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 French and German China Novelties in Cups
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 Fine Cut, Engraved and Pressed Table Glass-
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REGISTERED BRANDS:

Hungarian Patent and
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*Mills at Kewatin and Portage to
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The best equipped Mills in the Dominion.

Agent in
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NATIONAL MILLS,

MANUFACTURERS OF

*Rolled Oats, Oatmeal, Pearl
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*Hay, Grain, Mill Feed,
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 (ESTABLISHED 1830.)

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Crockery, Glassware,
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Incorporated By Royal Charter, 1862.

Capital Paid up..... (£200,000) \$3,000,000
Reserve Fund..... (£200,000) \$1,000,000

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Incorporated by Royal Charter.

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Brookville, O London, O Sarnia, O
Calgary, N.W.T. Moncton, N.B. St. John, N.B.
Chatham, N.B. Nelson, B.C. St. Mary's, O
Cornwall, O New Westmin- Toronto, O
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Halifax, N.S. Pictou, O Winnipeg, Man

AGENTS IN GREAT BRITAIN—London, Bank of Montreal, 22 Abchurch Lane, E. C.; C. Ashworth, Manager. London Committee Robert Gillespie, Esq., Peter Redpath, Esq.

AGENTS IN THE UNITED STATES—New York, Walter Watson and Alex. Lang, 39 Wall Street. Chicago, Bank of Montreal, W. Munro, Manager; E. M. Shadholt, Assistant Manager.

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BOOTS AND SHOES

ALSO AGENT FOR THE CELEBRATED

Lycoming American Rubbers,

EVERY PAIR WARRANTED.

Letter orders will receive prompt attention.

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The Royal Mail Steam Packet Company of London,

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Bills discounted, Checks collected, Exchanges effected, Corporation Bonds, Mining Stock, Gas and all other Company Shares bought and sold, and every kind of Broking Business transacted.

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Max Sultan Champagne, Reims

Extra quality. Extra dry.

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Waters.—The king of table waters.

It is most gratifying, pure or mixed with wine or spirits.

California Wine Company,

[LIMITED.]

Wholesale Dealers.

AGENTS FOR THE CELEBRATED CORONA DO

MINERAL WATER

Pure California Wine a Specialty.

55 & 57 Broad St., Victoria, B. C.

H. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of November, 1892:

IMPORTS.

	VICTORIA	VANCOUVER	WESTMINSTER	NANAIMO	TOTAL
Dutiable Goods	\$207,166 00	\$ 61,323 00	\$ 26,161 00	\$ 13,187 00	\$308,740 00
Free Goods	22,341 00	14,951 00	7,169 00	1,768 00	46,230 00
Total Imports	\$229,507 00	\$ 76,274 00	\$ 33,330 00	\$ 14,955 00	\$354,066 00

REVENUE.

	VICTORIA	VANCOUVER	WESTMINSTER	NANAIMO	TOTAL
Duty Collected	\$ 71,077 51	\$ 23,005 52	\$ 8,673 35	\$ 3,606 37	\$106,363 75
Other Revenue	6,300 85	1,305 99	113 72	398 99	11,119 55
Total Collections	\$ 77,378 36	\$ 24,311 51	\$ 8,817 07	\$ 4,005 36	\$114,512 33

EXPORTS.

	VICTORIA	VANCOUVER	WESTMINSTER	NANAIMO	TOTAL
The Mine	\$ 35,181 00	\$ 1,815 00	\$ 15,053 00	\$188,338 00	\$240,417 00
The Fisheries	3,393 00	104 00	186,760 00		190,257 00
The Forest		35,693 00			35,693 00
Animals and their produce	36,550 00	8,680 00			45,230 00
Agricultural	5,882 00	1,536 00	15 00		7,433 00
Manufactures	5,566 00	3,331 00	811 00	195 00	9,903 00
Miscellaneous	1,538 00	783 00	314 00		2,635 00
Total Exports	\$ 91,110 00	\$ 51,772 00	\$202,983 00	\$188,533 00	\$334,398 00

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Dec. 20.
VICTORIA.

Business in the retail line has been fairly active during the past week. All departments have received attention, but the demand has been chiefly for Christmas goods. As the end of the year approaches, bankers, wholesale dealers and merchants generally are concentrating their affairs so as to make as good a showing as possible at the end of the year.

Hong Kong exchange is steady at 67½¢ for the Mexican dollar, while sterling exchange still continues high.

At Vancouver business during the past week has been brisk in all lines. Retail merchants have been busily engaged making preparations for the holiday trade, and business has picked up considerably. Merchants will not have any cause for complaint.

GROCERIES AND PROVISIONS.

American cured meats are again down a little in price. The prices of short clear sides and dry salt sides have declined slightly since last week. Others are unchanged.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 16¢ per lb; heavy hams, 15½¢; choice breakfast bacon, 16½¢; short clear sides, 13¢, and dry salt clear sides, 12½¢. Armour's white label pure lard, 10 lb. pails, 15½¢ per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 17½¢, breakfast bacon, 18½¢.

London layer raisins are quoted by Victoria jobbers in 20 lb. boxes from \$2.30 to \$2.10 per box; Valencias, 23 lb. boxes, from 7¢ to 8¢ per lb.; and sultanas, 10½¢ to 12¢ per lb., currants, in bbls., 7½¢ per lb., half bbls. 7½¢, cases 8¢ to 8½¢. Candied peels are quoted as follows in 7 lb. boxes:—Lemon 18¢, orange 19¢, and citron 26¢ to 28¢. California evaporated fruits are quoted as

follows:—Apples, evaporated, 50 lb. boxes, 12½¢ per lb., 25 lb. boxes 13½¢; apricots, 25 lb. boxes, 18¢; prunes, 25 lb. boxes, 11¢; plums, 25 lb. boxes, 14½¢ to 14½¢; peaches, 50 lb. boxes, 16¢, 25 lb. boxes 16¢. Canadian evaporated apples, 50 lb boxes, 9½¢

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

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

The Montreal Trade Bulletin says: "The features of the butter market are about the same as those reported last week, the demand being confined to the local trade. Factorymen are more anxious to sell, as they want to close the season's business and settle up with their patrons. A round lot of late made creamery was reported sold at 22½¢, but dealers ask 23¢ for round lots. Dairy butter is by no means plentiful, most of the Western having been bought for the Maritime Provinces and Newfoundland. Statistically, the butter situation is stronger than it was at this time last year; but if there is no more export demand, there will undoubtedly be enough for the home trade between now and the new make. We quote prices as follows:—Creamery choice fall, 22½¢ to 23¢; Creamery good to fine, 21½¢ to 22¢; About 1¢ may be added to above prices for choice selections of single tubs. The cheese market remains quiet but firm, with a decidedly upward tendency. The short English which we persisted in claiming during the past two or three months is now an admitted fact, which accounts for the absorption of our heavy make on the

To the Municipal Electors of
A 7th Ward:

I shall be a candidate for Alderman at the coming election, and solicit your support.

MUNROE MILLER.

To the Electors of the North
Ward:

I intend to be a candidate for alderman at the coming municipal election, and respectfully solicit your vote and influence.

A. G. McCANDLESS.

other side, the large surplus having already gone forward. Sales have been made in this market during the past week of finest Western, Septembers and Octobers at 10½¢ to 10½¢, but it is said that no more Septembers can be had under 11¢. Sales of under priced goods are also reported at 10½¢ to 10½¢. The cheese is now all in second hands, with the exception of a few small straggling lots."

The Toronto Empire says: "The butter market is heavily stocked with large rolls, receipts of which have been unusually heavy recently. Prices in consequence are a shade easier, the outside figure for the bulk of the offerings being 17¢. Bakers are taking a good deal of this class of butter and pay about 11 to 15¢. Dairy tub butter is very scarce; it is held at 16 to 18¢, the outside price being occasionally paid for choice packages. The local demand for all kinds of butter is brisk and if receipts moderate at all the market will likely stiffen up again. There is a fair trade doing in cheese at firm prices. Late made cheese is jobbing generally at 11½¢ and early makes at 10½ to 11¢. Quotations are: Butter, good to choice selected dairy, tubs, 16 to 18¢; medium do, 13 to 15¢; large rolls, good to choice 16 to 17¢; creamery, in tubs and crocks, 24 to 25¢. Cheese, choice colored jobbing at 11 to 11½¢."

