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Strong Bakers,  
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Extra and  
\* Low Grade.  
BRAN, SHORTS.

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**CHOPPED FEED AND GRAIN.**

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

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J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.  
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British Columbia Salmon:—Ewen & Co., "Lion." "Bonnie Dundee"; Bon Accord Fishery Co's Consuls"; Candaian Pacific Packing Co. "Flagship" brand.

ESTABLISHED 1877.

CAPITAL, \$250,000

INCORPORATED JUNE 16TH, 1893.

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Manufacturers of

## Refined Sugars and Syrups

Of the highest quality. Guaranteed absolutely pure, and superior to any others in the Province.

### PRICE LIST.

SUGARS—Powdered, Icing and Bar, in bbls.....	5½c per lb.
Paris Lumps, in bbls. or 100-lb. bags.....	5½c "
Granulated ".....	4½c "
Yellows according to quality ".....	3½c to 4½c "
100-lb. kegs, ¼c more; Half-bbls., ¼c more; boxes, ½c more.	
SYRUPS—30-gal. bbls.....	2½c per lb.
10-gal. kegs.....	2½c "
5-gal. kegs.....	\$2.00 each.
1-gal. tins.....	\$1.25 per case of 10.
½-gal. tins.....	5.75 per case of 20.

Payment by Spot Cash. All prices subject to change without notice. Special terms for lots of 100 barrels and upwards.

**NO CHINESE EMPLOYED.**

#### TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.  
Tuesday Morning, March 27.

VICTORIA.

The past week has not been productive of anything new or interesting in trade matters. Good Friday and Easter Monday were observed as public holidays by the banks, mercantile houses, civic and government departments. Purchasing has been confined to actual wants. Agricultural interests are awakening and next month there will be a general exodus to the mining district, from which a heavy call for goods may be expected. There seems to be a very fair turn over of goods in wholesale houses, although business is said to be quiet.

#### FRUITS AND VEGETABLES.

Local jobbers' prices are steady. Auction

sale reports from San Francisco announce that, owing to increased demand, prices have stiffened. Local quotations may be expected to advance in sympathy. A car of prime Redland oranges was received last week by Alice & Ault, who quote Rose brand seedlings at \$2.25 per case and Washington Navels at \$2.85. Second quality seedlings and culls purchased at auction in San Francisco are being sold much below regular quotations.

Jobbers' quotations for fruits are as follows:—

Oranges—California navels.....	2 50 @ 2 75
" " seedlings.....	2 00 @ 2 25
Japanese.....	50 @ 65
Lemons—California.....	3 00 @ 3 50
Bananas—New Orleans.....	3 00 @ 0 00
Apples.....	bxs 1 25 @ 1 50
Cocoanuts.....	per 100 8 00 @ 9 00

Vegetables are quoted:

Potatoes.....	per ton 20 60 @ 25 00
Onions—Silverskins.....	per lb 3½ @ 4½

#### GROCERIES AND PROVISIONS.

California butter continues to have a downward tendency. Quotations are about 1c lower than a week ago. The sugar market is said to be strong although local jobbers prices are unchaned.

Jobbers quote:

Valencia raisins.....	per lb \$ 7 @ \$ 0
Malaga raisins.....	per box 3 00 @ 3 25
Currants (barrels).....	per lb 5 @ 5½
" half bbls.....	per lb 5 @ 6
" (cases).....	per lb 5½ @ 7½
Sultana raisins.....	per lb 8 @ 10
Tragona almonds.....	per lb 14 @ 18
Grenoble walnuts.....	per lb 14 @ 18
Filberts.....	per lb 11½ @ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	29 @ 30
Manitoba dairy.....	00 @ 00
California creamery.....	26 @ 30
California rolls.....	20 @ 27
Cheese—Canadian, lb.....	13 @ 14
California.....	16 @ 00
Eggs, pickled, case, per doz.....	00 @ 20

Smoked meats and lard are quoted:

Hams.....	13½ @ 14½
Breakfast bacon.....	14½ @ 15
Short rolls.....	10½ @ 11½
Dry Salt, long clear.....	10½ @ 11½
Backs.....	13½ @ 13½
Pure Lard, 20lbs, pails.....	11 @ 14½
" " 10lbs, tins.....	14½ @ 14½
" " 5lbs.....	14½ @ 15
" " 3lbs.....	14½ @ 15
Lard Compound, 10lbs.....	11½ @ 00
" " 20lbs.....	11 @ 00
" " 5lbs.....	11½ @ 00
" " 3lbs.....	11½ @ 00

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

Dry Granulated (China).....	4½
Extra C, China.....	4½
Australian Granulated.....	4½
Dry Granulated (B. C. Refinery).....	4½
Extra C.....	4½
Fancy Yellow.....	4½
Yellow.....	3½
Golden C.....	3½
Cubes.....	5½
Powdered.....	6½
Syrups, per lb.....	3
" 1 gal. tins, American (10).....	5 50
" ½ " " (16).....	5 35
" 1 " Vancouver.....	5 50
" 1½ " ".....	7 00

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

Helmet brand sugar cured hams, medium	0 16
" " " heavy..	0 15½
" " breakfast bacon	0 16½
Fancy Gold Band hams.....	0 17½
" " breakfast bacon.....	0 18½
White Label pure leaf lard, tierces.....	0 14
" " " 50-lb tins.....	0 14½
" " " 20-lb ".....	0 14½
" " " 10-lb ".....	0 14½
" " " 5-lb ".....	0 14½
" " " 3-lb ".....	0 14½
Lard compound (tierces).....	0 11½

#### FLOUR AND FEED.

Since the advance noted last week in Manitoba Hungarian, there are no features to report. Merchants are pleased that at last the bottom seems to have been reached, and the prospects are for better prices.

The Portland Commercial Review says: "The local flour trade is very dull, millers are not offering any flour on the market. It looks as if the millers were getting tired selling less than cost; from diligent inquiry we find that there is not as many brands of flour on the market here as heretofore. Shipments continue very light; small shipments have been made to San Francisco and Honolulu. Very

little doing at present for the China trade. Quote Portland, Salem and Cascadia \$2.55 per bbl., eastern Oregon and Washington \$2.50 per bbl."

