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COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Nov. 28,

VICTORIA.

The volume of trade is falling off toward the end of the month in wholesale lines. The cold, raw weather for the past week has had a stimulating effect on rubber goods, boots, shoes, clothing, dry goods, furs and kindred lines with retailers. Buying continues of a conservative character, and, as stocks carried by retailers are light, they will require sorting oftener than in previous seasons.

The important feature of the grocery market is a drop in sugar prices with prospects of still lower prices.

The last of the salmon fleet, the *Primera*, has arrived, making a fleet of 10 vessels, aggregating 9,563 tons, which is double the number hitherto engaged in this industry.

There is no improvement to note in collections. Bankers are conservative and drawing in for the close of the year.

At Vancouver, business during the past week has been a little slack in all lines. Collections are reported by all as being slow. The wholesale business has been quiet during the past few days, probably on account of the near approach of the end of the month.

To *Bradstreet's*, Montreal reports that Canadian cattle exporters have had an unprofitable season. Grain exports at that port this season are 16 per cent. heavier than last year. At Toronto, as elsewhere in the Dominion, the business week has been broken into by Thanks giving Day and orders are small. Wheat is low in price and has been moving forward a little more freely. At Halifax, colder weather has stimulated the demand for dry goods and clothing.

GROCERIES AND PROVISIONS.

The principal feature in the market is a drop of $\frac{1}{2}$ which was announced by the Refinery on Monday, which brings the jobbers' quotations for Refinery dry granulated down to $\frac{5}{8}$ ¢ per lb. A short time ago the Refinery lowered their list prices $\frac{1}{2}$ ¢ by two reductions of $\frac{1}{4}$ ¢ each within a week. China granulated has been reduced in sympathy, and is now

quoted at $\frac{5}{8}$ ¢ or $\frac{1}{2}$ ¢ below prices for Refinery. Various causes are assigned for the action of the Refinery but the large sales of China sugar in their territory is the real cause. Two Victoria houses alone handle about 150 tons per month. The other jobbers are under agreement to the Refinery to handle only their sugar and have to stand by and see that trade slipping from them, by reason of the lower prices of China sugar. They have, it is said, asked the Refinery to meet the China quotations or they purpose cancelling the agreement. This will lead to a peculiar situation, for China granulated will be sold at $\frac{1}{2}$ ¢ below the Refinery quotations, say the dealers who handle it. A firm of brokers at Vancouver now represent the other refinery at Hong Kong, and their consignment of 1,000 sacks by last steamer increases the quantity of China carried in this Province. A quantity of Australian sugar is coming on the ss. *Arawa* and the sugar situation promises to become more interesting for the parties concerned. Creamery butter is reported by Alice & Ault at 28¢. The markets in the east are quoted $\frac{1}{2}$ ¢ higher for December delivery. The American packers' quotations f.o.b. Victoria in bond are a little lower than last week, and jobbers' prices will be reduced in sympathy. Hams are $\frac{1}{2}$ ¢ lower and pure leaf lard $\frac{1}{2}$ ¢.

The *Montreal Truth Bulletin* says: "Butter receipts during the past week were 4,281 pkgs against 3,911 pkgs for the week previous. The market remains very steady, despite the talk of a liberal November make. Since our last report, sales have been made at 22 $\frac{1}{2}$ ¢, but it is said that the quality was not strictly gilt edge. Dealers inform us that the quality of fall made creamery is running very irregular this year, and that there is fully one cent per lb., difference in the quality of the September and October make of different factories, and we have good reason for believing this to be the case. Besides the above sales we have been given transactions in September and October creamery at 23¢ to 23 $\frac{1}{2}$ ¢; but we were not told whether the lots were for England or not; it is supposed they were for the local trade. The scarcity in Eastern Townships dairy, referred to by us last week, continues, and buyers in the country are picking up a few fall ends at 22¢. An Eastern Township straight dairy from June to October was sold at 20¢. Creamery, August 22¢ to 22 $\frac{1}{2}$ ¢ per lb., Creamery, September and October, 22 $\frac{1}{2}$ ¢ to 23¢. For single tubs of selected, 1¢ per lb. may be added to the above. Receipts of cheese during the past week were 58,000 boxes against 28,587 boxes for the week previous. Very little if any change has taken place in the cheese market on this side since our last issue, although the Liverpool public cable has been lowered 61, which is not a good sign. The *Mona Lee* combination sold about 800 boxes comprising the balance of season's make at 14 $\frac{1}{2}$ ¢; but finest September and October Western cannot be bought under 11 $\frac{1}{2}$ ¢ to 11¢. Of course, it is a waiting market as usual at this time of year, and shippers are beginning to discuss stocks, and it is claimed by well informed that after next week's boats leave port, there will be considerably less cheese in Canada than there was a year

ago. It is stated that there are not more than 140,000 boxes west of Toronto, about 80,000 or 90,000 boxes of which are still in farmers' hands. Last year at this time, however, there were 210,000 boxes west of Toronto. The shortage in the fall make west of Toronto is said to be very heavy; factories which last year turned out 600 boxes during the fall have this fall only made from 300 to 350 boxes. It is estimated that there are in this city all the way from 80,000 to 100,000 boxes. But it matters not how big or how small stocks may be, if the recent big strike has had such a disastrous effect upon general trade in England as some make out. That will be the governing factor in the situation."