The Toronto Empire says: "Demand for canned goods has been more active, but there has been no improvements in the prices. Equal quantities of corn, peas and tomatoes have been going at 85¢ to \$1, but the inside price has been reduced to 80¢, in some instances for second quality goods. Packers have been offering rather more freely, but they do not appear to have met any extensive sales. Beans are fairly active at 90¢ to \$1, and pumpkins at 85 to 95¢. Fruits are neglected. Fish firm but quiet. Salmon is selling at \$1.50 to \$1.65 for falls. Stocks of fruits and vegetables in packers' hands are heavier than usual, and holders are endeavoring to make sales in Great Britain. One of the largest western packers is on his way there now. There is some hope for a business being done in tomatoes, as the prices are so high in the States that they cannot export this year, while Canadian prices are the lowest they have yet touched.

The San Francisco Herald of Trade says: "Some shipping trade is in progress but the volume of the movements of dried fruits in the aggregate is not large. There is a very fair demand from the territories and from the Northwest, where California dried fruits are appreciated not alone for their good qualities, but for the facility

with which they may be freighted over the mountain roads. They are handled much easier than case goods and these facts are exerting an influence in favor of dried fruit which is giving it a wider demand every year. The stock held here is none too large for the usual order of trade from now to the receipt of new crop and dealers generally though occasionally making some small concessions are not disposed to make any sacrifices. Prices are a little easier in some lines but apricots and peaches hold firm markets. We quote 2002 standard apricots at 13½ cents, fancy Royal, 14@15 cents; Moorpark, 15@16 cents; Choice bleached peaches are offering at 6@11½ cents; Chinese bleached, @10 cents; sundried, 7@7½ cents; pitted plums, 9 to 10 cents; unpitted, 2½ to 5 cents; nectarines, red, 8 to 10 cents; white, 10 to 12 cents; pears, 6 to 8 cents; evaporated, 9 to 10 cents; apples, sundried, 4 to 5 cents; boxes, 8 to 8½ cents."

Dairy produce is quoted:
Butter—Eastern Creamery, tubs.....27½ @ 30
Manitoba Dairychoicc..... 22 @ 23
Cheese—Canadian, lb..... 13 @ 14½
California..... 16 @ 20
Eggs, doz..... 21 @ 25

Smoked meats and lard are quoted:
Hams..... 15½ @ 18
Breakfast bacon..... 15 @ 17
Short rolls..... 12 @ 13
Bacon..... 13 @ 15
Dry Salt, long clear..... 11 @ 12½
Pure Lard, 50 lbs..... 13 @ 14
" " 20 lbs..... 13½ @ 14
Lard Compound..... 11 @ 12

Sugar—Jobber's prices ¼-barrels and kegs in each case being ¼c higher:
Dry Granulated..... 5½
Extra C..... 5½
Fancy Yellow..... 5
Yellow..... 4½
Golden C..... 4½
Syrups, per lb..... 3

FRUITS AND VEGETABLES.

The receipts of California fruits and vegetables from San Francisco by steamship Walla Walla Dec. 19, comprised the following: For Victoria—173 cs oranges, 20 cs lemons, 35 cs grapes, 21 scks onions 1 sck pine nuts; total, 250 pkgs. The receipts by previous steamers were as follows: Dec. 12, 229 pkgs; Dec. 5, 171 pkgs; Nov. 27, 453 pkgs.

A good demand is reported for new oranges which have just come on the market in time for Christmas trade. A few grapes of the Verdal variety were received by last steamer. These are said to be the tail end of the season; they are quoted at \$2.00. New California lemons are quoted at \$5.75, while the old stock remains at \$7.00 to \$7.50.

Jobbers' quotations for fruits are as follows:—

Oranges—Sweet Loretta..... \$1 50 @ 3 75
Navels..... 4 75 @ 5 00
Riverside Seedlings..... 4 00 @ 0 00
Japanese..... 0 75 @ 0 00
Lemons—California..... 5 75 @ 7 50
Sicily..... 7 50 @ 9 00
Bananas, bunch..... 2 50 @ 3 50
Quinces..... 1 50 @ 0 00
Apples—Red..... 1 50 @ 1 75
Green..... 1 50 @ 0 00
" Canadian, bbls..... 6 00 @ 0 00
Grapes..... 2 00 @ 0 00
Cocoanuts, doz..... 1 00 @ 0 00

Vegetables are quoted:
Potatoes—California, sweet..... 2½ @
Local..... per ton 15 00 @ 16 50
Onions—Red California..... 1½ @
California Silverskin..... 1½ @

FLOUR AND FEED.

Oregon flour is weak. The Royal brand has been reduced to \$1.70 in car lots. Manitoba wheat is lower in price. No 1 hard was offered on this market at 45c per bush, f. o. b. at Western Manitoba points. All the brands of flour are unchanged in price, but it is probable that there will be an equalization of prices to a uniform scale by the beginning of the year, which will put the market in better shape both for manufacturers and dealers.

The Columbia Flouring Mills quote Enderby flour in carload lots:

Premier..... \$5 00
XXX..... 4 75
Strong Bakers or XX..... 4 50
Superfine..... 3 75

Jobbers' quotations to the trade are:

Delta, Victoria mills..... \$ 1 75 @ 0 00
Lion, "..... 4 75 @ 0 00
Premier, Enderby mills..... 5 25 @ 0 00
XXX, "..... 5 00 @ 0 00
XX, "..... 4 75 @ 0 00
Superfine, "..... 4 00 @ 4 25
Ogilvie's Hungarian..... 5 15 @ 5 50
" Strong Bakers..... 6 00 @ 0 00
H. B. C. Fort Garry Hungarian . 5 10 @ 0 00
" Strong Bakers 5 00 @ 0 00
Lake of the Woods Hungarian... 5 35 @ 0 00
" Strong Bakers 5 00 @ 0 00
Benton County, Oregon..... 4 75 @ 0 00
Portland Roller..... 1 90 @ 5 00
Snowflake..... 5 05 @ 5 15
Royal..... 1 75 @ 0 00
Wheat, per ton..... 28 00 @ 35 00
Oats..... 25 00 @ 30 00
Oil cake meal..... 40 00 @ 45 00
Chop feed..... 28 00 @ 30 00
Shorts..... 26 00 @ 28 00
Bran..... 23 50 @ 25 00
National Mills oatmeal..... 3 50 @ 0 00
" " rolled oats..... 3 50 @ 0 00
" " split peas..... 3 50 @ 0 00
" " pearl barley..... 4 50 @ 0 00
" " Chop feed..... 26 00 @ 28 00
California oatmeal..... 4 25 @ 4 35
California rolled oats..... 3 75 @ 3 85
Corn, whole..... per ton 37 50 @ 40 00
Cornmeal..... 2 75 @ 3 00
Cornmeal feed..... per ton 40 00 @ 50 00
Cracked corn..... 40 00 @ 15 00
Hay, per ton..... 17 00 @ 18 00
Straw, per bale..... 1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton..... \$ 77 50
Best China rice "..... 100 00
Chinarice No. 1 "..... 70 00
Rice flour "..... 70 00
Chit rice "..... 25 00
Rice Meal "..... 17 50

SALMON.

The British bark The Frederick, 812 tons, Capt. Simpson, sailed from Victoria Dec. 18, for London, with a cargo of 32,493 cases of salmon, valued at \$162,465, and the British bark River Ganges, 612 tons, Capt. Budge, sailed for London Dec. 19, with a cargo of 29,461 cases, valued at \$147,305. The River Ganges is the last of the salmon fleet for the season and she has pretty well cleaned up the stocks here. The salmon fleet have been late in getting away this year, the reason being that they were late in arriving here, but they received quick despatch. The Frederick was loaded in ten days. The first of the season's fleet will reach England in the spring, at which time it is thought that the old season's stock on the markets there will be pretty well disposed of and a brisk demand is anticipated for the new fish. The supply of this

however is short this season on account of the restricted pack by all the Coast canneries. Late advices report the English market as having a strong upward tendency, and the outlook for the industry is very favorable for this coming year.

LUMBER.

There has been one clearance since last review. The Norwegian bark Fortuna, 1,332 tons, Capt. Milkelsen, sailed Dec. 17, for Valparaiso, f. o. with a cargo of lumber from the Moodyville sawmills, consisting of 111,611 feet of 1&g flooring, and 1,121,118 feet rough, Total, 1,235,729 feet valued at \$12,088. The Chilean bark India, 933 tons, Capt. Funke, arrived Dec. 13 at the Moodyville Mills to load a return cargo to Valparaiso on owners account. The Grasmere which cleared from Vancouver, Dec. 12, went ashore at Clover Point, near Victoria, but was floated off at high tide and towed to Esquimalt for survey, and has not yet sailed. The George Thompson will probably sail again from Westminster to-day for Sydney.

