 00	
Total	\$ 32,587 00	

EXPORTS

From the port of Victoria, for the month of November, 1893—the produce of Canada:

THE MINE	QUANTITY.	VALUE.
Coal	tons 381	1 920
Gold dust, nuggets, etc		18,929
THE FISHERIES.		
Fish of all descriptions		357,970
Fish oil	gals 1,210	605
Furs or skins of creatures living in the water		2,558
THE FOREST.		
Lumber—planks, boards, etc		6,156
ANIMALS AND THEIR PRODUCTS.		
Other animals		10
Other articles		21,190
AGRICULTURAL PRODUCTS.		
Fruits—green		1
Other articles		65
MANUFACTURES.		
Iron—pig and scrap, castings, hardware, etc		16
Liquors—spirituons and malt of all kinds	gals 251	51
Sewing machines	1	40
Wood—m's of all kinds		2
Other articles		1,609
Grand total		\$ 411,122
Goods, not the product of Canada, for the month of November, 1893:		
QUANTITY. VALUE.		
Agricultural products—		
Fruits—green		64
Manufactures—		
Iron—pig and scrap, castings, hardware, etc		4,203
Boots and shoes		7
Sewing machines	2	35
Wood m's of all kinds		110
Other articles		1,796
Miscellaneous articles		332
Total		\$ 6,008
Coin—gold		605
" —silver		363
Grand total		\$ 7,067
Total exports of all kinds		\$418,189

more than the whole cost to the public under the new arrangement, the expenses of the exhibition being, it was expected, fully covered by the gate receipts. For the present the matter remains in abeyance, it being understood that the civic authorities will give the subject due attention and subsequently communicate with the directors of the association.

BOARD OF TRADE COUNCIL.

The council of the B. C. Board of Trade met last Tuesday morning, the president A. C. Fumerfelt, in the chair, and Thos. Earle, M. P., E. G. Prior, M. P., Robt. Ward, H. F. Heisterman, E. B. Marvin, H. E. Connon, D. R. Ker, W. H. Ellis, T. Futeher, C. E. Renouf, J. H. Todd, A. L. Belyea, and F. Elworthy, secretary also present. After some minor matters had been discussed, Robert Ward introduced the subject of a proposed re-arrangement of the pilotage affairs of the Province, and read a series of regulations on the subject prepared in 1881, by the pilotage commissioners, which he thought would be quite applicable at present. Originally, he pointed out, there was but one pilotage authority in the Province, but the Burrard Inlet and Nanaimo districts had since been added, so that now there were three different scales of fees and three different classes of pilots. There was no doubt that it would be to the advantage of the shipping of the Province to have only one pilotage system, and, though the Dominion Government had taken the matter up with a view to securing a change, a deplorable feeling of sectionalism had shown itself in a marked way: Vancouver had expressed a willingness to come to some better arrangement, if Nanaimo would do the same, but unfortunately Nanaimo refused. On Puget Sound there was no pilotage fees at all, but vessels coming into Canadian waters had to take on a pilot before calling at Victoria and another to take them to Vancouver or Nanaimo, and the charges were thus very heavy. Besides there was a lack of proper control, of which the wreck of the San Pedro furnished an example. In that instance the vessel was in charge of a Nanaimo pilot not responsible to the Victoria commissioners, and though the Nanaimo board had inflicted a small penalty on the pilot, they really had no authority to do so, as the offence was committed out of their jurisdiction. If the different pilotage authorities could not be brought to feel that the country's interests demanded an amalgamation, then the Government should take hold of and deal with the matter. Capt. Gaudin had been authorized to interview the pilotage authorities and the boards of trade on the subject, and had yesterday discussed the matter with the speaker and Mr. Fumerfelt, with the result that the board will be asked to pass a resolution on the subject. In illustration of the needlessly heavy charge on shipping, he stated that the Nanaimo pilots made about \$1,000 a year, and those at Victoria about \$3,500. The regulations which he suggested provided as follows: That each district should have control of a pilotage fees earned within it; that each pilot should be amenable to the lawful authorities wherever carrying on his occupation; and that pilots at present engaged in any of the three districts should be accepted by each, but that in future pilots must pass examinations showing their qualification for duty in all three. Disputes to be referred to a board composed of one representative from each district, and the rates fixed by the local authorities to be appealable to the central board. Suspensions