New season's dried fruits are quoted:

Valencia raisins	per lb	\$ 6 @ 9	7
Malaga raisins	per box	3 00 @	3 25
Currents (barrels)	per lb	51 @	6
" (cases)	per lb	61 @	71
Sultana raisins	per lb	10 @	121
Taragona almonds	per lb	11 @	151
Filberts	per lb	13 @	14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	28 @	00
Manitoba dairy	20 @	23
Cheese—Canadian, lb	121 @	11
California	16 @	18
Eggs, case, per doz	221 @	23

Smoked meats and lard are quoted:

Hams	16 @	18
Breakfast bacon	17 @	18
Short rolls	14 @	15
Dry Salt, long clear	14 @	60
Pure Lard, 50 lbs	131 @	00
" " 20 lbs	131 @	00
" " 10 lbs	121 @	00
" " 5 lbs	121 @	00
" " 3 lbs	121 @	00
Lard Compound, 10 lbs	121 @	00
" " 20 lbs	121 @	00

Sugar—Jobbers' prices $\frac{1}{2}$ -barrels and kegs in each case being $\frac{1}{2}$ ¢ higher:

Dry Granulated (China)	51
Extra C, China	5
Dry Granulated	51
Extra C	51
Fancy Yellow	51
Yellow	5
Golden C	41
Syrup, per lb	3
" 1 gal. tins, American	5 50
" 1 " "	5 35
" 1 " Vancouver	5 50
" 1 1/2 " "	7 00

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

Helmet brand sugar cured ham, medium	0 16
" " " heavy	0 151
" " " breakfast bacon	0 171
Fancy Gold Band hams	0 181
" " " breakfast bacon	0 21
White Label pure leaf lard, tierces	0 14
" " " 50-lb tins	0 111
" " " 20-lb " "	0 141
" " " 10-lb " "	0 111
" " " 5-lb " "	0 111
" " " 3-lb " "	0 141
Lard compound	0 111

FLOUR AND FEED.

The Columbia Flouring Mills have further reduced their quotations on carload lots on wharf in Victoria 15¢ per bbl. Jobbers' prices will be affected in sympathy. These quotations only affect the coast markets and are made to meet the competition of the Oregon millers who seek to make this a slaughter market. Some of the Oregon millers are becoming dissatisfied with the low prices received in this market because of the keen competition, and their brands will not be represented

here and pushed as they have been for some time past.

The *Portland Commercial Review* says: "The market for flour appears to be narrowing, the local inquiry keeps about steady, but the demand from China has temporarily been checked. Late orders from that country were being cleaned up last week and in the neighborhood of 1,600 tons went forward for transshipment at Victoria. Prices locally are weak, standard brands being listed at \$2.90 per bbl., less the usual trade discount, netting about \$2.75."

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

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

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

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

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

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

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 1 25 @ 1 50
Lion.....	1 25 @ 1 50
XXX.....	1 25 @ 1 50
Premier, Enderby mills.....	1 35 @ 0 00
XXX.....	1 20 @ 0 00
XX.....	3 85 @ 0 00
Superfine.....	3 50 @ 0 00
Ogilvie's Hungarian.....	4 05 @ 0 00
" Strong Bakers.....	4 50 @ 0 00
H. B. C. Fort Garry Hungarian..	4 65 @ 0 00
" Strong Bakers.....	4 50 @ 0 00
Oak Lake Patent Hungarian.....	4 65 @ 0 00
" Strong Bakers.....	4 50 @ 0 00
Regina Hungarian.....	4 65 @ 0 00
" Strong Bakers.....	4 50 @ 0 00
Benton County, Oregon.....	4 25 @ 0 00
Portland Roller.....	4 25 @ 0 00
Snowflake.....	4 20 @ 0 00
Wheat, per ton.....	29 00 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	45 00 @ 00 00
Chop feed.....	28 00 @ 30 00
Shorts.....	28 00 @ 30 00
Bran.....	25 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	25 00 @ 28 00
California oatmeal.....	3 75 @ 0 00
California rolled oats.....	3 50 @ 0 00
Corn, whole.....per ton	37 50 @ 40 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed.....per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

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

FRUITS AND VEGETABLES.

A consignment of new Japanese oranges was received by the Empress of China. They are rather green but it is said are in keeping condition and are ripening as they are required for consumption. A number of local dealers were dissatisfied with the fruit because it was

not ripe and refused to receive it from the importers. They are quoted at 55c per box. Large shipments are expected by the next china steamer, the Victoria, which is expected about December 5.

Some of the Canadian apples which are quoted by the jobbers at \$5 75 per bbl., are turning out poorly. Barrels are shown in which the fruit sold by the exporters in Ontario as prime and good size, has turned to be very small, culls it might be said. It is well known that apples are a poor crop this year, but Ontario dealers are injuring their trade by shipping such small apples to this market to come in competition with the hand picked from California and Oregon, which maintains its uniformity in size.

Jobbers' quotations for fruits are as follows:—

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

Vegetables are quoted:

Potatoes—Local.....	per ton 17 00 @ 20 00
Onions—Silverskins.....	per lb 2 @ 21

LUMBER.