There are at present 7 vessels loading at British Columbia ports for foreign. At Burrard Inlet—Nor. bark Benj. Bangs, 1,118 tons, for Halifax; Br. bark Mark Curry, 1,256 tons; Br. ship Ab-ona, 979 tons, for Port Pirie; Nor. bark Eritzo, 1,078 tons, for Valparaiso; The Br. bark Highlands, 1,235 tons, for Montreal. Chil. bark India, 933 tons, at Moodyville, for Valparaiso f. o. At Cowichan—Am. bark Colorado, 1,000 tons, for Valparaiso for orders.

Quotations for Douglas Fir Lumber, in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet . \$ 9 00
Deck plank, rough, average length, 35 feet per M..... 19 00
Dressed T. and G. flooring, per M..... 17 00
Pickets, rough, per M..... 9 00
Laths, 1 feet, per M..... 2 00

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending December 17:—

NEW VANCOUVER COAL CO. SHIPPING.
Date. Vessel and Destination. Tons.
10. Commodore, ship, Wilmington . 3,069
10. Sea King bark, San Francisco... 2,256
12. Collis, str., Port Town-end... 49
14. Holyoke, str., Port Town-end . 58
14. Wilna, bark, Wilmington. 2,323
16. Wanderer, str., Port Town-end.. 58
16. Coryphene, bark, San Francisco. 1,154
Total..... 8,967

The Northern Shipbuilding Co., of Vancouver, has been incorporated with a capital of \$50,000.

An application has been made for authority to administer the estate of the late Telegram Publishing Co. of Vancouver.

The Royal City Planing Mills at New Westminster are making frequent shipments of car sill timber to the Crossen car works at Cobourg, Ont.

The B. C. Iron Works Co., of Vancouver, have secured the right to build and sell the Marion Steam Shovel, for British Columbia, Manitoba and the Northwest Territories.

Duluth!

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

LOTS IN THE ORIGINAL
TOWNSITE.

NOTE---Purchasers may, if they desire, have their agreements or deeds deposited with their payments in escrow, in any of the Banks of the City of Victoria until ten miles of the railway are cleared and actual construction has commenced. Such construction shall commence before May 1st next.

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

For Prices and Terms Apply to the Following Agents at their Offices in the City of Victoria :

Messrs. MORROW, HOLLAND & CO.,	J. H. BROWNLEE,
W. H. BAINBRIDGE,	PAGE & WINNETT,
A. W. MORE & CO.,	THE TOLMIE LAND CO.,
	JNO. J. AUSTIN,

Or to the Head Office,

HENRY CROFT, 72 Government St.

LITTLE PROGRESS WITHOUT
LEISURE.

It can't be done. Any new move in the right direction must come after due thought, and valuable thoughts rarely come without at least some little consecutive mental effort.

Legions of possible improvements and developments that would have led direct to wealth are eternally catalogued among the "might have beens," because the individual primarily concerned had too many routine duties to perform to be able to direct his thoughts to anything that was not an imperative necessity of the moment.

A sterling truth that should be read, marked, learned and inwardly digested by every merchant is contained in the assertion; "Unless and until you can find time to take a frequent calm survey of every minutia of your business, and can sit right down whenever you deem well to think out possibilities that present themselves to your mind, you cannot afford to undertake any duties that you can hire some one else to perform for you."

Don't set these suggestions on one side as supererogatory. They are not. Many merchants load themselves up with so many duties (three fourths of which are fitted only for younger and less experienced men) that they cannot possibly perform them all efficiently. Thereby they cut themselves adrift from all hope of progress.—*Dry Goods Chronicle.*

THE ROMANCE OF MANUFACTURES.

A passage from the posthumous works of Professor Thorold Rogers has found its way into newspaper columns, and, being of an interesting and industrial turn, may now be expected to take its vagrant course over the wide rounds of the press, cropping up sometimes in fresh countries, perhaps with an interval of months from its last appearance. It sets forth how "Arkwright had almost perfected his power-loom when he found that the yarn, as it was delivered through the rollers, had a fatal trick of curling back. He took the local blacksmith, who made his early machines, into counsel, and the man—one Strutt—told him that he thought he could cure it. Arkwright asked him his terms. Ten year's partnership and equal profits, was the reply. This was too much for Arkwright, who, like Naaman of old, turned and went away in a rage. But still the yarn curled. At last he reluctantly yielded to the blacksmith. Then occurred another scene. The blacksmith insisted that the deed of partnership should be executed and enrolled. Arkwright stormed and, I regret to say, swore violently. But the local Vulcan was firm. When the deed was signed, the blacksmith went behind the rollers and rubbed one of them with a piece of chalk. Instantly the yarn was delivered as he wished. The execrations of the enraged manufacturer were unspeakable. But the compact held, and in the end the blacksmith became Lord Belper." This incident appeals strongly to human

appreciation of ingenuity and success, and the only drawback to its dramatic completeness is its unreliability. It may be true, but the chances an Arkwright's character are against it. Strutt and Need together were partners with Arkwright at Nottingham, and Comford in Derbyshire, but we have an impression that it was a later member of the Strutt family, and not Arkwright's associate, who was raised to the peerage with the title of Lord Belper. Works in plenty, dealing exhaustively with cotton manufacturing developments, and the men who took part in them, are entirely silent as to this circumstance. There is, too, another story about chalking bobbins, suspiciously similar, which is told, so far as recollection serves at the moment, about a ne'er-do-well workman employed by one of the Peels. Altogether, further proof not being offered, we must fain believe that the Professor's usually excellent memory—the passage, by the way, occurs in one of his lectures—must for once have played him false.

PARISIAN FASHIONS.

As the season of gaiety commences everyone thinks of new toilettes, rich or light and airy, for evening wear. For young ladies who wish to present an elegant appearance without great expense nothing is better than white, rose or water-green, which are so admirably suited to a fresh blonde. For a brunette with very black hair a robe of cardinal or canary silk faille, veiled with gauze or tulle of the same shade, is very effective.

Handsome toilettes are made of white gauze in satin stripes simply garnished with a ruche of gauze mingled with showy, luminous ribbons; same garniture is at the edge of the skirt, with little tufts of ribbon at the shoulders; a belt of white satin is knotted behind. Many pretty toilettes are seen in mousseline de soie, having light ruches for the epaulets over corsages draped a la Hermione.

Trains for the evening and all ceremonious occasions are still considered the most graceful and should not be omitted, as it gives to the wearer an air of elegance and distinction. For rich silk gowns luxurious velvets trains are an absolute necessity, but tulle dresses for young ladies are made simply round and ornamented with a flounce or triple ruche with ribbons of the same tint as the tulle.

The rage for feathers, in whatever manner employed, goes beyond all dreams of success, and the infatuation for this graceful and becoming garniture is greater as the season advances. All sorts of raiment are embellished with feather trimmings. Many of the delicate tints of silk and gauze can only be made with feathers of superior quality, the high price of which will prevent the trimming from becoming common.

For soirees, ceremonious dinners, the theatre and full dress occasions, long suede gloves in all clear shades of pearl, grey, yellow, and pure white are seen.

Black hoisery is in the lead except for light evening dresses, when the stockings invariably match the costume.

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AGENTS.

—AGENTS FOR—

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Alliance Assurance Company (Fire), England.
The British Columbia Fire Insurance Company, Victoria.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Company, Claxton, Skeena River.

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D. M. CARLEY EDITOR
L. G. HENDERSON BUSINESS MANAGER.
Office No. 77 Johnson Street.

VICTORIA TUESDAY DECEMBER 20, 1892.

MUNICIPAL REFORM.

The merchants of Victoria are not alone in their endeavors to promote a better system of municipal Government. Those of the premier commercial city of Canada are similarly concerned, and through their Citizens' Association, of which many of their principal merchants are members, bring their influence to bear both upon the city authorities and those of the Province. In relation to the latter they studiously refrain from trenching upon partizan politics, while the mayor and council in any relations they may have with the latter carefully avoid such manifestations as have upon more than one occasion been made by Mayor Beaven and some who follow him almost whithersoever he goes. It must be pleasing to every lover and well wisher of Victoria to notice that the interest which our merchants are taking in civic affairs has resulted in the formation of a Citizens' Association, which has already a considerable number of members, who will, there can be no question, make themselves heard and felt not only on election day, but in the nomination of fit and proper persons as candidates for the municipal suffrage. We are of those who want none but the best men to be chosen, and we therefore hope that now so much has been done in the right direction, the members of the Association individually and collectively will frown down the pretensions of any unworthy or incapable men, who, no matter the pretext, shall have the audacity to obtrude themselves.