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

Ogilvie's Hungarian.....	\$4 20
" Strong Bakers.....	4 00

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

Premier.....	\$3 90
XXX.....	3 75
Strong Bakers or XX.....	3 30
Superfine.....	3 05
Bran. per ton.....	16 50
Shorts.....	17 50

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

Delta.....	\$1 00
Victoria XXX.....	4 00

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 25 @ 0 00
Lion, ".....	4 25 @ 0 00
XXX.....	4 25 @ 0 00
Premier, Enderby mills.....	4 25 @ 0 00
XXX, ".....	4 10 @ 0 00
XX, ".....	3 65 @ 0 00
Superfine, ".....	3 40 @ 0 00
Ogilvie's Hungarian.....	4 60 @ 0 00
Strong Bakers.....	4 45 @ 0 00
H. B. C. Fort Garry Hungarian..	4 30 @ 0 00
Strong Bakers.....	4 45 @ 0 00
Oak Lako Patent Hungarian.....	4 60 @ 0 00
Strong Bakers.....	4 45 @ 0 00
Regina Hungarian.....	4 60 @ 0 00
Strong Bakers.....	4 45 @ 0 00
Benton County, Oregon.....	3 85 @ 0 00
Portland Roller.....	3 85 @ 0 00
Snowflake.....	3 75 @ 0 00
Wheat, per ton.....	26 00 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	35 00 @ 40 00
Chop feed.....	25 00 @ 30 00
Shorts.....	22 00 @ 23 00
Bran.....	20 00 @ 25 00
National Mills oatmeal.....	3 50 @ 0 00
" rolled oats.....	3 70 @ 0 00
" split peas.....	3 50 @ 0 00
" pearl barley.....	4 50 @ 0 00
" Chop feed.....	23 00 @ 25 00
California oatmeal.....	3 75 @ 0 00
California rolled oats.....	3 75 @ 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

The Victoria Rice Mills quote whole-sale:

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

LUMBER.

During the week, the British bark Thermopylae, 948 tons, Capt. Winchester, has been chartered by Robt. Ward & Co., Ltd., to load a cargo of lumber at the Brunette Mills, New Westminster, for Shanghai. The British ship Astoria, 1,335 tons, Capt. Dagwell, now 136 days out from Liverpool, for this port, the British ship Grace Harwar, 1,750 tons, and the British bark Xantippe, 960 tons, have been chartered by the Hastings Mill.

The local lumber mills have arranged a new scale of prices which have been mutually agreed upon. There is no association or combination formed, but all are tired of the cut-throat policy that has been pursued in this branch of the

building trade for some time past. The important feature of the new arrangement is that all persons purchasing lumber will be required to furnish security for the payment of their bills. A number of the large contractors have already furnished bonds to the mills which supply them with lumber. This arrangement will have the effect of putting the contractors on a better basis, for it will prevent unscrupulous men from taking contracts at ruinously low rates, which in the main has caused the mills heavy losses for they invariably lose either the whole or part of their bills, and the contractor leaves either for parts unknown before the job is finished, or completing it at a loss cannot pay the mill for material finished.

The following are the current city quotations, net in yard: Rough, \$8.00 per Mft; rough clear, \$14; ship lap, \$10; tongue and groove flooring, 1 in. No. 1, \$16; do. 4 in. No. 2, \$12; do. 6 in. No. 1, \$15; do. 6 in. No. 2, \$11; rustic, No. 1, \$15; do. No. 2, \$11; surfaced, \$15; shingles, \$2; lath, \$1.75.

The Portland Commercial Review says: "The cargo trade does not show signs of improvement—either on Puget Sound or in British Columbia. Freight rates are lower than they ever have been before, but foreign buyers of lumber are pretty scarce just about now. Late advices from Australia say that improvement is very slow. The comparative imports of lumber into that country show more eloquently than words the disastrous period through which the colonies passed. Imports 1892: Fir from Pacific coast, 13,603,638 ft; flooring, lining and weather boards, 23,477,951 ft; red deals, 1,197,471 ft; spruce deals, 2,289,093 ft. Total, 40,568,153 ft. Imports 1893: Fir from Pacific coast, 1,170,760 ft; flooring, lining and weather boards, 13,308,894 ft; red deals, 748,914 ft; spruce deals, 1,482,008 ft. Total, 10,708,576 ft. Trade is also dull in South America, China, Hawaii and New South Wales, formerly great consumers of Puget Sound lumber."

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet \$ 8 00 Deck plank, rough, average length, 35 feet per M..... 19 00 Dressed T. and G. flooring, per M..... 15 00 Pickets, rough per M..... 8 00 Laths, 4 feet 6 in, per M..... 1 90

INCORPORATIONS.

The British Columbia Tug Co., Ltd., Victoria, capital stock; \$15,000, with power to increase to \$100,000. Trustees: R. P. Rithet, R. Seabrook, J. H. Lawson, R. J. Ker and Wm. Greig.

The Stevenson Gold and Platinum Hydraulic Mining Co., Ltd., Vancouver, capital stock; \$1,000,000. Trustees: Robert Stevenson, Jos. H. Thain and W. L. Hogge.

Centennial Lodge, No. 20, I. O. O. F. of Nanaimo, has been incorporated under the benevolent Societies Act.

The assignees for Henry Saunders, estate, Victoria, have placed Mr. Saunders in charge of the business on their behalf, on a six months' arrangement.

BUSINESS CHANGES.

Colquhoun & Bell, plumbers, Vancouver, have dissolved.

P. F. Venables, restaurant, Vancouver, has given up business.

Frank W. Teague, poultry supplies, has opened at Nanaimo.

John Black, baker, Wellington, has purchased the Pacific Bakery.

H. T. Cole, hotel, Victoria, advertises business and property for sale.

The Toronto Painting and Paper Hanging Co. have opened in Victoria.

The Englewood hotel, Vancouver, was sold by sheriff for rent, to Mr. Harris.

The Victoria Theatre buildings are advertised for sale April 2, under power of mortgage.

W. E. Auld (not Hall & Co., as previously reported,) has been closed by mortgagee.

Bowness & Creeden, grocers, Victoria, have dissolved. J. Creeden will wind up the business.

D. C. McKenzie, furniture and undertaker, Nanaimo, is reported to have sold out undertaking.

James McMillan & Co., fur dealers, Minneapolis, have opened a branch at 30 Langley street, Victoria.

Angus Stuart, late editor of the Vernon News, contemplates starting a weekly paper at Fairview, early in April.

Huston & Wilson, sash and door factory and machine shop, Golden, have dissolved. W. L. Huston continues.

The Granville Cigar Co., Ltd., cigars and etc., Vancouver, are seeking re-incorporation under style of Draper & Leithead Co., Ltd.

The Stanley House, dry goods stock, Victoria, was sold by auction under chattle mortgage and purchased by mortgagee for \$10,000.

E. W. Ogle, of the late firm of Ogle, Campbell & Freeman, dry goods, and etc., and of Ogle, Campbell & Co., men's furnishings etc., both of New Westminster, has purchased the latter business, which he will in future carry on in his own name.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending March 24:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
17.	Tacoma, str., Port Townsend.....	60
17.	Wanderer, str., Port Townsend.....	21
19.	Pioneer, str., Port Townsend.....	48
19.	Hufus E Wood, bk, San Francisco.....	2,250
22.	J. A. Briggs, ship, San Francisco.....	3,308
23.	Tyce, str., Port Townsend.....	80
24.	Montserrat, str., San Francisco.....	1,488
Total.....		7,255

Business is opening up early this season with the Revelstoke Lumber Co. They have already commenced shipping lumber both east and west. They have got out their summer supply of logs and expect a brisk building boom right along.

D. S. Curtis, assigner of estate T. J. Trapp & Co., hardware etc., New Westminster, is carrying on the business in the interest of the creditors. It is expected that T. J. Trapp & Co. will be able to arrange to take the business over again shortly.