to apply to all districts; and no addition to be made to the number of pilots without the consent of all districts. It had been proposed by the Marine Department that upon amalgamation the pilots should have a steam pilot boat to cruise in the Straits, because when the Williams Head quarantine station is finished it will be necessary for all steamers to call there.

After a general discussion the Council unanimously passed this resolution, moved by C. E. Renouf, seconded by Thomas Futeher:

"That this board reaffirms its opinion regarding the urgent desirability of placing the various pilotage systems of the Province upon a basis consistent with uniformity and thorough efficiency, and that a reform either by amalgamation or consolidation of the pilotage authorities as at present constituted would extend facilities and promote attractions to shipping and commerce in British Columbia waters, and that a copy of this resolution be forwarded to Captain Gaudin."

The matter of sending exhibits to San Francisco and Antwerp was discussed, but no definite conclusion was arrived at.

C. E. Renouf moved, seconded by A. L. Belyea, that

"Whereas the mortgage tax imposed by the Provincial Government is, in the opinion of this board, detrimental to the interests of this Province, being firstly dual taxation; secondly, the cause that a higher rate of interest on mortgages prevails here than in other parts of the Dominion; thirdly, the reason that foreign investors have in many instances avoided British Columbia as a field for investment;

"Be it resolved, That the attention of the Hon. the Minister of Finance be called to the question, with the hope that he may give the matter his valued consideration, and at the next session of the Legislature he may introduce such measures as may be necessary to repeal same;

"That a copy of this resolution be forwarded to all the boards of trade throughout this Province, together with a communication soliciting their co-operation in this matter, and that a copy of this resolution be also sent to the members of the Legislature for the city."

The mover pointed out the injustice caused to the borrowers by the operation of the act; and the seconder said to his knowledge the Government received only a small proportion of the amount which borrowers had to pay, because the lenders took the risk of keeping the mortgages in their safes rather than registering them, to avoid payment of the tax, though they had themselves collected it. The resolution was adopted.

During an interval in the business the council listened to an address from Mr. Twigg, a visitor to this city, who is deeply interested in the monetary problem, and urged that the Board should send a petition to the English Government in favor of the establishment of bimetallicism, and for free coinage, for which the Vancouver Board had already promised, at his instance, to petition.

At a recent meeting of the Hamilton Board of Trade a resolution was unanimously adopted in favor of two-cent postage.

SIR GEORGE ELLIOT'S IDEA.

The disastrous coal strikes in England which have paralyzed business during the past year have set some brainy men to studying a permanent remedy. Among those who think they see light ahead in a certain direction is Sir George Elliot. An English paper says in this connection:

"Sir George is a self-made Briton. When a boy he was a common miner in the coalpits. He was brainy and ambitious, however, and he raised himself step by step, till he became very rich and a baronet. Sir George's plan for preventing coal strikes is to merge all the coal mine ownerships into one great trust, worth, say \$600,000,000. The mines of the kingdom could be bought for that, he says. This huge corporation should be managed on a semi co-operative basis by directors who looked at once to the best interests of employers and employees. The price of coal should be fixed, and when once made should not be advanced except with the approbation of the Government, and then all, stockholder, workman and consumer, should share in the profits accruing."

WINDOW DISPLAYS.