We want not only capable but we want clean men. Not infrequently the one qualification, without the other, is made to cover a multitude of defects; but there are numbers of men who are up to standard in both these particulars who would allow themselves to be run for office provided they were sure of official association with men equally worthy with themselves. This may be and in fact can only be achieved by a first class organization at the start. Only the best men should be placed on the general management and on the different committees. It will be for these gentlemen to well and truly try and true deliverance make between the candidates for office and the public requirements without fear, favor or any considerations other than those of the general well-being. The municipal authority can do much to promote or retard the public prosperity, which we make bold to say has not been promoted as it might have been,

even taking into account all those drawbacks that there have been. Not a few members of the Council have been very well as far as they went, but they did not go far enough. The trouble was that they knew very little, for which reason they appeared in the guise of little more than mouthing mannikins or mere automations, directed by some stronger mind who might or might not have scruples as to the manner in which he utilized them. We want men in the Council who can for themselves, by themselves, and in the public interest grasp and appraise those weighty matters that are continually arising and must be dealt with in an intelligent and common sense way.

JAY GOULD.

"The rich man died and was buried," and certainly wherever he may happen to be Jay Gould, if it is possible for him to have any knowledge of what goes on in this sublunary sphere, would lift up his eyes and be surely tormented by what is being said of him. There are very few so poor as to do him reverence in these days. In fact he has gone down to the grave in much worse condition than the beasts that perish. He is not forgotten, and if his memory is not execrated it is held in contempt, and the question is now being put if the law cannot put an effectual check to operations of highwaymen and garotters of his class?

Gould's life is described by the *New York World* as having been "utterly sordid" and "a stupendous failure" from a moral point of view. He is described as "a despoiler and a robber," "his path to wealth having been strewn with the wrecks of others' fortunes and happiness." The *New York Times* speaks of his fortune as "the measure of success that has attended the skill of its founder in intercepting the earnings of other people and diverting them from their natural destination," he having all the time been "knocking at the doors of State prisons without finding a single janitor who would let him in."

The press, the platform and the pulpit have almost without exception held Jay Gould up to reprobation, and his name will go down to posterity with that of Judas—"the thief" who "carried the bag." The miserable scoundrel upon the cross made with his expiring gasp some sort of reparation for the crimes of his life, and was promised an entrance into Paradise. As for Jay Gould, he would appear to have gone to the supreme bar—although he was not hurried away unwarned and unsummoned—without having made work mete for repentance, for no record has yet been given to the public of his having restored anything to the widows and orphans of those whom he physically and financially ruined, or to the individuals whose prospects he destroyed and whose lives he made forever miserable in his ruthless pursuit after wealth.

Of him it may well be asked "what shall it profit a man if he shall gain the whole world?" "The evil that men do lives after them." This Jay Gould forgot, if, indeed, he ever read the remark, for he does not appear to have left a dollar of all his millions for charity or any of its

kindred objects. Unless they are in every way as callous as he was, Jay Gould's heirs and assigns, when they appreciate the esteem in which this rich man was held, will be inclined to say "thy money perish with thee," for there are few of us who do not believe in the trite and true old saying of the richest and wisest of the ancients "a good name is better than precious ointment."

OPENING OF PARLIAMENT.

The Legislature of the Province it will have been observed is called for the despatch of business on Thursday January 26, and to all appearances is destined to have a most important session. Among the measures with which the members will doubtless be called upon to deal are those relating to the public health, for it must be that, after the experiences we have undergone, it has been discovered that there is considerable legislation to be passed to enable the authorities—municipal and provincial—to cope more readily and effectively with any outbreak of disease that may happen to be discovered. The law in this particular has to be rendered much more effective than it hitherto has been, and the sooner the necessary action be taken the better.

Then, unless we are very much mistaken, the laws relating to mines and mining will have to be taken in hand and thoroughly overhauled. The newspapers in the mining districts are continually complaining of the utter inadequacy of the existing laws which some of them say are calculated to repress rather than encourage the industry. Unless we can foster this branch of the development of our natural products we shall be in bad case, for upon it we have to depend, to a large extent, for whatever future there lies before us, and, under favorable conditions, the future of the mines of British Columbia must be a grand one, and from them no small share of the greatness of the province must be derived. For various reasons, numerous amendments suggested in the past by practical men have not received the attention of the legislature that they ought to have had. The gentlemen called upon by the Robson government to consider and report on the subject made a variety of suggestions that, according to Mr. Kellie, one of their number, have not been dealt with; but now that at the head of the department there is a gentleman who represents a mining section and knows, from practical experience, much about the miners' requirements, it is to be expected that much will be done to improve their conditions. In a future issue we shall take occasion to enter more specifically into the details in which existing legislation is defective, and shall try to bring out as far as possible the points in which the situation may be improved by laying down the law more definitively.

THE Redistribution Bill one would naturally expect to receive attention when the members next meet. It was promised that so soon as the census had been completed the subject should be dealt with. We should suppose that by the time he House meets the Government—particularly since the premier has been to Ottawa

—will have become fully possessed of much important information that will not in all probability reach the public eye for some time to come, but of which the provincial authorities ought to be officially cognizant. This should enable the Government to draft a measure which, if it should not be their intention to carry into effect this session, might be printed and left for legislative and electoral consideration. We must say that we do not expect that there will be any shuffling on the part of the Government in connection with this matter. We have given and still give the premier full credit for ability and willingness to stand or fall by the opinions at which he arrives and shall certainly be surprised if at least a draft Bill be not submitted during the approaching session.

Then there certainly will be attempts on the part of members to once more tinker with the municipal law. It has been so much amended and reamended as to be pretty nearly as crooked as a dog's hind leg. The kinks must be got out of it and a consolidated measure is what the people require. In other provinces, the municipal law has been a cause of very considerable trouble. There is the general law and its many amendments; then there are numerous special charters and their amendments, the whole forming a tangled mass sufficient to puzzle the most astute of the far famed Philadelphia legal fraternity. All these are continual sources of misunderstanding and litigation of which the desire should be to have as little as possible.

Then we come to the question of the new buildings. There have been competitions for plans for the most convenient departmental and parliamentary houses that it is possible to find. To carry out this public building project will require no small amount of nerve and tact on the part of the Government. There are conflicting claims as to the location of the different houses; but, for our part, we cannot for a moment see other than that their legitimate site is in the present grounds on James Bay, than which no finer spot could be found, while for convenience—everything considered—there is nothing to compare with them. Moreover, the property is already owned by the province, and any change would serve no good object besides being productive of unnecessary expense and positive loss to the treasury. Besides, where could our legislators be as well housed and provided for as in Victoria, which nature herself has marked out as British Columbia's metropolis?

Another topic, and that one of extreme interest, in which, indeed, every man, woman and child in British Columbia is specially concerned, is the new legislation sought by the Canadian Western Railway Company. The gentlemen in whom, for the present at least, its charter is vested seek considerable amendments to the act relating to it. This is vaguely indicated in the *British Columbia Gazette* and the *Colonist*. One proposition is to change the name of the company. Another is in effect to modify the management of the entire concern. There are, too, as we understand, to be changes in the lay-out of the road, and

to a considerable extent in its objective points.

The belief prevails in some quarters that there ought to be more explanations vouchsafed, without which there might not be found a majority of the members to support the company's proposals. If the amendments commend themselves on their merits—and that should be their sole claim to endorsement—they will certainly pass, but let it not be possible for any one to allege that there is anything approaching backstairs work. Our columns are open to the fullest explanations on the part of the promoters of the railway, and we also offer them to the public to discuss the pros and cons of an undertaking with which, as we have before said, the material interests of British Columbia are connected for better or for worse.

We have always favored a railway enterprise upon the general lines of this road, realizing that Victoria would be materially advantaged by it. It is calculated to do an immense amount of benefit through us and from us to the whole of the Province, valuable tracts of whose territory it is designed to open up in a manner that can apparently be accomplished in no other way. Its success, in the first place, depends upon the fast hold it takes upon the public confidence.