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### WAGES OF CHINESE FARM LABORERS.

A recent report from China gives this account of the agricultural laborer in that country: "The average wage of an able-bodied young man is \$12 per annum, with food, lodging, straw shoes and free shaving—an important item in a country where heads must be shaved three or four times a month. His clothing costs about \$1 per annum, so that he may save, if he wishes, \$8 per annum. Thus in ten years he may buy one-third of an acre of land (value \$150 per acre) and necessary implements. With this land he can support himself. In ten years more he may double his holding and become a part owner in a buffalo to assist him in cultivating it. In six years more he should, with economy, be able to buy a wife and live comfortably on his hard-earned estate. This is, of course, an extreme case, the young man commencing with nothing and receiving no assistance from his family; and to gain a competence in 26 years under these circumstances would perhaps not be easy in more favored lands."

Apple growers in Tasmania made a determined effort to compete in European markets with the apple growers of Canada and New England, but have finally abandoned the effort because of the heavy freight charges, says *Mechan's Monthly*. The apple growers of North America will always have an advantage in the high coloring which the climate gives to their fruit. Australian apples generally have a good flavor, but beauty always scores a point.

The suspension the other day of the British Columbia Bank of Green, Worlock & Co. is not without one or two grains of comfort. In addition to being the first bank suspension in the Province, the bulletin which the managers issued to the public declared that the disaster was due to no depression on the Canadian side of the border, but only to the reflecting action of the financial depression in the United States. Furthermore, the managers believed that if their assets could be got in with care and without undue pressure they would cover all indebtedness and leave a surplus. Judging by the manner in which news of the failure was received in Victoria the suspension has not broken public confidence in the reputation of the firm, so that any embarrassing interference with the settlement of the firm's affairs was out of the question from the first.—*Toronto Empire*.

W. J. STEIN,

Chartered Accountant and Auditor,

513 COLUMBIA ST., NEW WESTMINSTER.

—AND—

P. O. Box 636, VANCOUVER.

A. LEOFRED,

(Graduate of Laval and McGill.)

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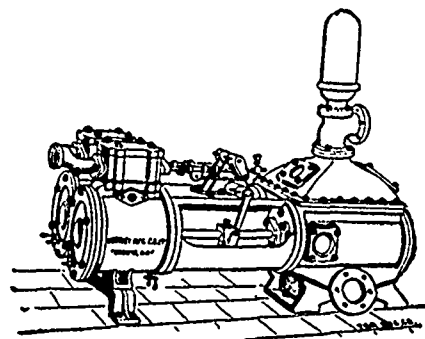
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The Mannheim (Marine) Insurance Co., Ltd., Germany.  
The Great West Life Assurance Co., Winnipeg and Victoria.  
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."  
The Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

**64 YATES ST., VICTORIA.****A SHALLOW RIVER SCREW STEAMER.**

Successful introduction is reported of the new kind of screw steamer built in England for navigating the shallow rivers of East Africa, the craft in this instance being some 45 feet long, with 7 feet beam, and drawing only 12 inches of water; the bottom is perfectly flat and the bow is of spoon shape. But the chief novelty mentioned, remarks the *New York Sun*, as characterizing this boat is the provision for keeping the screw, which has a diameter of two feet, submerged, this difficulty being met by having the shaft on a level with the vessel's bottom and building a sort of horizontal tunnel over the propeller. In some former devices of this kind, it was considered necessary to pump water up into this tunnel in order to keep the screw entirely immersed, but it is found that the action of the propeller itself is really quite sufficient to draw up the water and drive the air out at the after end of the tunnel. Steam is generated by a horizontal boiler; the steering wheel is forward, as usual in vessels for tortuous rivers, where a good lookout, etc., is of first importance. The hull is constructed of galvanized steel, this being the most durable material for African river steamers.

**MONTREAL TRADE.**

The *Montreal Trade Bulletin* says: "It can be truly said that a better feeling pervades the wholesale trade generally; but this is based more on the improved outlook for business than on any increase in spot transactions. The recent spell of mild spring weather has given considerable impetus to the retail trade, causing stocks of most descriptions of spring goods throughout the country to be well broken into. In dry goods there is no particular change in wholesale departments, but the retail stores are very busy. Wool remains on the dull and dragging list, and very little hope of revival can be expected until the United States tariff is finally fixed. Pig iron is very quiet; but there is more doing in general hardware for forward delivery. Petroleum is dull for refined under a lighter demand, owing to lessening consumption. Cement has met with an improved local demand at steady prices. In tea, coffee and spices there is very little change. The sugar market has undergone no important change either in

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refined or raw, and last week's figures rule. Molasses and syrups are quiet, and dried fruit is steady. A little more is being done in naval stores now that the opening of navigation is approaching, at steady values. Boot and shoe manufacturers are busy shipping goods and completing unfilled spring orders. Leather shows no particular change, save that a good deal of sole from the West and black descriptions from Quebec is going forward to England. The hide market is quiet, the recent drop in prices having prevented new business. The paper falling due on the 5th and 6th of the month was poorly met, and renewals were the order of the day. In a number of instances country customers never even took the trouble to advise their Montreal correspondents that they were unable to protect their notes, much less to make arrangements for their retirement. It is expected, however, that remittance will be received from these makers in a few days. There is still an easy feeling in the money market, call loans being freely offered at 4 1/2 per cent., while discounts on mercantile paper range from 6 to 7 per cent."

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Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, MARCH 27, 1891.

## MANUFACTURES OF IRON.

The subject of manufactures for Victoria is, we are pleased to know, still being agitated, and it is high time that something definite were done. The cities on the Sound are bestirring themselves, and in Seattle it is proposed to establish a big iron industry, although that city has not at its very doors, as we have here, raw material of the highest quality and in almost unlimited supply. The Seattle and Tacoma people have already had their eyes upon Tumbo Island, Texada Island, and other rich mineral sections of this Province and their attention is now said to be directed to Sooke, not more than twenty miles from the city of Victoria, where, within three or four minutes of a harbor in which vessels of 700 tons can easily ride at anchor, is a hill of iron 200 feet high and a quarter of a mile wide, averaging over 60 per cent of metallic iron, practically free from all injurious components. So easily workable, too, is this mine, that it is said the ore can be obtained in practically unlimited quantities and put free on board ship at a total cost of about \$1 per ton. This, it is said by experts would, if smelted with charcoal be equal to the best brands of Swedish or Russian iron. As we all know coal for fuel is close at hand in abundant quantity, while limestone for flux is obtainable at a cheap rate.