There have been two arrivals since last review—the Am. schooner W. H. Talbot, 776 tons, Capt. Bluhm, arrived at Vancouver Nov. 25, under charter to load for East London, Cape Colony, South Africa, at 75s; the Am. ship Eclipse, 1,536 tons, Captain Petersen, arrived at Victoria Nov. 27 for orders. She will load at Vancouver for Cork, U. K., at 60s on account of Robt. Ward & Co., Ltd. The Am. schr. Reporter, 333 tons, Capt. Mackie, sailed Nov. 21 from Vancouver for Nagasaki, Japan, with 366,294 feet rough lumber and 100 spars, valued at \$10,000. The Nor. ship Beaconsfield, 1,450 tons, Capt. Bastausen, now at Honolulu, is under charter to the Hastings Mills to load for the U. K.

There are at present seven vessels aggregating 8,790 tons, loading at British Columbia ports for foreign. At Vancouver—Nor. ship Germanic, 1,269 tons, for Cork, U. K., for orders. Am. ship Benj. Sewell, 1,361 tons, for Cork, U. K. Am. ship Snow & Burgess, 1,578 tons, for Santa Rosalia. Am. bark Colorado, 1,360 tons, for Shanghai. Am. bark Templar, 910 tons, for Callao. Am. schr. W. H. Talbot, 776 tons, for East London, Cape Colony. Am. ship Eclipse, 1,536 tons, for Cork, U. K.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet... \$ 8 60
Deck plank, rough, average length, 35 feet per M..... 00 00
Dressed T. and G. flooring, per M..... 03 00
Pickets, rough per M..... 9 00
Laths, 1 feet, per M..... 00

The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7 per M ft; rough clear, \$14; ship lap, \$9;

flooring and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.50; lath, \$1.50.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending November 25:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
21.	Sea Lion, str. Port Townsend....	48
21.	Tyce, str. Port Townsend.....	33
22.	Carrollton, bk.....	2,290
23.	Wanderer, str.....	10
24.	Montseriat, str.....	1,478
24.	Theona, str.....	26
Total.....		3,918

BUSINESS CHANGES.

W. G. Elliot, cigars, Vancouver, has sold out.

The Consumers' Coal Co. have opened at Vancouver.

McLean & Murray, hotel keepers, Vancouver, have dissolved.

A. V. Bossi, grocer, Victoria, contemplates giving up business.

T. B. McKim, logger, Vancouver, has assigned to R. A. Anderson.

Thos. Hirst, of Hirst Bros., grocers and dry goods, Nanaimo, is dead.

The estate of Charles Fisher, hotel, Esquimalt, is advertised for sale.

John B. Wilson, general merchant, Kaslo, has assigned to Geo. H. Hodgson.

Harrison & McAllister, wines, liquors and saloon, Victoria, have dissolved. Wm. Harrison continues.

Elizabeth Sullivan, of the Es. Burt, Victoria, has assigned to Elliot Bell, of the Temple Building.

The machinery and plant of the estate of A. J. Smith, planing mill, Victoria, has been sold by auction.

INCORPORATIONS.

The Hall Mining Co., Ltd., (foreign), has been registered with a capital of £300,000. The place of business is at Nelson, West Kootenay.

The Canada Settlers Loan and Trust Co., Ltd., (foreign) has been registered with a capital stock of £500,000. Victoria is the place of business.

The Westminster Fish Co., Ltd., capital stock \$25,000. Trustees are: Frederick S. Coulthard, J. B. Foley, and Geo. H. Turnbull. Westminster is the principal place of business.

The Ontario Bank has entered suit against the Cooper & Smith estate on a promissory note for \$7,361.

John H. McLaren, manager of the Royal Insurance Company, and the greatest English authority on fire insurance is dead.

A beet root sugar factory in connection with M. Lefebvre & Co.'s sugar works will shortly be established at Berthier, Que.; 10,000 tons of beets will be treated at an early date. Growers are paid a bounty of 50c a ton.

The es. Miowera is reported afloat in Honolulu harbor, after being 41 days on the reef at its entrance. The vessel is said not to be seriously injured and will probably be repaired sufficiently to proceed to Esquimalt or San Francisco. Her captain is awaiting instructions from the owners.

SAVE FUEL

—BY—

COVERING

—YOUR—

Steam Pipes,
Boilers

AND ALL

Heated Surfaces

—WITH—

**MINERAL
WOOL**

Sectional Covering.

—BEST—

Fire-proof Non-Conduc-
tor at present known.

EASILY APPLIED.

Asbestos Goods

OF EVERY DESCRIPTION.

**CANADIAN
MINERAL WOOL CO.,
LIMITED.**

**118 BAY STREET,
TORONTO.**

THE GREAT FIRES OF HISTORY.