We have faith to believe that everything here is just, perfect and regular; but it may occur to some that its fuller demonstration is needed at the present juncture.

"LITTLE BENJAMIN."

The more one considers the retiring President's message, the more one is convinced of how small a man "little Benjamin" is. He has abused his own people to his heart's content—in fact belabored them with a club—for having rejected him and then fallen foul of Canada, as if she cared for or was in any way to be influenced by the petty threats of a mean minded individual whose power whether for good or for evil had been summarily taken away from him, and that because the majority of his fellow citizens having given him a fair trial had found that he and his policy were of no use to them. What has he to do with the future policy of the nation? Even were he and his friends strong enough to do some of the work which he champions, the incoming administration and the congressional representation who are of his way of thinking, would only make themselves still more contemptible by their action. As the *Monetary Times* points out, he has a particular grudge against allowing us to enjoy the share of the trade with China and Japan which Canada is doing—some of it too in vessels which only call at British Columbia ports and have as one of their termini American coast seaports. No matter whether the business is done in vessels owned or chartered by Americans or by vessels run by British subjects, we are getting there all the same, and this intensifies Mr. Harrison's wrath and he, in his wilful ignorance, continues to hawl that British Columbia shipping is bolstered up by a system of bounties while that of the United States is starved by the niggardliness of congress. Bravo, Benjamin! Have you any more squealing to do and

has Rachel any more inconsolable mourning for her children who have been killed off by the restrictions of the American system?

RETALIATION.

It will be remembered that some considerable time ago—if we mistake not it was about the time of the Presidential elections when Benjamin Harrison was run in as the party candidate on the strength of his having had a father who was known to history—the Americans whooped it up considerably, as this year they have done, against the Canadian Pacific Railway. They were giving to cut off that road's through connections by way of the State of Maine by withdrawing the bonding privileges and by the imposition of prohibitive rates on goods in transit to the Ocean. Then Boston and several of the New England towns spoke out and that was the last of it for the time being. In connection with the latest repetitions of retaliatory threats, Mr. McKinnon, general manager of the Montreal and Concord Railway—a United States corporation—has no hesitation in saying that the interests of the American railroads do not demand restrictions upon the Canadian Pacific, whose business is so worthy of cultivation in the East, that an American Company is now building at a cost of a million dollars, an elevator to handle grain brought to the American seaboard over the great Canadian line.

EDITORIAL COMMENT.

It is admitted on all hands that the Monetary Conference was a failure, but it is claimed that its result has been to throw a considerable amount of light on this comparatively obscure subject and that now the road has been paved for a much better informed and a far more effective gathering at no very distant date.

BEFORE the next issue of THE BRITISH COLUMBIA COMMERCIAL JOURNAL makes its appearance Christmas will have come and gone and everyone will be looking forward to the joyous festivities of the New Year. In connection with both these happy and joyous events we wish our readers the compliments of the season, with hopes that they may realize or have realized their most pleasurable anticipations.

THE Canadian Finance Minister has made a reply to the United States Secretary of State who in a recent manifesto undertook to misrepresent the position of Canada particularly on international tariff and navigation arrangements. The controversialists of the two nationalities rejoice in the same patronymic, but unless he has a superlative amount of gall, the old lines may be expected to describe the way in which the American representative has been done up:

Dr. Foster went to Gloster
In a shower of rain,
He stepped up to the middle in a puddle
And never came out again.

COMMERCIAL SUMMARY.

It would almost appear as if the much vaunted Monetary Congress were doomed to be a failure. Indeed, U. S. delegate Cannon has only given expression to his own conclusion to this effect and in searching for the cause of it, lays the blame upon Great Britain, France and the Latin Union. That it is said he did with the object of forcing the delegates from those countries to do something in the way of conciliation. In anticipation of a result not very dissimilar to the one predicted by Mr. Cannon, Henry Clews, the well known Wall Street financier, said, in his New York circular of December 3: "It looks very much as though the result might be to leave us no alternative but to immediately suspend all government purchases of silver and put in force such means as lie within our power to accumulate gold in order the better to maintain the value of the silver money we already have. The effect of the conference on values is somewhat unsettling, because it arouses attention to dangers which have long been realized by comparatively few. In reality, this agitation should tend to restore confidence; for once the dangers are fairly realized, the remedy will be the sooner applied."

The commercial men of the province of Quebec are much exercised over the business tax which has been imposed by the provincial government. Its collection was rendered necessary by the extravagances and financial and political debaucheries of the "reform and retrenchment" administration of Mr. Mercier which made it impossible for his successors in office to dispense with the new methods of raising revenue that he had devised. There have been lots of talk about trying the issues in the courts; but that would only tend to all kinds of delays and to the piling up of liabilities and expenditures in the way of law costs. Mercier & Company went in for extensive loans, some of them to meet their current expenses, while others were for grants to railways and other enterprises which were muled in heavy levies for the benefit of members of the government and their friends. There is good hope, however, that when the House meets the obnoxious law will be modified and some other means of meeting the requirements of the case determined on. The city of Montreal not unnaturally complains that she has been made the great provincial milch cow and this it appears likely she will long continue to be, though instead of being drawn three times a day, the work of milking may hereafter be only done twice.

Some of the Ontario Building and Loan Associations have already established themselves in Victoria and other parts of this province. The benefits that accrue from them have of late received special attention in commercial, financial and insurance papers, and are variously discussed. Among others, the *Insurance Monitor*, after referring to insurance swindles—particularly upon the working classes—speaks of "many of the building and loan associations which are popularly believed to be an economical investment

for the man who desires to own his home." It adds, "the liberal profit offered to non-borrowers can only come from one source, the pockets of the borrowers." There cannot but be a good deal in this when one reads the glowing circulars and prospectuses that are issued by some of these institutions whose directors and managers, have, moreover, contrived to amass property and grow fat under such benevolent auspices. One thing is certain that some of these institutions were especially active during Toronto's building boom and materially added to their assets and profits with its collapse.

The *Montreal Times* has an extended article entitled "Fire Insurance rates in the Maritime provinces," and publishes a circular issued by the British fire companies doing business in Canada from which it appears that the rates of premium charged are wholly insufficient and require to be raised 50 per cent. in Nova Scotia and Prince Edward Island and 20 per cent. in New Brunswick. This is caused by the number of frame buildings with shingle roofs and the insufficient means for fire extinction. Our contemporary regards this an arbitrary and sweeping proceeding and refers to a memorial protesting against it signed by the representatives of twenty-two British companies doing business in provinces affected—the representatives, indeed, of the companies who are parties to the advance. The agents in Halifax hint at a description of the Nova Scotia Fire Insurance Association, which includes Canadian and American companies without whose concurrence the advance is not possible. Whatever may be the issue in this particular case, the question will not unreasonably suggest itself if in Victoria and elsewhere we are not putting up too many frame buildings with shingled roofs, and whether, no matter our comparative immunity from conflagrations in the past, this circumstance may, ere long, tend seriously to our discredit from the fire underwriters' point of view.

There has been a good deal of talk as to the possible transfer of the contract of the Equitable Insurance Company from the hands of President Hyde and the gentlemen financially interested with him. It is said that an offer of \$1,000 per share for 51 shares held by the President was refused. According to the last annual statement, the company's surplus was twenty-six millions, which would make the intrinsic worth of each share over \$26,000. Vice president Alexander is authority for a positive denial that there is any transfer of control, while were there any attempt to divide more than seven per cent. among the stockholders, an injunction would be asked to prevent it, the balance of profit over and above this going to the policy holders.

English agriculturists have been holding a congress in London. Among other things it adopted a resolution affirming that unfair competition of untaxed foreign imports with home production was an injustice that called for immediate removal, and therefore all competing imports ought to pay a duty of not less than the rates and taxes levied on the

home product. This would appear to be no less than a fair proposition and shows the way the wind is blowing on just handled free trade Great Britain. Several gentlemen who denounced the principle of protection were hooted down. It was also resolved that Imperial and local taxes must be reduced, many farmers paying taxes on an income that was never earned. It was also resolved that the laws relating to land tenure ought to be so amended as to secure to tenants the improvements they make on their holdings, while distress for rent should be abolished and on equal division of rates made between the owners and occupants of land. This shows what the English farmers are thinking and talking about, and may be taken as sufficiently indicative of the fact that the present exclusion of Canadian cattle on account of alleged disease was only a pretext for keeping out animals from this country, which were competing with the home product, handicapped—as we must admit it is—by high taxes and other disabilities.