A shoe dealer on --- street has quite a unique window this week. He has shut off about a third of the window by means of a curtain, and built a new ceiling, thus lessening the height of the display space considerably. The background, sides and ceiling are puffed in green cloth, over which shoes are scattered, leaving large spaces between them. The base of the window is covered with real sod, except that utilized for a pond, made, of course, of a large pan or sink with the bottom covered with gravel and the sod allowed to project over the edges. In the water in this pond are real fish sporting, and a large piece of cork floating on the surface and supporting a well-made cork-soled shoe, calls attention to the waterproof qualities of the footwear. Towards the rear of the window another pond is seen, but which close inspection proves to be a mirror laid on the base of the window and the edges obscured by the sod. A bridge across the pond, and on it is a shoe with the price plainly marked. Samples of the footwear sold by the house are also placed on the banks of the pond, and in the windows surrounding them. The window is an attractive one, and the fact that its purpose is to sell goods was not lost sight of by the one who planned it.
E.

There are over 1,600 lawyers in Philadelphia.

The proportion of women at the World's Fair was four to one of the men.

The recent annual conscription in Russia added 252,502 men to the army.

The building operations in Guelph for the past year amounted to over \$100,000.

At least 50 per cent. of the working men and women of Pennsylvania are out of employment.

The Dominion Bag Company, of Montreal, are seeking incorporation with a capital stock of \$125,000.

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

Yields 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.

COMMERCIAL SUMMARY.

Over 40,000,000 trees have been planted in Switzerland in seven years.

The retired list of the army and navy costs the United States Government over \$2,000,000 a year.

The annual clothing bill for the British army is more than three times as great as that for the navy.

The mills of the Roxbury Carpet Company, of Boston, have closed, throwing 50 men out of work.

The annual report of U. S. Postmaster-General Hissel shows a deficiency for the last fiscal year of \$5,177,171.74 in the postal service.

Paris is threatened with a deficit in the budget and the municipal council proposes to provide for it by an increased tax on funerals.

S. S. Clutton's woolen mills, Vienna, Ont., have been burned down, including most of the machinery. Loss nearly \$5,000, with only \$1,000 insurance on stock.

A great triumph in rolling iron into thin sheets has lately been reached at Swansea, Wales. On a recent occasion a sheet $5\frac{1}{2}$ by 10 inches was rolled to so remarkable a degree of tenacity that it would require 4,800 of them to make one inch in thickness.

A first consignment of hops from the Okanagan country has just been forwarded to England.

Canada is not to be represented officially at the Tasmanian International Exhibition, which will open next November.

The Hall Mining Company, owners of the famous Silver King mine near Nelson, are contemplating the building of a concentrator at the outlet.

The Wellington *Advocate* has ceased to appear. It is to be replaced by the *Weekly Mail*, a paper that will be edited and published by Dr. Walkem.

A Berlin inventor has discovered a process by which coal can be consumed without emitting smoke. It is to be applied to a German line of steamers.

Municipal restaurants have been established in many German cities as a means for minimizing begging and to relieve the worthy poor of the necessity of accepting food given in charity.

The quarterly meeting of the Dominion Commercial Travellers' Association of Canada was held in Toronto on Saturday, Nov. 25. The report showed that the association now has about 25,000 members and \$250,000. The nomination of officers resulted in the re-election of C. C. Van Norman as president by acclamation. Boards for the branch in Winnipeg and Victoria, B. C., were elected by acclamation.

A universal congress of cooks is to assemble in Paris next year. Prizes are to be awarded for novel and approved dishes.

Mr. C. E. Smitheringale, Nelson, will take charge of Nakusp's local paper the *Ledge*, which Mr. R. T. Lowery is transferring.

The great viaduct of the Wilkesbarre and Eastern Railroad over Panther Creek has been completed. It is more than 1,600 feet long and 163 feet high.

James Bell & Son, the clothing merchants of Toronto, failed last month, leaving a great many creditors in Toronto, Montreal and Great Britain in the lurch.

The bar, now forming in the Fraser River near Chilliwack, threatens, unless removed, to block the access of river steamers to the Landing at that point. The deep water channel is being diverted to the other side of the river.