The iron industry, it is apparent, is one which, if we do not develop, will be taken from us by the enterprising people of the Sound. It was only on Saturday last that Mr. Robins, Superintendent of the New Vancouver Coal Co. said, on his return from San Francisco, that there were no present prospects of improvement in the coal trade, as San Francisco dealers will not purchase a ton more than is absolutely necessary. In the smelting of British Columbia iron a considerable quantity of coal could be advantageously employed, thus giving work to a large number of miners. Not only could the iron be used at home, but it might be shipped to the Orient and South where we have already established our special trade connections. But it is in home manufactures that our British Columbia iron might well be used. That ships can be repaired and constructed here has been amply demonstrated by the work done by the Albion Iron Works Co. on H.M.S. Amphion and Warspite. They have also shown what they can do in producing stoves and other descriptions of hardware. Other Victoria founders and

iron-workers have undertaken operations of considerable magnitude and with regard to the Mainland, the same can be said.

Let us do what we can with our own iron, particularly when our coal is inclined to be a drag on the market and when other people are talking of obtaining our abundant raw material and working it for all it is worth. The present would seem to be a convenient opportunity. There is any quantity of labor anxious for employment; and there is ample capital which is not put to any very profitable use, for lack of confidence. We are developing markets abroad and why we should not make the venture with, among other things, iron manufactured and unmanufactured, we can see no reason other than that we have not pluck enough. Let us make a beginning at once, if it is in ever so small a way.

## DOMINION APPROPRIATIONS.

According to the estimates presented to the House of Commons by the Minister of Finance he does not seem to have been as impressed as he ought to have been with the claims of British Columbia to a liberal expenditure here of the public moneys. Outside of the grant to the Esquimalt fortifications, which it was impossible to get out of, all that he provides for in the estimates submitted the other day for the entire Province of British Columbia is some \$61,000. The sum is ridiculously small, and Mr. Foster should be ashamed to bring down figures like these for a Province whose contributions to the revenue are five times as great per head as those of any other part of the Dominion. What ever comes to this Province is granted grudgingly and has to be begged for like a favor, while its mere suggestion ought to be sufficient. The larger and older provinces have never in any way been allowed to come short, and it is outrageous that we should be treated in the niggardly manner that characterizes the reception of any British Columbia demand.

Ours is the largest Province in the point of view of limits; it contains the greatest and most varied natural resources, and were it only treated as it should be would contribute much more liberally to the revenues of the Confederation. When will our rulers make up their minds to do us justice? One would suppose that, after all they say in our favor when they have made the acquaintance of the great Pacific Province, the Ministers would be disposed to invest Dominion moneys in needed public improvements, which could not fail to be a capital business speculation for the entire country. But no, they seem the more securely to tighten up the chest and almost compel every dollar which comes out to force its way through. When, we should like to know, may we expect a liberal and more enlightened policy to be inaugurated? We have, upon many occasions, set forth the Provincial requirements, we have made our demands, and, in every way, shown their reasonableness and extreme moderation, yet, as in the present case, the Finance Minister, with a sort of sardonic grin, has doled out a trifle, and instructed the people's representatives to

take it and be thankful. We have, in the past, been thankful for small favors; but in the future we require something more nearly approaching our legitimate share of the Dominion expenditures.

## "WE ARE THE PEOPLE."

We do not think that the Provincial Legislature will be acting wisely in raising the qualification as is proposed for voters at municipal elections. The tendency generally is in the other direction. The franchise ought, in days like ours, when knowledge is becoming more and more spread, to be lowered rather than otherwise. Moreover, supposing this argument did not prevail, it should be remembered that rentals materially differ in the various parts of the city—in one locality, the same accommodations may be obtained at a figure at least one-third less than in another. Those who want to put up the fence in this particular are no friends of the people, and it is only friends whom the people desire to have as their lawmakers. In the Motherland, the great question at issue to-day is as between hereditary lawmakers and those who are elected by the popular suffrage. Here it is sought to decrease the power of that popular suffrage, and the inevitable result must be that a sort of oligarchy will be established, who, as controlling the entire situation, will do even worse than as has already been done in connection with public improvements—put their veto upon them and do no more than shall be advantageous to themselves. The cry of to-day is "We are the people;" "No more mossbackism in matters British Columbian."

## THE DAIRY INDUSTRY.

"There is always a profitable market for fine dairy products. While other commodities are wonderfully low in price, dairy commodities hold their own. There is nothing which will give greater stability to a country than a large dairy interest, and there is nothing which will conduce more to a continuous condition of prosperity than the dairy industry. This is very apparent in times of depression, for we find that in countries or districts where dairying is an important interest, a season of depression is not felt the same as in other agricultural districts where dairying has been neglected. At the present time, in those districts where the dairy interest is largely developed, the prevailing depression is hardly apparent."

These observations from a contemporary, the *Winnipeg Commercial*, which is published in a province whose climatic conditions, as regards the dairying interest, are not to be compared with ours, should increase the interest already taken here. We have heard no more about that Comox movement. We trust it has not fallen flat. Nothing has been said lately about that creamery which Victoria was to have, and as for that contemplated establishment up in the Cowichan district, where is it? We merely refer to these matters now to stir up the minds of the people by way of remembrance; but we do not intend to lose sight of them or to allow them to be forgotten; for we shall time and again draw attention to the subject, until something has been done or it has been shown that our case is utterly hopeless.

## PLENTY OF MONEY.

The New York *Evening Post* publishes statistics to show that the accumulation of idle money is as general as the depression of trade. The supply of coin of the Bank of England has increased, it finds, since the beginning of the year, \$26,000,000, that of the Bank of Germany \$18,500,000, and that of the Bank of France \$5,000,000. Up to the first of February the New York city banks had gained \$42,000,000; and although \$10,000,000 were paid out there for the Government bond subscription, the bank statement still shows a greater reserve than it did at the close of December.

Yet, with all this "useless" money, business continues bad and millions of people are starving at centres where much of this capital has been accustomed to find its most profitable employment. How is this? It is because of the general unsettlement—the terrible condition of unrest that obtains. Politics and commerce the world over are disordered; the sword of Damocles hangs suspended over the peace of not a few countries, and no one knows what the upshot will be. Tariff uncertainties in Canada and the United States have had, and are having, their depressing effects and when the end of all this will come there are none who seem to be foresighted enough to see financiers profess to discern a rift in the cloud, but all of them are exhorting the sufferers to be patient, for to them what seems to be an undefinable period. As regards Great Britain, we must not forget that times are already improving and the contemplated ten million dollars deficit in the Finance Minister's estimate has been reduced to not so much as half that amount.

## THE C. P. R. UNTAXED.

For the time being, the Canadian Pacific Railway Company have, under a judgment of the Full Court, been relieved of the taxation placed upon their line in this Province. Their plea was that the property had been over assessed—in fact, excessively taxed. In the present case, the Bench constituted itself as much a Court of Equity as it did of law, and decided the case on a ground different from that raised on the Company's behalf, viz., that the railway was taxed on a principle of valuation wholly different from that prescribed by the Legislature and therefore on an illegal principle. It was conceded by the Court that the railway was within the taxing provisions of the Act, but, in the process of taxation, had not been brought within the letter of the Act, which provides that real and personal property shall be estimated at their actual cash value as they would be appraised in payment of a just debt from a solvent debtor.