According to the *Commonwealth*, a difficult question has arisen concerning the management of the New Westminster market, wherein farmers are permitted to cut up and sell meat by retail, thus underselling the butchers. This is undoubtedly hard on the latter who pay heavy trade licenses, but the market commissioners hold that only thus can they defeat the exacting up country and Albertan cattle raising combines, which hold tightly British Columbia's "men of meat," and prevent them not only from buying on fair terms from local cattle raisers, but also from selling at more moderate prices. The market commissioners are thus fighting a combine rather than local retailers, and doing this in the interest of the farming community.

TRADE NOTES.

The Spanish Ministry has resigned.

A furious snowstorm prevails in Kansas. Secretary of State Camprene, of Mexico, is dead.

Senator Hill has introduced at Washington a bill to repeal the present Silver Purchase Act.

British imports for November show a decrease of £1,200,000 compared with the same month last year.

It is said Prince Bismarck is interested in Milwaukee street railway property to the extent of \$50,000.

During the season of 1882, 6,400,618 bushels of grain from United States ports were transhipped at Kingston.

Collections of the Hudson's Bay Company brought forward for 1883: Beaver, 52,651; marten, 97,082; musquash, 928,686; mink, 57,541; white fox, 4,711; otter, about 8,111; fisher, 4,705; silver fox, 611; cross fox, 2,115; blue fox, 80; kitt fox, 205; musk ox, 871; lynx, 8,230; wolf, 1,519; wolverine, 919; skunk, 9,166; badger, 2,573; black bear, 9,402; brown bear, 1,270; grizzly bear, 203; white bear, 62; deer, 1,400; red fox, 12,108; rabbit, 50,212; raccoon, 195; seal fur, salted, 403; hair seal, dry, 1,300; hair seal, salted, 1,000.—*Fur Trade Review*.

TRADE PAPERS.

Mr. Jeremiah Banks writes in the *St. Louis Stoves and Hardware Reporter* as follows:

Mr. Banks says: "It is a mystery to me that a man in business should try to get along without a trade paper or two. I don't know what I should do without mine, though there was a time when I thought I did not have time to read one."

"While there may be a good deal in trade journals that is not of great interest to every one, there is always something which is of particular interest, and a dealer who keeps informed of what is going on in the world will get on better every time. It is true that all dealers have ideas of their own about how their business should be run, but still they ought always to be looking out for new ideas, which may help them a great deal, and often one idea thus secured and put into practice will pay the cost of the paper many times over."

"There are new articles coming into the market all the time, and the dealer who does not take a trade paper may not know anything about it for a long time. Articles are written in these journals for the benefit of the trade and not for the public at large, and there are matters discussed to which the regular newspapers pay but little if any attention."

"Those who publish the trade papers are in a position to get hold of anything new that comes up. They are near the wholesalers, as a usual thing, and find and communicate news to the dealer that he would not otherwise obtain. It is the publisher's business to look after all those things which are of interest to the dealer and keep him posted."

KEEP GOOD GOODS.

The oft-repeated advice to keep good goods no doubt is received with considerable incredulity by many retail grocers, especially those whose places of business are situated in localities where price appears to be the chief consideration with buyers, but the fact remains that the most successful retail grocers in the country are those who have given strict attention to quality and handle the finest goods in the market, says the *Merchant's Review*. In the journals devoted to special interests in producing lines, the phrase has become stereotyped: Pack good goods. Fruit growers, fruit, vegetable and fish canners, butter and cheese makers, in fact almost every food producing industry possessing its own special organ, has had this phrase persistently dinned in its ears, and why? Because it has become a well recognized fact that there is more money in fine goods than in inferior stuff. Want of skill or of capital may prevent a good many packers of food products from following such prudent advice, while lack of sagacity may deter others, but the majority do not dispute its wisdom, and in consequence the standard of quality is steadily being raised in every industry engaged in producing and packing goods for the table. It is good policy for the retail distributor to ignore the question of quality, and display less wisdom and less knowledge of the public's requirements than manufacturers and packers, who seldom come in direct contact

with the consuming class? Depend upon it, that if you stick to the ordinary grades of goods you will never find yourself indispensable to your patrons; on the contrary, you will be at the mercy of every new comer in the neighborhood who has sufficient capital to open up a store and stock it with a class of goods which are common in every sense of the word, but which are perhaps as good as those which you have in stock. There can be no question as to the merits of the two systems of doing business—the one, an adherence to the plan of selling ordinary goods at low prices, and the other, a dependence upon good goods at reasonable prices. The latter draws the very best class of custom and yields fair profits, while the former attracts only the close listed and indigent, whose patronage is rarely of a permanent character, and involves an immense amount of hard work for the grocer, at the same time that it yields minimum returns.

A MYTH.

Some time since a rich strike of gold and silver bearing ore was reported as having been made in Kitsap county, about five miles from Port Washington. The find was very rich as the assays run from \$20 to \$600 per ton, principally gold, although we heard of the strike on every hand and saw the report in our daily papers, we did not believe the story and did not give it publication. However a few days since our neighbor, J. W. Miller, a practical mining man and a better judge of a good prospect than two out of three so called experts, made a visit to the famous district to satisfy himself and us as to what it contained, he made a thorough examination of the most noted locations and found them to be simply valueless. He saw nothing worth locating.—*Seattle Mining News*.

DON'T BE TOO POSITIVE.

"Don't be too positive," said a business man. "I used to be. I am now not quite so sure about things. You would naturally think that one's life—in business and other avenues of its devious course tends to make a man careful, not to say conservative; but it does not as a rule. To most men, experience serves as a stern light rather than a headlight."

"Take a case of recent occurrence. A friend of mine recently thought he had made a deposit of \$115 in his bank. I say 'thought,' he himself was cocksure he had made it."

"His bank book had been left with the bank for settlement, and my friend merely made out a slip and handed it to the teller. A few days later, when he received his bank book 'settled up,' behold you, that deposit was not entered! He at once took the book to the young man who was teller on that day and said:

"You have not credited me with \$115, my deposit of such a day."

"The teller obligingly looked over his slips and book, and, said he: 'I have no entry of it; neither do I remember a deposit of such an amount.'

"Then arose a dispute. My friend was positive he had made that deposit. He was going to have it credited or he would

know the reason why. He felt aggrieved; in fact, his feelings were venomous.

"The bank held a special board meeting to consider the matter. They decided they could do nothing. The teller had always borne a good reputation. Could my friend remember whom he saw in the bank on the day he made his deposit?

"'O yes,' he said, 'I will swear I saw so-and-so as I entered the door.'

"'Hunt him up, then,' said the bank people: 'see if he remembers seeing you.'

"The person could not recollect such an event.

"Said the bank people: 'Can you recollect who else was near the teller?'

"'Oh, yes,' said my friend; 'that young man (pointing) there.'

"But that young man merely smiled, and suavely said that he had no remembrance of the occurrence.

"My friend was angry; he grew warlike. He consulted a prominent lawyer in the city. The man of law said, laconically:

"You have no redress. The bank's word is as good as ours. Go slow. Are you sure you made the deposit? We men do queer things at times. Look about your desk and office."

"Suffice it to say that the \$115 did not turn up. My friend, in the interim, grew still more positive.

"Some two weeks elapsed. One day, going through an old overcoat hanging in his office, he found the deposit-slip, money and all. Tableau! Imagine his feelings. Retractions were in order. He went to the bank and explained it all in a very crestfallen manner, and vowed contrition to the teller.

"Now he bemoans the sad fate that should have caused him, a shrewd business man, at his time of life to lose confidence in himself and his actions. His favorite aphorism to-day is, 'Don't be too positive.'"