W. H. Wayman, of the well-known firm of Thomas Wayman & Co., Halifax, England, has been on a visit to the Canadian mills, along with his representative, Robert S. Fraser, Montreal. Mr. Wayman reports business exceptionally good in his special lines, English pick lambs wools, Downs, and other English skin wools. They are among the best ever offered in this market. Messrs. Wayman do a large business with the States, France and Germany, having agents in each country.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	TO.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	930	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	
Ger ship	Sirene	1437	Sauerlich	October 19	Victoria	London	56,558	282,790	
Br ss	Grandholm	871	Mason	October 19	Victoria	Liverpool	31,797	158,535	
Br bark	Jessie Stowe	615	Blanche	October 11	Fraser River	Liverpool	30,000	137,112	
Br bark	Ladstock	816	William	October 19	Fraser River	Liverpool	35,773	178,965	
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,830	
Br bark	City of Carlisle	823	Hughes	November	Victoria	Liverpool	37,381	185,905	
Br ship	Candida	1222	Keo		Victoria	Liverpool			
Br bark	Harold	1397	King		Victoria	Liverpool			
Br bark	Primera	356	Gardner		Victoria	London			

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	TO.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,918	7,811	March 21	owners ac
Br bark	Mark Curry	1256	Liwell	Jan. 4	Vancouver	Plymouth	923,058	9,882	May 20	52s 6d
Nor bark	Fritze	1078	Rolfson	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,063	15,537	June 23	Private
Chil. bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn	Hittern	289	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,450	4,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindostan	1942	Welsh	March 6	Moodyville	Valparaiso	1,196,526	10,242	July 11	owners ac
Am bark	Seminole	1439	Weslen	March 19	Moodyville	Santa Rosalia	1,040,913	7,966	April	Private
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,911	10,497	Aug. 28	Private
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,163	6,577	June 23	35s
Br ship	Natuna	1106	Graham	April 29	Vancouver	Port Pirie	961,363	7,718	Sept. 22	42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark	John Eua	2600	Schmuer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Hairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 21	Vancouver	Pisagua	663,000	5,296	Aug. 26	35s
Nor bark	Sigurd	1530	Aase	May 21	Vancouver	Port Pirie	1,426,000	10,693	Aug. 31	40s
Chil. ship	Atacama	1245	Calallero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Fythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1069	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,337	4,963	Oct. 4	55s
Br bark	Dochra	966	McJarrow	June 26	Vancouver	Adelaide	740,231	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1739	Lawton	July 29	Vancouver	Callao	1,436,123	12,463	Oct. 21	39s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,829	7,982	Oct. 11	30s
Am bark	Seminole	1439	Weslen	Aug. 1	Moodyville	Santa Rosalia	1,045,008	7,896	Aug.	Private
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,351	8,625	Sept.	55s
Am bark	Sonoma	928	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 2	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,650	12,531		37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,554	10,300		52s 6d
Nor bark	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288		36s 3d
Br bark	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	792,153	5,524		33s 9d
Chil. bark	India	953	Funke	Sept. 19	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.	Jing Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916		37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private
Am bktn	Hilo	612	Lefkallister	Sept. 25	Westminster	Sydney	688,632	6,649		28s
Am schr.	Lynan D. Foster	725	Dreyer	Oct. 11	Cowichan	Sydney	871,303	7,614		27s 6d
Am bark	Hesper	664	Underwood	Oct. 12	Vancouver	Adelaide	779,338	5,886		37s 6d
Am schr.	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,692	6,031		37s 6d
Br bark	Elizabeth Graham	538	Anderson	Oct. 21	Moodyville	Melbourne	524,681	3,969		Private
Am brig.	Geneva	471	Nelson	Oct.	Vancouver	Sydney				27s 6d
Am schr.	Aida	507	Anderson	Oct. 11	Moodyville	Shanghai	657,974	6,660		40s
Am bktn	Robert Sudden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,808	4,646		37s 6d
Am schr.	Salvator	444	Wells	Oct. 21	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	705,802	10,800		38s
Nor ship	Germanic	1239	Sunde		Vancouver	Cork, U.K. f.o.				
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	Blum		Vancouver	Cape Colony				75s
Am ship	Eclipse	1536	Peterson		Vancouver	Cork, U.K. f.o.				60s
Nor ship	Beaconfield	1450	Bastiansen		Vancouver	Cork, U.K. f.o.				