An exchange remarks that the four great fires of history were those of the City of Rome in the tenth year of the Emperor Nero, or about 65 years A. D., London in 1666, Moscow in 1812 and Chicago in 1871. Of these the latter was by far the greatest and most disastrous, though statistical details are not obtainable so closely for either of the three preceding it. Those for Rome are especially meager, the historian Tacitus neglecting to state how many houses and insulae were destroyed, and he notes but briefly the famous fanes and monuments which were swept away. The fire lasted for six days, and just as the wretched people were beginning to take breath and visit the ruins of their former homes, a second fire broke out which lasted three days. In that respect the conflagration partly paralleled that of Chicago, as that fire, which began Sunday night, was preceded by an extensive one Saturday evening. Of the fourteen regions of Rome three were entirely destroyed, seven others were more or less severely injured and only four escaped unhurt. Whether or not it be true that the emperor played on his fiddle when the city was burning, there is no reason to doubt that the people were so thoroughly exasperated with him that he judged it necessary to divert their suspicions that he had deliberately set the city on fire in order to rebuild it to his own glory. So he "saved himself at last by sacrificing the little band of alien sectaries, already the objects of their hatred and revilings, to whom the vulgar gave the name of Christians."

The great fire of London lasted four days and nights, reducing to ashes five-sixths of the whole city within the walls, the population of which was estimated to be about 200,000. It had been much reduced by the great plague of 1665. The area burned over was about 436 acres, being about one-third of that laid waste by the fire in Rome. London was rebuilt within the next few years on a much improved plan. The destruction of Moscow appears to have been complete except the Kremlin, the city having been set fire to by its own inhabitants the night of September 11, after which they abandoned it to the French troops, who looted it and probably took little thought for the 11,000 wounded men who were left behind when the Russian army evacuated the place. A few years earlier Moscow had contained about 9,000 houses, of which one-sixth were stone, 314 manufactories and workshops, and nearly as many churches.

The Chicago fire devastated an area of 2,100 acres, or nearly three and a third square miles, destroyed 17,450 buildings, and rendered homeless 93,500 persons. The number of killed was estimated at about 200. The value of the property burned up was ascertained to have been about \$192,000,000 the day preceding the fire, and the deduction from this for salvage was variously estimated at from \$1,000,000 to \$10,000,000. The loss was not far from one-third of the whole value of property in the city, and only \$14,000,000 was received in insurance, much of the property having been insured in home companies, the assets of which were re-

ESTABLISHED 1858

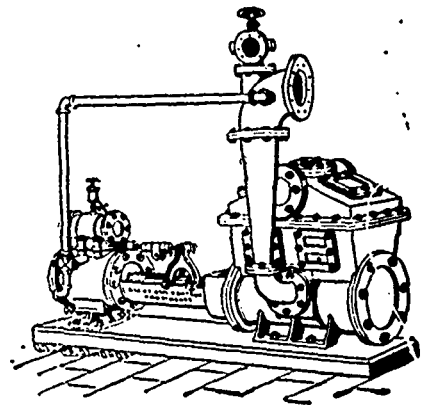
LANGLEY & CO.,

Wholesale

Druggists

21 & 23 YATES ST

VICTORIA, B. C.



ONE OF OUR

Independent
Condensers
and
Air Pumps
will help
Profits.

**NORTHEY M'FG CO., LD.,
TORONTO, ONT.,
FOR PARTICULARS.**

duced to zero by the calamity. In a year after the fire a large part of the burned district had been rebuilt; and the volume of business was much larger than before the event.

Breech-loading rifles were invented in 1811, but did not come into general use for many years. It is estimated that over twelve million are now in actual service in the European armies, while 3,000,000 are reserved in the arsenals for emergencies.

DALBY & CLAXTON

Real Estate, Insurance,
Mining & Financial
AGENTS.

—AGENTS FOR—

The Yorkshire Guarantee and Securities Corporation, England.
Alliance Assurance Company (Fire), England
The Albion Fire Insurance Association, Ltd., England.
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.

WHEN TO STOP ADVERTISING.

The following replies were received by an English trade paper to the question put to its advertising patrons: "When is the best time to stop advertising?"

When the population ceases to multiply, and the generations that crowd on after you, and never heard of you, stop coming on.

When you have convinced everybody, whose life will touch yours, that you have better goods and lower prices than they can get anywhere else.

When you perceive it to be the rule that men who never advertise are outstripping their neighbors in the same line of business.

When men stop making fortunes, right in sight, solely through the discreet use of the mighty agent.

When you can forget the words of the shrewdest and most successful business men concerning the main cause of their prosperity.

When every man has become so thoroughly a creature of habit that he will certainly buy this year where he bought last year.

When younger and fresher houses in your line cease starting up, and using the newspapers in telling the people how much better they can do for them than you can.

When nobody else thinks it pays to advertise.

AS TO SHOW WINDOWS.

When one class of stores push forward green stuffs and keep coffees and teas in the background, as many city retailers make a practice of doing, it is not surprising that trade in the latter articles should be captured by the tea and coffee dealers, who make effective window displays of their goods, with price tickets attached. The whole front of many grocers' establishments is given up entirely to fruits and vegetables, and the windows are usually packed with canned goods. This custom gives the tea and coffee specialists an immense advantage, and they are not slow to profit by it. Their displays are often very attractive, while the skilful use of price tickets and placards eulogistic of their wares is apt to make a very favorable impression on the passer-by, to the detriment of the regular grocers' interests. It may pay well to handle green stuff, but a complete surrender of the whole sidewalk to that

A. RAMSAY & SON, MONTREAL



TRADE MARK.
ESTABLISHED 1812.