SATIN STRIPED CHENE DRESS GOODS

Printed cotton dress fabrics in dark seasonable colors, known as "satin-striped chene" dress prints, are entirely new in the market, and are attracting the special attention of buyers. Navy blue, dark and seal brown, bronze and russet, tan, drabs and ambers predominate. The designs are drawn from nature and include, among hundreds of others, the linden leaf, blue-berry bush, swamp apples, orchids and flowers. For each design, the manufacturer holds nature's model, so there can be only grace and symmetry. The cloth in the gray contains nearly four hundred threads to the inch and is an entirely new cloth for such printing. In chene silks, the colors in the design are printed on the warp before weaving, and the rest of a solid color subdues the brightness of the warp filling and gives a chene effect. This effect was never attained in printed cotton goods, and it was at first the result of a happy accident. An example of these goods, appealing to the eye in color, design and finish as pleasantly as a dark summer dress silk, may be mentioned a dark blue satin striped ground, with a "triumph orchid" in rich, golden brown chene colors. These printed chenes are 31 inches wide and retail at 25 cents, though as a novelty they should bring 35 cents.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOIL.	CASES.	VALUE.	ARRIVED.
Br bark.	Martha Fisher	811	Meadowcroft.	Oct. 18	Victoria.....	Liverpool.....	31,002	\$163,151....	
Br bark.	Glengarry	892	Davidson..	Nov. 3.....	Westminster..	Liverpool.....	37,332	186,760	
Br bark.	Chili	178	McKenzie	Dec. 12	Victoria.....	Liverpool.....	30,002	163,061	
Br bark.	River Ganges	642	Hudge	Dec. 19	Victoria.....	London.....	29,461		
Br bark.	The Frederick	812	Simpson.	Dec. 18	Victoria	London.....	32,400		

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOIL.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship.	Athlon.....	1371	Dexter..	Jan. 5.....	Vancouver..	Adelaide.....	1,445,128	8,265	March 18.	47s 6d
Nor ship.	Morning Light.....	1316	Johansen..	Jan. 22.....	Vancouver..	Melbourne.....	1,001,171	9,493	March 25.	60s
Am bark.	Ho-per.....	664	Sodergren.	Feb. 29.....	Vancouver..	Shanghai.....	751,921	7,781	April 21.	50s
Br ship.	Angerona.....	1215	Anderson..	Feb. 26.....	Vancouver..	Valparaiso..	844,957	7,003	May 20.	42s 6d
Nor bark.	Czar.....	1321	Christopher-n	March 4.....	Vancouver..	Adelaide.....	1,046,611	10,476	June 7.	57s 6d
Nor bark.	Aynes.....	844	Hofgaard..	Feb. 29.....	Chemainus..	Antofagasta..	602,500	6,413	June 11.	40s
Nor ship.	Kathinka.....	1131	Klevenberg.	March 12.....	Vancouver..	Melbourne.....	1,228,925	9,251	May 28.	60s
Chil bark.	India.....	933	Funke	Feb. 22	Vancouver..	Valparaiso..	893,291	7,018	May 10.	owners ac
Br bark.	Glenbervie..	890	Groundwater.	March 21.....	Vancouver..	Iniqui.....	631,810	7,689	June 8.	37s 6d
Br bark.	British India.	1129	Lines.	March 31.....	Vancouver..	Valparaiso..	853,866	9,315	July 11.	37s 6d
Am schr.	W. H. Talbot.....	776	Hlum	March 11.....	Vancouver..	Tientsin.....	1,021,876	10,272	May 28.	67s 6d
Am schr.	Reporter.....	333	Dryer	March 3.....	Chemainus..	San Pedro.....	416,386	3,476	March.....	Private....
Br bark.	Riversdale..	1453	Finlayson..	April 25.....	Vancouver..	Sydney.....	1,167,181	9,873	June 28.	47s 6d
Br bark.	Mistletoe..	821	Smith	April 21.....	Vancouver..	Wilmington..	70,275	7,986	Aug. 31.	\$16 00
Br bark.	Craigend.....	2218	Lewthwaite.	April 18.....	Vancouver..	Iniqui-Callao	1,808,000	19,351	July 11.	27s 6d & 30s
Br barktn.	Toboggan.....	656	Porter	May 29.....	Vancouver..	Wilmington..	622,828	9,330	Sept. 11.	\$15 00
Br bark.	Fritzoie.....	918	Winchester.	June 2.....	Vancouver..	Yokahama.....	328,576	8,949	July 22.	Private....
Nor bark.	Burnah.....	1617	Newcombe	June 2.....	Chemainus..	Melbourne.....	983,121	8,072	Aug. 2.	45s
Br ship.	Crown of Denmark	2929	Smith	June 24.....	Vancouver..	Valparaiso..	1,289,359	9,883	Aug. 23.	35s
Nor bark.	Ursus Minor.	905	Johansen..	June 1.....	New Westmr.	Sydney.....	1,850,725	15,433	Sept. 23.	37s 6d
Br ship.	Earl Granville	1149	Flack	June 16.....	Cowichan.....	London.....	833,937	12,309	Nov. 3.	62s 6d
Chil bark.	Antonieta..	920	Stack	June 27.....	Chemainus..	Valparaiso..	836,358	9,015		owners ac
Ger bark.	Palawan.....	907	Van Heuvel.	July 8.....	Vancouver..	Iniqui.....	688,831	7,521		33s 6d
Chil bark.	Leonor.....	801	Jenatsch.	July 8.....	Moodyville..	Valparaiso..	637,375	6,590		owners ac
Chil bark.	Guinevere..	909	Glennie	Aug 6.....	Chemainus..	Valparaiso..	762,069	7,612	Oct. 28.	owners ac
Am bktn.	Robert Sudden	585	Uhlberg	Aug. 3.....	Vancouver..	Valparaiso..	771,140	8,737	Nov. 26.	40s
Chil ship.	Hindo-tan..	1513	Walsh	Aug 7.....	Moodyville..	Valparaiso..	1,232,386	11,471		owners ac
Br bark.	Zelina Gowdy	1087	Manning	Sept. 5.....	Vancouver..	Wilmington..	833,218	10,125		\$13 00
Chil ship.	Atacama.....	1245	Calallero..	Aug 21.....	Moodyville..	Valparaiso..	901,491	9,089		owners ac
Br ship.	City of Quebec	718	Carnegie	Sept 6.....	Vancouver..	Adelaide.....	517,410	4,048	Nov. 30.	40s
Br bark.	Nineveh.....	1174	Broadfoot	Sept 3.....	Vancouver..	Sydney.....	951,900	9,287	Nov. 8.	owners ac
Am schr.	Robert Searles	550	Piltz	Sept. 8.....	Vancouver..	Port Pirie..	815,321	5,963	Nov. 23.	41s 3d
Am ship.	George Skollfield	1276	Dunning	Sept. 20.....	Vancouver..	Valparaiso..	931,316	81,781		40s
Chil bark.	Lake Lemau.	1615	Bozza	Sept. 22.....	Moodyville..	Valparaiso..	763,829	6,610		owners ac
Br bark.	Senmell Bros.	1218	McFarlane	Oct. 15.....	Vancouver..	Wilmington..	907,551	11,703		\$11 00
Am schr.	Alice Cook.....	732	Penhallow	Oct. 5.....	Vancouver..	Sydney.....	919,860	8,338		30s
Nor ship.	Morning Light	1310	Johansen..	Nov. 3.....	Vancouver..	Liverpool.....	929,193	10,000		58s 6d
Br bark.	Columbus.....	620	Melhuish	Nov. 16.....	Vancouver..	Adelaide.....	565,730	4,539		37s 6d
Am schr.	Lyman D. Foster.	730	Dwyer	Nov. 5.....	Moodyville..	Sydney.....	802,858	7,809		30s
Nor bark.	Benj. Haug.....	1118	Bjonness		Vancouver..	Halifax.....	919,860			48s 3d
Br bark.	Fernbank.....	1338	Boyd	Nov. 25.....	Moodyville..	Valparaiso-f.o.	500,360	4,728		36s 3d
Br bark.	Grasmyer.....	1216	Carter	Dec. 12.....	Vancouver..	Valparaiso-f.o.	911,688	10,370		36s 3d
Am ship.	Edward O'Brien.	1725	Taylor	Dec. 10.....	Vancouver..	London.....	1,287,635	15,400		50s
Br bark.	Geo. Thompson.	1128	Young	Dec. 9.....	Westminster.	Sydney.....	806,938	7,844		owners ac
Br bark.	Mark Curry.....	1256	Liswell		Vancouver..	Cork, U. K.....				52s 6d
Nor bark.	Fortuna.....	1332	Millsen	Dec. 17.....	Moodyville..	Valparaiso-f.o.	1,265,729	12,068		36s 3d
Br ship.	Alcorn.....	929	Black		Vancouver..	Port Pirie..				37s 6d
Nor bark.	Fritzoie.....	1078	Rolfson		Vancouver..	Valparaiso..				36s 3d
Am bark.	Colorado.....	1026	Gilson		Cowichan.....	Valparaiso-f.o.				37s 6d
Br bark.	Highlands.....	1236	Owen		Vancouver..	Montreal.....				Private....
Chil bark.	India.....	933	Funke		Moodyville..	Valparaiso..				owners ac

AN EXTRAORDINARY ALMANAC.