A-Also 100 spars.

FREIGHTS.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders. 37s; 6d; Sydney, 37s 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.

The Kamloops Town Council propose changing the licence by-law so that the fee for selling a bankrupt stock by auction, not part of the stock of a firm that has been in business at least three months, shall be \$150, and those bringing a stock of goods into the city may be required to deposit with the city treasurer the sum of \$100 upon taking out his trade licence, as a guarantee that he shall carry on business at least three months.

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	1754	Tulloch	Oct. 31	Samarang	Vancouver	B. C. Sugar Refinery Co.	42
Br bark	Archer	789	Dawson	Aug. 4	Liverpool	Victoria	R. P. Rithet & Co., Ltd.	130
Br ship	Dunboyne	1380	Neill	Aug. 4	London	Vancouver	Evans, Coleman & Evans	130
Ger. bark	Gutenberg	627	Zeplein	Aug. 10	O Glasgow	Victoria		121
Br ship	Ainsdale	1725	Owens	Oct. 9	N Liverpool	Victoria	R. P. Rithet & Co., Ltd.	64
Br ship	Astoria	1335	Dagwell	Oct. 13	G London	Victoria & Van		60
Br ship	Drumalis	2150	Campbell	Sept. 16	Port Pirie	Royal Roads		85
Br ship	Benmore	1460	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 Itico Mills	
Br ss	Empress of India	3003	Marshall	Nov. 29	C Hong Kong	Victoria	C. P. S. S. Co.	13
Br ss	Arawa	3268	Stewart	Nov. 18	D Sydney	Victoria	C. A. S. S. Co.	21
Am bktn.	Wrestler	447	Bergman		B Honolulu	Royal Roads for	Robert Ward & Co., Ltd.	
Br ship	Ballachulisk	1806	Gowdey		A Java	Vancouver	B. C. Sugar Refinery Co.	
Br ship	Riverside	1590	McCully	Nov. 22	Newport, Eng.	Vancouver		20
Br bark	Northernhay	1221	Miller	Dec 5	Cardiff	Esquimalt		7
Br ss	Empress of Japan	3003	Lee		Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br ss	Warrimoo	1877	Perry		H Sydney	Victoria & Van	C. P. S. S. Co.	
Br ss	Tacoma	1662	Hill	Dec 12	F Hong Kong	Victoria	Dodwell, Carlill & Co.	

N—Spoken Oct. 14 lat. 49° N., long. 10° W. Nov. 13 lat. 7° S., long. 31° W. L—Spoken Aug. 23 lat. 48° N., long. 13° W. Sept. 9 lat. 9° N., long. 25° W. Sept. 25 lat. 21° S., long. 10° W. Oct. 3 lat. 31° S., long. 49° W. To load grain at Tacoma. G—Oct. 16 passed Deal. Oct. 18 passed Prawl 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. C—Via Yokohama Dec. 7. 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. E—To sail Dec. 27. Via Yokohama Jan. 5. F—Via Yokohama Dec. 23. H—To sail Dec. 13. Via Honolulu Jan. 1.

VESSELS IN PORT.

VICTORIA.

(December 11, 1901)

Br. ship Candida, 1,222 tons, Capt. McKee, arrived Oct. 24, from London. Loading salmon for U. K., on account of R. P. Rithet & Co., Ltd.

Br. bark Harold, 1,307 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, 1,209 tons, Capt. Sunde, arrived Oct. 20, 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.

Am. bark Templar, 910 tons, Capt. Lee, arrived Nov. 14, loading lumber for Callao.