In the case at issue, in the language of the Court, the assessment had been based "not on any estimate equivalent to an appraisal made for the satisfaction of a debt due by the appellants, but on the cost of material and labor used in the construction of the railway." It was shown to the satisfaction of the Court that a valuation according to the statute was impracti-

cable, and, the assessment, having been illegally made, must be cancelled. In the words of Judge Walkem, who rendered the judgment, when referring to Ontario legislation affecting railways, "an equitable system prevails there, and hence is practicable. Whether it should be adopted here or not is of course a question of legislative policy. In any event, the present inefficient system obviously requires a change." Until some action is taken, the railway will thus be in a position to bid defiance to the tax collector. It is clearly taxable, and there is no reason—commercial, sentimental or otherwise—why it should not be placed on the assessment roll without delay. Let the necessary legislation be undertaken at once—this session—before the Legislature prorogues. We want nothing of this kind held over until after the elections, with a view to seeing what the C.P.R. will do. We don't want to see its hand raised on one side or the other in connection with Provincial politics. It has had too much to say already all over the Dominion.

## BEHRING SEA REGULATIONS.

When the official proposals for the regulation of sealing in Behring Sea were formulated by the Paris tribunal, it was predicted in these columns that serious difficulties would arise in carrying them into effect, if, indeed, they were workable at all. The American Government, which these provisions were well calculated to suit, has been taking its measures to enforce them, and it was even hinted that, whether or not Great Britain co-operated, they would be carried into effect in the most stringent manner. However, there has been something of a set-back to their calculations, and it may be that our neighbors will not find it as easy as they expected to do all they proposed, for this season at least. The U. S. Behring Sea patrol has been already scheduled, and day and date for their departure north has been fixed. But the Imperial authorities have warned them not to be quite so fast, for the regulations are not now in force, and have neither force nor validity until a statute has been passed by the Imperial Parliament putting them into operation.

In fact, as Sir John Thompson has explained in the Dominion Parliament the United States right of interference only applies to citizens of the United States, and if need be the Imperial authorities will be requested to send a man of war to the North to see that the American authorities do not do their work too zealously, the *modus vivendi* not having been renewed. The action of the Imperial and Dominion authorities respectively, is no doubt due to the fact that the sealers are already at or in the vicinity of the sealing grounds and cannot in justice be held to any other regulations than those which they knew to be in actual existence before they sailed. This time it is the Americans who have been outdone through their own smartness, and doubtless the cruisers that may go out will be instructed from Washington to be careful as to what they do. It is worthy of note that they are blowing and blustering considerably and a Washington dispatch informs us that "the United

States are making an effort to be prepared for the single handed execution of the Paris tribunals award," if England fails to do her part. We would remind them that it will be well to have a care how they twist the lion's tail or presume to tread on as little as a single hair of it.

## NO CHINESE LABOR!

We are not at all surprised that the Trades and Labor Council should, in view of the stories which have been in circulation put themselves on record by way of protest against the employment of Chinese labor in connection with the Esquimalt fortifications. They are a Dominion as well as an Imperial work, and, in view of Hong Kong being a British colony, to which many Chinese profess to belong, it may be that the authorities at home will fail to see matters in the same light as they are viewed by our people here. We want as much as possible of the work to be done by home labor, of which there is any quantity that cannot at present find means of utilization.

We hope that the petition already presented by Col. Prior, and backed up by the Trades and Labor Council will have due weight with the Governments of the Dominion and the Empire. There ought, in this particular, to be a proper demonstration of the advantages of protection. That policy was introduced into this country and has been operated with the ostensible object of promoting the interests of home industry. We cannot call Chinese labor home industry; let us have the principle carried to its legitimate conclusions in connection with the fortifications. The principle of protection does not exactly comport with the trade policy of the Mother land, but the sentiment in its favor is growing there. Let Canada insist at least on its being carried out here.

## THE WRECKED "ARCHER."

A little over two weeks since—it was on a Friday, that unlucky day in the opinion of seamen—the British bark "Archer," which had brought a cargo to Victoria consigned to R. P. Rithet & Co., Ltd., sailed for Portland in ballast. She was no "hoodoo" ship, but some of those on board of her, like many seamen, had a holy horror of a Friday for getting to sea. She put into Port Townsend, and sailed thence the next morning. On Saturday last, news came that she had been seen a derelict, on her beam ends, near Clayoquot, and had been towed into Clayoquot Sound by the steamer Maude. Her crew had abandoned her. Everything else is speculation. Where her crew are, if still living, is a mystery which may be unravelled only when the sea gives up its dead; but there are hopeful ones who anticipate the best.

Soon after the "Archer" sailed there were severe storms, and, according to the Indians who had plundered the ship, she had been discovered early last week by them and stripped of her supplies. The crew before leaving her had cut down her masts, hoping to right her, but being unsuccessful had left her. And this is about all that is known except that there is likely to be some legal controversy as to the ownership of all that is left of the craft, the C. P. N. Company, owners of the Maude, and Mr. Jacobsen, who avers that he was the first white man to go aboard of her, both making claims.

## SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports March 9, as follows: "During the week there have been the following arrivals: From Coast collieries, 6,801 tons; from Swansea, 3,654 tons; from Sydney, 2,761 tons. There is no change to note during the week, all branches of the fuel trade are exceedingly quiet, except for domestic purposes, which during the inclement weather must remain brisk. The hotel and boarding house consumption has been very materially increased the past two months by the large number of visitors to our city, and this will doubtless continue and enlarge during the remaining months of our Midwinter Fair. Coal freights from Australia and Great Britain are not being so freely solicited as in former years at this time, although our prospect of a copious harvest is most favorable up to date. Business is all zig-zag here, as in every other section, the price of every product is low, in many cases below its product cost, yet speculation is not rife, money is hoarded and capital is nervous. On the principle that 'half a loaf is better than no bread,' we must be satisfied with the promised coal tariff; the first half loaf may delay starvation, but with the last half life may be maintained; this applies to our industrial interests."

## THE LONDON "TIMES" ON CANADIAN TRADE.

The Canadian letters in the London *Times* continue to represent Canada to the people with a fairness and appreciation that cannot fail to bring us what we stand most in need of—full and friendly consideration of our resources and possibilities. If, the *Montreal Star* asserts, forty odd millions of people on the British Islands once thoroughly realize what a firm foundation for one end of the Imperial arch may be built up on the half continent called Canada, interest in our development will promptly take on the practical business shape that bought the Suez canal and spent blood and treasure to keep India. One of the latter letters deals with our trade and tariff policies, showing as the result of a careful study of the situation that our best market to-day and altogether most hopeful for the future lies in the British Islands. Any Annexationism that the writer found in Canada is traced to either disappointed political ambition or a desire to foster our trade with "the continent to which we belong." This latter, however, is held to be based upon an erroneous idea as to the location of our natural market. Pointing out that, with few exceptions, our staple products are identical with those of the United States, and that a natural waterway connects the Canadian prairies with the Atlantic seaboard, the writer testifies that "keeping these considerations in view, it seems to me capable of demonstration that the great and dominant trading interests of Canada lie with Britain rather than with the United States with the far market rather than the near."