We have just seen a copy of the *Star Almanac* of Montreal. It is decidedly a hit and the public seem to know it, for it is in big demand.

The saw mill of the Michigan Lumber Co., Vancouver, has been destroyed by fire. Loss estimated at about \$75,000; insurance, \$33,000. It is said the Companies will contest the claim on the ground of carelessness on the part of the proprietors

FREIGHTS.

Since our last issue, freights have given way further and a grain charter is reported at 20s for Cork with usual options. The vessel, however, is a large one so that the current quotation may be given somewhat higher.

Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 36s 3d; direct port on West coast, South America 33s 9d; Sydney 30s; Melbourne, Adelaide or Port Pirie,

35s; United Kingdom, calling at Cork for orders, 45s; Shanghai, 42s 6d; Yokohama, 40s nominal.

Grain freights from San Francisco to U. K., Cork for orders, 20s to 22s 6d; from Portland, 30s; from Tacoma, 28s 9d. These rates are, however, to a large extent, nominal.

Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	T&S	MASTER.	SAILED.	FROM.	FOR.	CONSIGNERS OR AGENTS.	DAYS OUT.
Chil. bark	Eritrea	1069	Serra	Aug. 30	P. Calho	Moodyville.	R. P. Rithet & Co., Ltd.	112
Br bark	Assel	735	Gilmour	Aug. 19	S. London	Victoria.	R. P. Rithet & Co., Ltd.	123
Br bark	Sabrina	747	Organ	July 7	N. London	Vancouver	Bell Irving & Paterson	166
Br bark	Mary Low	813	Robertson	Oct. 5	B. Liverpool	Victoria.	R. P. Rithet & Co., Ltd.	76
Br ship.	Kinkora	1729	Lawrence	Nov. 15	B. Liverpool	Victoria & Van	R. Ward & Co. & Bell-Irving & Paterson	35
Br ship.	Morayshire	1428	Mowatt	Oct. 21	Q. Java	Vancouver		45
Br schr.	Americana (new)	800	Denny	Nov. 5	B. Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	90
Br str	Salado	1403	Crouch	Sept. 13	London, Eng	Victoria		98
Br ss.	Tacoma (ex Batavia)	1662	Hill	Dec. 1	H. Hong Kong	Victoria.	N. P. S. S. Co.	19
Br ship.	Blair Athole	1637	Taylor		H. Java	Vancouver		78
Br bark	Java	857	McGregor	Oct. 3	Cardiff	Esquimalt	Naval Storekeeper	5
Br bark	Doehra	1016	Scott	Dec. 15	G. Liverpool	Victoria.	Robert Ward & Co., Ltd.	
Chil bark.	Entella	633	Mangini		W. Calho	Moodyville	Moodyville Sawmill	
Ger. ship.	Katharine	1630	Spille	Nov. 4	E. Santa Rosalia	Moodyville	Moodyville Sawmill	46
Br ss.	Empress of India	3903	Marshall	Nov. 30	C. Hong Kong	Vancouver	C. P. S. S. Co.	21
Br bark	Casablanca	563	Huntley	Nov. 17	L. Liverpool	Victoria.		33
Br ship.	Gryfe	1009	Roberts	Nov. 21	Cardiff	Esquimalt	Naval Storekeeper	29
Br ss.	Empress of Japan	3003	Lee		H. Hong Kong	Vancouver	C. P. S. S. Co.	
Br ss.	Bawnmore	1438	Kennedy		F. Santa Rosalia	Nanaimo	See Vancouver Coal Co.	
Br ss.	Flintshire	1871	Dwyer		Hong Kong	Victoria	N. P. S. S. Co.	

P—To load lumber for Valparaiso on owners' account. S—Aug. 21 passed Beechly Head. Spoken Sept. 21, lat. 8 N., long. 29 W.; Sept. 23, lat. 5 N., long. 28 W. C—Via Yokohama Dec. 9. E—Chartered to load lumber for West Coast of S. A., due December 1. B—Spoken Oct. 11, lat. 41 N., long. 15 W. I—Via Yokohama Dec. 15. N—July 9 passed Dover. Prior Nov. 16 put into Valparaiso for water. Q—Cargo of 2,100 tons raw sugar. R—To sail in February with 2,300 tons raw sugar. W—To load lumber for West Coast of S. A. D—To sail Dec. 23. Via Yokohama Jan. 6. F—Due 20th Dec.

VESSLS IN PORT.

(December 19, 1892.)

VICTORIA.

Br. bark Thermopylae, 918 tons, Capt. Winchester, arrived from Hong Kong Nov. 21 in 41 days, with a cargo of rice paddy, Victoria Rice Mills, consignees.

Br. ship Crown of England, 1,753 tons, Capt. Milburn, arrived Dec. 5 from Hiogo, seeking.

Br schooner Bittern, 399, tons, Capt. Stronach, arrived Dec. 14 from Hong Kong in 79 days, for orders.

Br. bark Grasmere, 1,246 tons, Capt. Carter, loaded with a cargo of lumber for Valparaiso.

VANCOUVER.

Nor. bark Benj. Bangs, 1,118 tons, Capt. Bjonness, loading lumber for Halifax.

Br. bark Mark Curry, 1,256 tons, Capt. Liswell, arrived Nov. 18, to load lumber.

Br. ship Abeona, 979 tons, Capt. Black, arrived Nov. 17, loading lumber for Port Pirie.

Nor. bark Fritzoë, 1,078 tons, Capt. Rolfsen, arrived Dec. 7 from Melbourne, loading lumber for Valparaiso.

Br. bark Highlands, 1,236 tons, Capt. Owen, arrived Dec. 6, loading lumber for Montreal.

Chil. bark India, 923 tons, Capt. Funke, arrived Dec. 13, loading lumber at Moodyville for Valparaiso.

COWICHAN.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Oct. 12, loading lumber for Valparaiso f. o.

NEW WESTMINSTER.

Br. bark Geo. Thompson, 1,128 tons,

Capt. Young, loaded with lumber for Sydney.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. bark Carrolton, 1,390 tons, Capt. Lewis.

Am. ship Oriental, 1,025 tons, Capt. Parker.

Am. ship Eclipse, 1,535 tons, Capt. Petersen.

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

Am. ship India, 1,230 tons, Capt. Herri-man.

WELLINGTON SHIPPING.

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

Am. ship Invincible, 1,391 tons, Capt. Howland.

Am. bark Alex. McNeil, 1,088 tons, Capt. Sorman.

UNION SHIPPING.

Am. ship Richard III., 951 tons, Capt. McIntyre.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	4,346
Vancouver	6	6,620
Cowichan	1	1,036
Westminster	1	1,128
Nanaimo	19	12,681
Total	21	25,811
Previous week	23	29,184
Correspond'g week last year	11	13,367

BUSINESS CHANGES.

Baker & Climo, plumbers, have assigned.

M. A. Morrison, contractor Victoria has assigned.

Dobson & Son, fuel dealers, Vancouver have sold out.

Hesson & Irving, grocers, Vancouver, have sold out.

A. G. Theobald & Co., painters, have opened in Victoria.

Hughes & O'Brien, grocers, Victoria, have assigned to P. Wollaston.

A. S. McArthur, butcher, Kamloops, is adding groceries.

M. P. Morris, of Vancouver, has been appointed consul for Chill.

Thomas Bell, contractor, Vancouver, is reported to have left town.

George I. Wilson, dry goods, Vancouver, advertises retiring from business.

Grange V. Holt has been appointed agent for the Bank of British Columbia at Nelson.

A Victoria Company is reported to have bought the Nanaimo Electric Light Works from A. Haslam.

Macaulay & Higinbotham, clothing and men's furnishings, stock advertised for sale by auction by order of assignee.

Mr. J. M. Bowell, collector of customs at Vancouver, has returned from the East. He says that the present staff will be re-organized as soon as the custom house is removed. Several changes in the interior of the new building have been arranged and also states that several changes in the Department were being considered, but owing to the changes in the Ministry nothing definite has been decided. It is probable, however, that all returns and statistics will in future be made out at Ottawa, and it is more than likely that the Department of Trade and Commerce will have control of quarantine matters.



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