SOLE MANUFACTURERS OF

UNICORN READY-MIXED PAINT
RUSSIAN PURE LEAD
UNICORN PURE LEAD
UNICORN VARNISHES
CRESCENT STAR VARNISHES, ETC., ETC.
WINDOW GLASS, ART GLASS MIRROR
PLATES, ETC.

Special freight rates made for British Columbia.

"PRISM."



"ELEPHANT."



BRANCH:

Hastings Street, Vancouver.

These are two of the well known brands of

THE CANADA PAINT COMPANY, LTD

MONTREAL, TORONTO, VICTORIA.

J. Piercy & Co.,

Wholesale Dry Goods,

Gents Furnishing Manufacturers

25, 27 & 29 YATES ST.,

VICTORIA, B. C.

HOW TO BUY

And How to Sell Goods: Store Management; Window Dressing, Retail Advertising, etc., etc., are explained every week in "THE CANADIAN GROCER." Only journal in Canada reaching grocers and general storekeepers, therefore the largest circulation and best advertising medium. Our advertisers are our references.

THE CANADIAN GROCER,
TORONTO.

department without a counter attraction in the show window in the shape of some profitable article must tend to drive more or less trade to the specialists, such as the tea stores, the delicatessens, and the butter stores.

It appears that the experiments for some time past made in France for obtaining a satisfactory method of color printing on leather have been so far successful as to open up a prospect of a new and attractive industry.

ALLICE & AULT,

WHOLESALE

Produce and Commission
Merchants.

75 WHARF STREET, VICTORIA.

JUST RECEIVED

A carload of Clover Leaf Creamery Butter which was awarded the medal and diploma at the World's Fair, Chicago, 1893.

A. LEOFRED,

(Graduate of Laval and McGill)

MINING ENGINEER.

MAIN OFFICE: Quebec. BRANCH OFFICE: Sherbrooke. Montreal, 17 Place d'Armes Hill.

MINES, MINERAL PRODUCTS

SCHULTZ & MORPHY,

BARRISTERS, SOLICITORS, ETC.

49 Langley St., Victoria, P. O. Box 312

Special attention to Canadian and Foreign Collections.

SUBSCRIBERS TAKE NOTICE.

COMMERCIAL JOURNAL subscribers who have received bills for amount due on their subscription account will confer a favor by remitting promptly. It costs money to conduct a commercial newspaper, and our friends will show their appreciation of the work by paying up AT ONCE.

The papers of subscribers in arrears are marked with a blue pencil.

THE BRITISH COLUMBIA
COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

D. M. CARLEY - - - EDITOR-IN-CHIEF.

L. G. HENDERSON - - BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, NOVEMBER 28, 1893.

MINISTER BOWELL IN AUSTRALIA.

Our people will have been well satisfied to read what the daily papers have, in their telegrams as well as their extracts from the newspapers of the Antipodes, been able to tell them with respect to the mission of the Minister of Trade and Commerce in Australia. We have before us at this writing a recent copy of the *Sydney Daily Telegraph* in which appears the report of an entertainment tendered the Canadian Commissioner Among the orangeries lying between Paramatta and Hornsby at which the hon. gentleman described some of his experiences. He said that only once in his life, and that when in Southern California, had he seen a sight to compare with what he had that day witnessed. He premised his remarks by declaring that it was not the desire of Canadians to obtain annexation to the United States, adding that on board the ship coming out to Australia, he had pointed out to the American consul the advantage of the constitution under which conditions they lived, the rapidity with which they could change their Governments, and compared it with the system in force in the United States.

His visit to Australia, he went on to say had so far been a very pleasant one, and though no immediate result might follow in the way of an interchange of commerce, a closer intercourse between the two countries would, he was convinced, result in much more trade than had been done in the past. They, in the Dominion, found a true antipodes in Australia with its Christmas heat and sunshine, and consequently its prodigality of fruit, at a time when the only fruit they had in Canada was preserved. He looked forward to the time when the line of steamers that had been subsidized by the Canadian Government, to the extent of £25,000 a year, would be able to show the two worlds that the shortest trip to Europe was by the Canadian route, which was not only the shortest and most picturesque but presented the fewest obstacles of any of the alternate routes across the American continent.

In all the years of his public life he had never taken so much interest in anything as he felt in the association of Australia with the Dominion. He commented on the need which he had realized of better railway facilities in Australia and advised that such enterprises be subsidized by grants of land as liberal as those to

which the Canadians had been accustomed. Many of the observations of the Minister were addressed to the subject of a federation, in which the American people would be included, as the surest and safest way of obtaining a permanent and universal peace, a topic that it appears to us to be in the meantime secondary to the object which Mr. Bowell went out to promote, viz., that of closer trade relations between Canada and the Antipodean Colonies. It is for that we should in the meantime strive the more earnestly as if the substantial advantages that are in the meantime sought are obtained the rest will follow, should the experience show its advisability.

Naturally the political idea was a popular one with the audience; but the first step in that direction must come from Australasia by the provinces confederating, as has been the case in Canada, or resolving on reciprocity in tariffs. Then and not till then can it be expected that, no matter what the spoken sentiments may be, the really practical benefits will be experienced.

LUMBER EXPORT DUTY.