The old story of our trade development is then told with circumstance and vivacity by way of proof of this position. Our prairies must send their wheat to Britain;

our cattle trade has increased and cannot be checked forever; our cheese leads the world there. No market half so good, offers for our butter and apples, properly packed; for our pork; for our better quality of horses, and so on. Coal, barley, fresh fish, timber and some minor farm products have hitherto found their best sale in the United States; and it seems likely that these will be in time admitted on favorable terms when the Americans have quite recovered from the madness of imagining that they can coerce us into political bondage by a tariff siege.

The *Times* correspondent is impressed with the importance of reforming our tariff with a view to encouraging British imports; but he does not think much of the preferential trade project. "The Liberal party has exaggerated the importance of the United States market, and has shown a readiness to make excessive sacrifices to obtain it," he says. "The Conservative party, or, rather, a section of it, has staked too much upon the hope of preferential trade with Great Britain instead of depending upon the innate advantages and opportunities of Canada itself." Protection has now reached its highest point here, is the opinion advanced; though its adoption was by no means a mistake. But now tariff burdens must be lightened. The writer says: "There seemed to me to be a consensus of opinion throughout the Northwest, in the agricultural communities of the East, and among men of independent thought everywhere, that the first object of Canadian statesmanship should now be to make the Dominion a cheap country to live in. A large inflow of population to the unsettled areas, the greatest good of the greatest number in all parts, seem to depend on this. Even manufactures, which have made great strides under the impulse of protection, now feel a still greater need of the wide market which only a large and prosperous agricultural population can supply."

This necessity of the situation brings hope that the tariff may be lowered toward British goods, if not directly then on individual articles chiefly purchased in England. "A return cargo makes cheap freights," he says. "A country which hopes to cover the North Atlantic with ships carrying its products to England cannot, if it is wise, wish to see those ships return in ballast."

## A POLICY IN TRADE.

Every merchant should have a business policy that he can work to. It is just as important to have a pattern in running a store as it is to have one in a dress-making room, declares the *Minneapolis Commercial Bulletin*. When any business man attempts to run his business without a rule, he is as liable to collide with an unseen obstruction that will wreck him, as the railroad train that is run without orders. In the first place, there should be mapped out at the beginning of the year a list of probable expenses, household and business. Then the man will have an idea of what he must make before he can add to his profit account. This is very important. A man often gets an idea that

he can afford a certain luxury, when if he would add his known expenses that he must meet in the year he would often find that he is sailing close to the point where there is danger.

After the expense list is made, the income should be figured. This is easy in case of a salary, but not so easy when the profits are unknown. The merchant can only approximate this, of course. If he takes an inventory, he knows about what his profit is a year, and with his expense slip before him he can approximate whether he will be able to meet his obligations. He is then in a position to judge whether he can afford the thing desired.

There should be a policy outside of money. There should be a policy as to the giving of credit and the discounting of bills. There should be a policy as to the arrangement of goods. These are details, but they are important. The results of trade depend in a great measure upon them. For instance, if a merchant discounts his bills, it means that he can add to his profit for a year from \$200 to \$500, according to the stock he carries. This should convince any dealer who is not discounting that is important enough for him to investigate with the view of ascertaining why he can not have the benefit of this profit at the buying end of the deal. The arrangement of goods attracts the buyer. A good arrangement sells goods.

There should be the policy of honesty in the sale of goods. Every dealer should decide that in no instance will the misrepresentation of goods be allowed. Under this policy, the public will learn confidence, and they will prefer to trade with a dealer who does not misrepresent.

## THE COMING FRUIT GROWER.

A prominent writer on the fruit industry says that the coming fruit grower is on the way. He is the new-school fruit-grower; he is cutting loose from old ways, such as were brought from the older settled countries of Europe. He is adopting and bringing forth new ideas; he has the courage of his convictions. No more "same old thing" for him. He reads the books and papers on horticulture—every sensible man does, and he is a sensible man—but he sees plainly that "books" are written from a one-man's point of view and are not adapted to his special location.

The coming fruit grower will be a man who thinks. In many instances he thinks now, because at one time in his life he was a merchant. That force of thought which gave him success in mercantile life he now applies to tree growing and fruit producing. He proves to his neighbor who does not think that thought is a profitable thing in fruit raising, just the same as it was in keeping store.

It will not be long before the coming fruit grower will devote his entire thought and energy to raising one kind of fruit. He will pursue special lines like the successful dairyman, horse raiser, hog raiser and the poultry fancier. There will be no "scrubs" in his orchard; his trees will all look thrifty, and he will see to it they are kept so. He will help those up that get behind.

# THE JAMES ROBERTSON COMPANY, LIMITED,

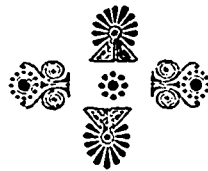
## TORONTO.

Manufacturers and Importers of

### METALS, PAINTERS' PLUMBERS' & TINSMITHS' SUPPLIES

#### SPECIALTIES :

ASBESTOS.  
BABBIT METAL.  
BARBED WIRE.  
GALVANIZED IRON.  
INGOT TIN.  
IRON PIPE.  
LEAD TRAPS.  
LEAD SHOT.  
OAKUM.  
SAWS.  
SHEET LEAD.  
SOLDER.  
TIN PLATE.  
WIRE.  
ZINC.



BENZINE.  
BRONZES.  
BRUSHES.  
COLORS IN OIL.  
COLORS IN JAPAN.  
DRY COLORS.  
OILS.  
PUTTY.  
READY-MIXED PAINTS.  
RED LEAD.  
RESIN.  
TURPENTINE.  
VARNISHES.  
WHITE LEAD.  
WHITING.

WRITE FOR PRICES.

Agents: E. G. Anderson & Co, Victoria.

#### COMMERCIAL SUMMARY.

Compulsory vaccination is to be resorted to throughout the city of Boston.

The Donald post office is to receive the useful addition of a Savings Bank department.

The Senate of Toronto University has appealed to the Ontario Government for financial aid without success.

Mexico is offering to free from taxation all new industries established in that country within the next five years.

New Zealand has chosen a representative to be present at the Canadian Commercial Congress in Ottawa next June.

The United States Postmaster General has signed a parcel post convention between the United States and Newfoundland.

Baltimore packers claim they are selling oysters at less than cost, and threaten to combine, which means an advance, of course.

The estimated Imperial Government expenditure for the coming year, to be provided for by the Budget is put down at £95,682,666.

A demand of assignment has been made on Wilson & Co., wholesale hardware merchants of Montreal. The liabilities are said to be

The grain fleet will not leave Chicago before April 1, although navigation is open. This is because insurance does not go into effect until then.

The State Board of Underwriters of Illinois has decided that trolley-cars cannot be insured, because the electric trolley system is an "uncontrollable hazard."

Of the \$45,000,000 worth of animals which have passed to and from the ports of the United States in one year, \$6,000,000 worth have been destroyed by cruelty.