Am. bark Colorado, 1,035 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.

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

Nor. ship Beaconsfield, 1,450 tons, Capt. Bastiansen, arrived Dec. 11, to load lumber for Cork, U. K.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship India, 1,230 tons, Capt. Merriman.

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

Am. ship J. E. Brown, 1,473 tons, Capt. Maguane.

WELLINGTON SHIPPING.

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

Am. bark B. P. Cheney, 1,360 tons, Capt. Mosher.

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

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	3	3,126
Vancouver	8	9,904
Nanaimo	6	7,661
Total	17	20,693
Previous week	17	23,605
Correspond'g week last year	23	20,184

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending December 9:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
3.	Pioneer, str., Port Townsend	26
3.	Tacoma, str., Port Townsend	65
4.	Sea Lion, str., Port Townsend	19
5.	Pioneer, str., Port Townsend	9
6.	Wachusett, ship, San Pedro	2,460
7.	Montserrat, str., San Francisco	1,460
9.	Wilna, bark, San Francisco	2,350
Total		6,330

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

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WHOLESALE

## HATS, CAPS

AND

STRAW GOODS.

1894.

MEN'S

## Furnishings.

**BRITISH COLUMBIA SPRING TRADE, 1894**

*Newest Styles Selected for Spring Trade.*

AGENTS FOR WOODROW'S HATS.

WAREHOUSE:

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

**MONTREAL.**



REGISTERED TRADE MARK.

*The Largest Factory of its Kind in the Dominion.*

## LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Supervision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies and Preserves

—PREPARED BY—

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

# BAGS

In all sizes and qualities and for every purpose.  
Jute or Cotton. Plain or Striped.

**BAGS FOR ORES,**

(Overhead dry or double cotton sewn)  
a special feature of our trade.

## CANADA JUTE COMPANY, LIMITED

17, 19 & 21 ST. MARTIN ST., MONTREAL.

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Agent and Commission Merchant.  
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Storage, Bonded and Free.  
Forwarder, etc.  
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### J. & T. STEPHENS,

Manufacturers of

## Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

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(LIMITED.)

### REGINA, ASSA.,

DEALERS IN

## Seed and Feed Grain

OF ALL KINDS, ALSO

Flour, Chop Feed, Bran and Shorts.

PARTIES REQUIRING

Seed or Feed Oats or Wheat

WILL DO WELL TO

Correspond With Us, or Major & Eldridge, Vancouver.

## A. HOLDEN & CO.,

### Railway Supplies.

AGENTS FOR CANADA FOR

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

30 St. John St., Montreal.

## PACKARD LAMP CO.,

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MANUFACTURERS OF THE

### Packard High Grade

### Incandescent Lamps.

96 TO 100 KING STREET,  
MONTREAL.

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[New and Best Seconds]

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Files, Etc.

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Next to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, P.



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## VICTORIA.

DIPLOMA AND GOLD MEDAL RECEIVED AT THE EXHIBITIONS OF 1891, 1892 AND 1893.

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Preservers of all kinds of Canned Fruits, Jams, Jellies  
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NEW SEASON'S SEVILLE ORANGE MARMALADE NOW READY.

ALL THESE GOODS TO BE HAD FROM THE FOLLOWING MERCHANTS :

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# OGILVIE'S HUNGARIAN FLOUR

*Produces more Bread per Barrel than any other in the market.*

This Flour is very sharp and granular, of high creamy color, which means great strength. Requires PLENTY of water, and the dough must not be made too stiff, but softer than what you have been accustomed to when using other flours.

REMEMBER, increased strength in flour means money to you, yielding a greater quantity of Bread, thus far more than repaying for any little extra time. Keep the dough soft, giving it plenty of growing room.

EACH BAG GUARANTEED. SEWN WITH OUR SPECIAL TWINE—RED, WHITE AND BLUE.

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ENGLISH GROCERIES,  
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AMERICAN GROCERIES,

STAPLE DRY GOODS  
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