It would appear to be exceedingly probable that the Dominion Government will, in default of the United States authorities repealing the duties on Canadian lumber and pulp, reimpose the export duty on logs. Why this should not be done in any event we fail to see. Few of our national resources require more protection than our lumber, the fact being that our neighbors to the South, by their import duties on our sawn and manufactured lumber, manage to keep it out of competition with their own product, a considerable portion of which, through the output of American mills, is made out of Canadian logs which, under their fiscal system, are admitted free. Canada's lumber resources, in view of the general depletion that has taken place, are short enough, and our policy should be to husband them to the utmost possible extent, leaving our timber cut to be as much as possible handled by Canadian labor and Canadian mills. There is no reason why our logs should be handled in the United States, save and except that extensive limits are already held by Americans who have no mills or factories on our side the line. It was a short-sighted business to allow our forests to pass out of our own hands; but the only way in which that can be remedied to any extent is by the reimposition of the duty on saw logs.

Experience—especially that of the present season—has amply demonstrated that so far as this province is concerned, there is a sufficient market in Australia and elsewhere on the Pacific for all the lumber which our mills can produce. Indeed, it was only by the last Australian steamer that an extensive lumber dealer of Sydney, N.S.W., came out to ascertain what arrangements he could make for a supply of deals, doors, sashes and other articles in wood which he said were fully equal to those which had been received from the United States, except as concerns their style and pattern. Our people can easily overcome that objection, and we hope will not delay to do so. Then, as regards the lumber of Ontario and Quebec, there is an

ample demand for it in our own country, in Great Britain and the West Indies, and it is therefore to be hoped that this highly important subject will receive attention. If the Americans are intent on keeping up their import duty on lumber, why should we care there is no scarcity of markets. We have been too much afraid of what our neighbors might do loosely speaking. There are many markets open to us—all much more advantageous than can be found in the adjoining republic.

THE CANADIAN TARIFF.

Although the tariff question as it affects British Columbia has been so gingerly dealt with by the newspapers, and for all that we know by the trade interests concerned, it has attracted considerable attention in Manitoba. Possibly this has been because that an election was pending, with the result that an opponent of the Ottawa Government was returned, albeit it appears to us that the great factor in securing the return of Hon. Mr. Martin was the issue involved in the Manitoba school controversy. In connection with the tariff discussion, however, some useful and important points have been brought out. In the first place, the Government supporters have expressed their doubts as to the possibility of reducing the tariff in view of the heavy demands of the public service. However that may be, there is no getting beyond the fact that a tax levied for revenue purposes cannot possibly be intended to keep the articles on which it is collected out of public consumption, for, if it were, it could not be expected that any revenue would be collected from them. Besides, not unfrequently the tariff imposts are heavier than the original cost of the article brought in.

These duties are, of course, of a prohibitory character, but what is the result? The Canadian manufacturers, instead of producing their articles as cheaply as possible and disposing of them at a moderate profit are accustomed to exact the American cost of the article plus the duty, making it quite as dear as if it had come from the other side the lines. Now, as we take it, the Canadian tariff is a national policy, not for the benefit of one class alone, but for the advantage of the consumer as well as the producer, and intended, too, to benefit the employes of that producer by enabling him to obtain decent wages for the labor which he supplies. In not a few cases, however, in fact in the majority of them, the articles specially protected are the output of factories and workshops controlled by corporations.

Such corporations having neither bodies to be kicked nor souls to be damned, have been accustomed to repudiate all responsibility for injustices to their work people. Upon one plea or another, sometimes because of supposed hard times—which they themselves are making worse than they need be—and of the slackness of collections, these concerns contrive to knock a percentage off the remuneration of their employes. To this the management and leading employes are seldom if ever subjected, notwithstanding that, as everybody knows, a percentage that would be a mere bagatelle to those receiving above a certain amount is most burdensome to

those who are less substantially paid. And thus the work of protection has gone on and, in addition to the gain made by the imposition of the protective duty, the amounts knocked off salaries have gone to swell the dividends of the stockholders, at least such of them as have not been absorbed to cover the extravagances of the chief officials. Moreover, all this time the employes have been forced to pay the extra cost, not alone of the articles which they themselves have produced, but of other goods which they required to purchase.

But to revert more closely to tariff protection proper, it has been well pointed out and insisted on that when manufacturers take advantage of the protection accorded them to extract the full amount of the duty from the home consumer, then, in the words of a Winnipeg newspaper, that protection should cease at once. In British Columbia consumers generally are among those who have been disadvantaged by the policy of protection, which as an encouragement to our natural interests does not amount to anything, and therefore we hail with satisfaction any movement in the direction of modifying our fiscal policy in the way of removing its most restrictive features.

CANADA, A NATION.

In a work bearing several titles, each of them sufficiently comprehensive and one of them "Observations in the life of a Busy Man," Mr. Erastus Wiman has a reference to Canada. In it he says: "To the world at large the Canadian people exhibit an aggregation possessing all the virtues of contentment, of the most devoted loyalty, of self sacrifice therein and in manhood the most perfect development." We can fully agree with Mr. Wiman in his tribute to our "most devoted loyalty" and "self sacrifice therein." That loyalty, however, has been and appears likely to be not so much to ourselves and our paramount interests as to the Mother Country, which has made us willing to do and to suffer as Canadians much that has been actually adverse to our more substantial interests. This has been proven by the protests that have many a time been made even by the most devoted advocates of the imperial connection. Our best interests demand that we should be more mindful of No 1. Mr. Wiman goes on to say that "nothing is needed for the substratum of a great nation." Then why, we may ask, should he and his bosom friends, Baldwin Smith and others, have been so desirous that we should follow their example and "look to Washington"?