Mr. Hicks, of Ladner's, is putting 12 acres under hops this season. His experiment is especially interesting as it has hitherto been thought that this crop would best grow on drier up-country land.

The Western and Atlantic Railroad in Georgia, the only one owned by the State, has been paying a handsome profit for twenty-five years, and now pays one-third the expense for the State Government.

Andrew Sairer, formerly cashier of the Defiance Savings Bank, of Defiance, Ohio, and now deputy collector of internal revenue, in Toledo, has been arrested on a charge of embezzling \$37,000 of the funds of the bank.

Some grocers manage their stores as though they had been born in the grocery business. Others seem to have acquired or purchased the business, and still others

act as though the grocery business was thrust upon them.

The report of the Ontario Provincial Department of Immigration for 1893 has been issued. It shows that the total number of immigrants which came into Ontario in that year was 6,571, being a decrease of 1,200 from the previous year.

A New York paper publishes despatches from special correspondents all over the country on the subject of the industrial situation. These despatches seem to indicate a general revival of business and the re-employment of many workmen who have been idle for months past.

It is expected there will be a revival in the South American lumber trade this season, as there is a better demand from there and the Export Lumber Company have already chartered seven cargoes for the River Platte out of Montreal. Ottawa lumbermen are said to have their entire cut sold in England.

M. McDonald, of Calgary, has been appointed general agent of the Western Milling Co., of Regina, Assa., for British Columbia and the Northwest. The Western Milling Co. were awarded medals and diplomas at the World's Columbian Exposition for their exhibit of Hungarian flour, Strong Bakers flour and hard wheat. Their flours are manufactured exclusively from the famous Regina extra hard wheat. John D. Sibbald has charge of the company's branch warehouse at Revelstoke, and will look after the trade of the Kootenay district.

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck	930	Russell	October 9	C Victoria	Liverpool	38,500	\$201,875	
Ger ship.	Sirene	1137	Sautern-leh	October 19	Victoria	London	56,558	282,790	
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark...	Leslie Stowe	615	Blanche	October 11	New Westm'r	London	30,000	137,112	
Br bark...	Ladstock	816	Williams	October 19	New Westm'r	Liverpool	35,773	178,865	
Br bark...	Formosa	915	Kain	November 18	Victoria	London	38,126	191,870	
Br bark...	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	
Br ship.	Candida	1222	Kece	December 22	Victoria	Liverpool	A 50,318	249,523	
Br bark	Harold	1507	King	January 18	New Westm'r	Liverpool	61,091	321,511	
Br bark...	Primera	397	Gardner	December 17	Victoria	London	21,666	123,350	

A—Other cargo value \$4,316. B—Spoken Nov. 8 in lat. 23 deg. N., long. 124 deg. W. C—Spoken Jan. 5 lat. 53 deg. S., long. 56 deg. W.

### B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,938	7,814	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,882	May 20	52s 6d
Nor bark	Fritzo	1078	Rolfson	Jan. 10	Vancouver	Callao	579,260	6,031	March 3	36s 3d
Am bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private...
Chil. bark	India	953	Funke	Jan. 14	Moodyville	Valparaiso	788,782	7,169	March 30	owners ac
Br bktn	Bittern	329	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	2154	Swanson	March 23	Vancouver	Cork	1,628,330	17,500	July 27	50s
Chil. ship	Hindostan	1442	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 14	owners ac
Am ship	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,967	April	Private...
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	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	Grahn	April 20	Vancouver	Port Pirie	961,863	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 Em	2690	Selmauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	663,080	5,296	Aug. 28	35s
Nor bark	Sigurd	1530	Aase	May 21	Vancouver	Port Pirie	1,426,000	10,693	Aug. 31	40s
Chil. ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	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	577,537	4,908	Oct. 4	55s
Br bark	Bochra	946	McJerrrow	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,436,128	12,465	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,982	Oct. 14	39s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,009	7,896	Aug.	Private...
Am schr.	Puritan	581	Warner	Aug. 3	Moodyville	Tientsin	725,954	8,625	Sept.	55s
Am bark	Sonoma	938	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 21	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,551	10,300	Jan 20	52s 6d
Nor bark	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288	Jan 20	36s 3d
Br bark	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o	792,157	5,524	arrived	owners ac
Chil. bark	India	953	Funke	Sept. 10	Moodyville	Valparaiso	792,247	7,000	arrived	owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000	arrived	owners ac
Am schr.	King Cyrus	607	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916	Nov. 28	37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private...
Am bktn	Hilo	642	Leballister	Sept. 23	Westminster	Sydney	688,652	6,619	Nov. 18	28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 11	Cowichan	Sydney	871,303	7,614	arrived	27s
Am bark	Hesper	661	Underwood	Oct. 12	Vancouver	Adelaide	779,338	5,886	arrived	37s
Am schr.	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,692	6,031	arrived	37s 6d
Br bark	Elizabeth Graham	598	Anderson	Oct. 21	Moodyville	Melbourne	524,681	3,969	arrived	Private...
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	511,228	4,157	Dec. 19	27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	657,974	6,060	arrived	40s
Am bktn	Robert Sudden	585	Ulberg	Oct. 23	Vancouver	Port Pirie	714,808	4,646	Jan 23	37s 6d
Am schr.	Salvator	414	Wells	Oct. 29	Westminster	Port Pirie	527,000	4,216	arrived	37s 6d
Am schr.	Louis	820	Hatch	Nov. 8	Vancouver	Iquiqui	833,445	8,604	Jan. 28	40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,892	10,800	Jan 21	28s
Nor ship	Germanic	1289	Sunde	Dec. 29	Vancouver	Cork U.K. f.o.	910,483	9,973	arrived	60s
Am. schr.	Reporter	333	Mackie	Nov. 24	Vancouver	Nagasaki	368,294	10,000	Feb. 12	Private...
Am bark	Snow & Burgess	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private...
Am ship	Beng. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork U.K. f.o	1,021,624	13,135	arrived	55s
Am bark	Colorado	1360	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656	arrived	37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911	arrived	35s
Am schr.	W. H. Talbot	776	Buhm	Dec. 28	Vancouver	Cape Colony	804,183	6,031	arrived	75s

A—Also 100 spars.

### B. C. LUMBER FLEET, 1894.

Am ship.	Eclipse	1536	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720		60s
Nor ship	Beaconsfield	1450	Bastianen	Feb. 5	Vancouver	Cork U.K. f.o	1,055,411	13,491		
Am schr.	Pioneer	397	Hughes	Feb. 28	Victoria	Santa Rosalia	A 57,714	461		Private...
Am schr.	Aida	507	Anderson		Moodyville	Shanghai				40s
Chil. bark	India	953	Funke		Moodyville	Valparaiso				owners ac
Br bark	Thermopylae	918	Winchester		New Westm'r	Shanghai				37s 6d

A—Also 69,043 lineal feet of props valued at \$1,020.