If we have in us the makings of a great nation, why should not that condition be our aim and object instead of being content to be a subordinate state in an aggregation of states most of whose interests are antagonistic to our own? Wiman, the puppet, like the devil of old, figuratively speaking, took some of our people to a convenient point of vantage and there pointed out what he would give them. Some of them he cajoled into falling down and consenting to be his most obedient servants; but having failed to favorably impress the majority, he complacently says: "With a growth of national spirit

and a steady resistance of temptation to part with national existence for material advantage, the Canadian people present to those who appreciate their position, virtues, achievements and sacrifices which make them a people unique in themselves." We are uncertain whether or not to thank Mr. Wiman for his compliments, since we suppose they would have been quite as flattering, only from another point of view, had the electors swallowed the dose of annexation in the guise of unrestricted reciprocity which he desired to administer some time back.

EDITORIAL COMMENT.

HON. MR. FOSTER, Dominion Minister of Finance, has announced that he has drafted an insolvency bill, which he will submit to his colleagues, and which, if approved by them, he will transmit to the various boards of trade for suggestions.

THE *Trade Review*, of Montreal, came to us last week in enlarged and improved shape, the precursor, it is promised, of further changes. Our contemporary is an exchange which we value, and we congratulate its proprietor on the departure.

HON. THOMAS MCGRIEY and Nicholas Connolly, who were recently convicted of conspiracy to defraud the Government of Canada in connection with certain contracts, have each been sentenced to a year's imprisonment. Rightly served will be the general verdict, with the addition "and so may there be punished all the country's enemies."

THERE is talk of another international silver conference at an early period of next year. It will not be for lack of persistency if the bimetalists fail. Some of them anticipate that ere long Lord Salisbury and Hon. Mr. Balfour will return to office and in that event they say there will be a much greater likelihood of their ideas obtaining recognition from and support by Great Britain.

It is again reported, this time on apparently good authority, that the well known Guion line of steamships is about to end its passenger service between Liverpool and New York and that the well popular steamships Arizona, Alaska and other vessels are not unlikely to be placed on an opposition service between Puget Sound and British Columbia ports and San Francisco, the new line to go into operation early next year.

THE Collector of Customs, in obedience to orders received from Ottawa, has recently put into force a section of the Canadian law which makes it unlawful for any foreign vessel in port to shift from her first moorings without permission in writing from the collector of customs. By enforcing this law, the customs officers can keep a closer watch on suspicious strangers entering port whose movements at night heretofore could not well be accounted for.

INSURANCE circles in London, Eng., are, it is said, perplexed at the departure of

an official for Canada on a secret mission on behalf of a large British company. It is rumored that the accounts of a Canadian representative exhibit enough discrepancy to warrant elucidation. The question is not unnaturally being passed round as to the part of Canada in which this discrepancy has occurred, but we are assured at any rate it is not upon this side the Rocky mountains.

MORE honors have been conferred by the British Government on Canadians in connection with the Behring Sea arbitration. Sir John Thompson has been created an Imperial Privy Councillor—an honor previously conferred on the late Sir John Macdonald while Christopher Robinson, Q.C., has been knighted. As was previously remarked in these columns, this kind of recognition is about the cheapest way in which the Crown can bestow its favors, and the list of persons so dealt with is about as long as the American enumeration of judges and colonels.

THE annual meeting of the British Columbia Fruit Growers' Association. It should not be forgotten, opens at New Westminster on the 24th January. This meeting is likely to be a very important one, in view of recent developments in connection with fruit pests and the radical steps that have been taken to get rid of them. Every one in this province is intensely interested in this subject as well as in the best methods of cultivating fruit and in the varieties best suited to our climatic conditions. It is to be hoped that those who feel at all concerned in this branch of industry will give some of the topics connected with the matter attention, so that there may be papers presented and discussions held that shall be the reverse of dull, stale and unprofitable. There are lots of money for British Columbia in fruit raising and fruit preserving, and we all know that it is money which ultimately talks.

A FEW days since the rumor was current that certain druggists were about to be made defendants in Police Court proceedings initiated by the Medical Association for having, it is alleged, prescribed on their own account for minor maladies—trifling headaches, colds and such like. We do not suppose that the public would have any objection to prosecutions of this kind as it might be the means of bringing to light the truth as to the allegations that members of the medical profession are some of them, accustomed to receive commissions on the drugs of which their prescriptions are compounded. It has been shown that in some towns this is the practice, and there are many who are interested in knowing how it is that the prescriptions they are accustomed to receive are almost invariably written on paper bearing the printed address of some manifestly favored druggist.

Messrs. Greene & Sons Co., Montreal, wholesale hats, caps, straw goods and men's furnishings, have their travelers out with spring samples. They are showing special lines for the British Columbia spring trade, 1901.

COMMERCIAL SUMMARY.

Natural gas has been struck in Hamilton. The resurvey of Nanaimo is now nearly completed.