# 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.	Astoria	1335	Dugwell	Nov 11	G Liverpool	Victoria & Van	Turner, Becton & Co. and H. Boll-I & Co	136
Br ship.	Benmore	1460	Scott	Dec. 22	Liverpool	Victoria & Van	R. P. Rithet & Co. and B.C. Iron Works	95
Br ship.	Borrowdale	1197	Bolderston	Dec. 22	L. Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	95
Br ship.	Ballachulish	1806	Gowder		A. Java	Vancouver	B. C. Sugar Refinery Co.	
Br bark.	Northernhay	1221	Miller	Dec 5	C. Cardiff	Esquimalt	Naval Storekeeper	112
Br ship.	Astracana	1572	Jones	Dec. 21	L. London	Vancouver	Evans, Coleman & Evans	90
Br ship.	Eaton Hall	1779	Lowrison		K. London	Vic and Van	Robt. Ward & Co., Ld and Evans, C. & E.	
Br schr.	Norma	53	Walker		Penrhyn Islnd	Royal Roads		
Br ship.	Lismore	1538	Ferguson		L. London	Victoria & Van	Turner, Becton & Co.	
Br ss	Tacoma	1662	Hill	Feb. 27	H Hong Kong	Victoria	Dodwell, Carlill & Co.	28
Chil. ship.	Hindustan	1542	Welsh		F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	
Chil. ship.	Atacama	1235	Caballero	Jan. 13	F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	73
Br ss	Empress of Japan	2093	Lee		M. Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br ss	Mogul	1827	Johnson		D Hong Kong	Victoria	Dodwell, Carlill & Co.	
Br ship.	Clan Robertson	1625	Lane		H. Hong Kong	Royal Roads		
Br ss	Arawa	3263	Stewart	March 17	E Sydney	Victoria & Van	C. A. S. S. Co.	10
Br ship.	City of Glasgow	1163	Tannock	March 5	F Cardiff	Esquimalt	Naval Storekeeper	22
Br ship.	Grace Harwar	1750			B Yokohama	Vancouver	Hastings Mill	
Br bark.	Nantippe	960			B Honolulu	Vancouver	Hastings Mill	

G—Spoken Dec. 13 lat. 4° 35' N., long. 28° W. Jan. 24 lat. 33° 12' S., long. 86° 15' W. Chartered to load lumber at Hastings Mills. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13° N., long. 26° W. A—To sail in March with sugar. C—Dec. 11 put into Falmouth with loss of some sails; Dec. 30, sailed again. Spoken Jan. 22 lat. 3 deg. N., long. 26 deg. W. G—Spoken Dec. 13 lat. 4° 35' N., long. 28° W. To load grain at Tacoma 1—Dec. 23, passed Deal. Spoken Jan. 18 lat 3° N., long. 28° W. To load grain at Tacoma. K—Jan. and Feb. loading. L—Dec. 26 arrived at Holyhead. Jan. 3rd sailed. Spoken Feb. 9 lat. 4° S., long. 30° W. H—Via Yokohama March 10. F—Jan. 15 returned to Valparaiso with spars damaged. To load a return cargo of lumber. M—To sail March 21. Via Yokohama March 30. D—To sail March 20. Via Yokohama March 31. E—Via Suva and Honolulu. B—Under charter to load lumber

#### VESSLS IN PORT.

(March, 26, 1891.)

##### VICTORIA.

Am. bark Wrestler, 447 tons, Capt. Bergman, went ashore during the gale.

Br. bark Thermopylae, 918 tons, Capt. Winchester, from Hong Kong with paddy, Victoria Rice Mills, consignees. Chartered to load lumber at New Westminster, for Shanghai.

Br. ship Ainsdale, 1,725 tons, Captain Owens, arrived Feb. 26, from Liverpool, with general cargo. R. P. Rithet & Co., Ltd., consignees. Chartered to load grain for Cork, U. K., & o.

Ger. bark Gutenberg, 627 tons, Capt. Zeplien, arrived Feb. 28, from Glasgow, with general cargo.

##### VANCOUVER.

Am. schr. Aida, 507 tons, Capt. Anderson, arrived March 9, loading lumber for Shanghai at Moodyville.

Br. steamship Empress of India, 3,033 tons, Capt. Marshall, arrived March 14.

Chil. bark India, 953 tons, Capt. Funke, arrived March 14, loading lumber at Moodyville for Valparaiso.

##### NANAIMO.

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

Am. bark Gen. Fairchild, 1,356 tons, Capt. Ryder.

#### WILLINGTON SHIPPING.

Am. ship C. F. Sargent, 1,638 tons, Capt. Boyd.

Am. bark Kate Davenport, 1,194 tons, Capt. Reynolds.

##### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	3,747
Vancouver	3	4,463
Nanaimo	4	4,183
Total	11	12,393
Previous week	13	17,535
Correspond'g week last year. 1918	19	26,387
1892	18	27,512

#### FREIGHTS.

Freights are steady, nominally, at previous rates, but positively no business is passing. In San Francisco, however, there have been one or two charters to arrive at 27s 6d to Cork for orders with the usual options.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders. 37s; 6d; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie; 37s 6d; United Kingdom, calling at Cork for orders, 63s 9d; Shanghai, 36s; Tientsin 55s, nominal, South Africa 60s.

Coal freights from Nanaimo or

Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

The Mount Baker Hotel, at Oak Bay, Victoria, will open for the summer season on May 1, under the management of J. A. Virtue.

The American barkentine Modoc, 452 tons, Capt. Bosch, now at San Francisco, is reported chartered for lumber from British Columbia to Santa Rosalia.

The Pacific cable scheme and Canadian Australian steamship service continue to be the subjects of favorable comment in the Motherland. We are glad of this; their success means a great deal for Canada, particularly for British Columbia, and the more they are popularized by a free and full discussion of their merits the sooner will the utmost possible be accomplished by and for them. In connection with the Anglo-Canadian-Australian steamship service, Liverpool, Millford Haven, Southampton, Swansea, Bristol, Plymouth and Cork are already endeavoring to demonstrate their respective merits as ports of call, and this is an important sign of the interest which is taken in Great Britain.

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# THE BRITISH COLUMBIA

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## COMMERCIAL JOURNAL.

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IS THE UNIVERSALLY RECOGNIZED

Leading Trade and Commercial Paper West of Toronto.

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As an Advertising Medium

To Reach the B. C. Trade

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1894.

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**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,

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

Manufactured Solely under the Super-  
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Mixed Pickles, Jams, Jellies  
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—PREPARED BY—

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

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Agent and Commission Merchant.  
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Preservers of all kinds of Canned Fruits, Jams, Jellies  
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# OGILVIE'S HUNGARIAN FLOUR

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SEE THAT YOU GET OGILVIE'S FLOUR.

EACH BAG GUARANTEED. SEWN WITH OUR SPECIAL TWINE—RED, WHITE AND BLUE. TAKE NO OTHER

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G. M. LEISHMAN, Victoria, Agent for British Columbia.

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AMERICAN GROCERIES,

STAPLE DRY GOODS  
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