The bank dividends payable on 1st December exceed \$1,500,000.

It is said that a diet of fruit and brown bread is a cure for obesity.

In appearance an uncut diamond resembles a piece of fine gum arabic.

The annual consumption of wine in France averages 23 gallons for each person.

The long-distance telephone has been put in operation between Norway and Sweden.

The Westminster Fish Company have shipped 20,000 pounds of fresh halibut to New York.

Some 600 reports from forty-one States show the volume of trade to be half of that of last year.

Baltimore oyster dredgers opened the legal season the other week with 400 vessels in commission.

The first map ever seen in England was brought there by Bartholomew Columbus, the brother of Christopher.

The Fraser River salmon oil factory is now well at work and a first consignment of oil to England will shortly be made.

An inclined elevator, for passengers, on the plan of a treadmill, is proposed as a substitute for the present vertical ones.

A Chicago fire epidemic has broken out in the suburbs. Some of the speculative hotels and boarding houses will go up in smoke this winter.

Notice is given in the Nanaimo press of the intention of certain promoters to apply to the Provincial Legislature to build and equip a railway or tramway to the China Creek district of Alberni.

Beer was made by the Egyptians several centuries before the Christian era. Theophrastus, the Greek philosopher, who flourished three and a half centuries before the present era, called beer the "wine of barley."

The Nelson and Fort Sheppard Railway will be opened into Nelson by December 1st. It will reduce by eight hours the run from Nelson to Spokane, and make much of our mine country still further tributary to Spokane.

Over fifty kinds of bark are now used in the manufacture of paper. Even banana skins, pea vines, coconut fibre, hay, straw, water weeds, leaves, shavings, corn husks and hop plants are used for the same purpose.

A little financial trouble, which caused the closing of a bank in Arizona, is accounted for by this notice posted on the bank doors: "This bank is not busted; it owes the people \$20,000; the people owe it \$5,000; it is the people who are busted; when they pay, we'll pay."

The first opium-smuckers were the natives of Java. They mixed the drug with their tobacco, and from them the Chinese learned the habit. After a time, the Chinese tried the opium alone, and the effect proved more pleasurable than when both ingredients were used.

There is a great demand for ore sacks

in West Kootenay. Thither Mr. R. E. Lemon, of Nelson, lately imported 18,500 sacks and another consignment of 20,000 will shortly be on the way. The raw material jute comes from Dundee, Scotland, the bags being made by the Canada Jute Co.

The *Pull Mall Gazette* recently published an important circular issued on behalf of the Canadian Pacific Railway directors. The circular embodies a letter from President Van Horne, in which it is shown that the Canadian Pacific's business differs from that of the United States railways, and is entirely unaffected by the depression in the silver industry. The Canadian Pacific has a more varied traffic, tapping different climates and carrying a greater variety of productions. That the operating rates of the Canadian Pacific are lower than those of the United States roads is no secret, while the floating debt of the Canadian road is known to be absolutely sound. The circular is exciting a good deal of interest in financial circles.

The chattel mortgage as it obtains in this and some other provinces of the Dominion cannot be too severely reprehended. The *Monetary Times*, of Toronto, reports—as has already been announced here—three failures in Victoria. Speaking of the difficulties of S. L. Kelly & Co., it says: "This is one of the pioneer establishments, started in 1850. They were well reported up to last month, when they gave a chattel mortgage for \$5,800. They have now put their affairs into the hand of an assignee. In the same city, J. R. Kerr, stationer, appears of late to have been slow pay. He, too, gave a chattel mortgage last month for \$10,000 and the mortgagees have taken possession." Chattel mortgage first everybody else no where. First come first served. If this kind of thing continues in view of recent flagrant developments it will be hard for our people to obtain credit outside of the city on the principle that some local interest is sure to step in before the distant creditors can know what is doing and swallow up everything.

A BIG FAILURE.

There are many people in British Columbia and on the Pacific Coast who will have heard with regret of the financial difficulties into which the great New York grocery house of Thurber, Whyland & Co. has fallen. For many years the house of H. K. and F. B. Thurber was known as one of the most substantial and withal enterprising concerns in the chief city of the American union. Something like ten or a dozen years ago, Mr. H. K. Thurber withdrew, Mr. Whyland, who had for some time been in the firm's employ, becoming a partner. Mr. F. B. Thurber got politics on the brain, and for a long time that was his hobby, his special development of it being the anti-monopoly league, the ticket at one time containing F. B. Thurber for Governor of the State of New York. Among other notables connected with this departure were the late Judge Jere Black and Senator Regan of Texas. Directly the league failed to secure the objects sought, albeit it no doubt

exercised a beneficial influence. Though ambitious, F. B. Thurber was public-spirited, and gave valuable assistance to numerous laudable objects.

The magnitude of the great concern with which he was connected may readily be conceived when it was known that in 1891 it became a joint stock company with a capital of \$2,500,000. The house does a domestic and importing wholesale business of \$125,000 a week, but the panic last season was too much for it, though it temporarily pulled through with the assistance of the banks. Its liabilities at the present time are estimated at \$8,000,000, with assets carefully administered of something like \$2,000,000. There is every probability of the house being reorganized. Indeed, Mr. Hass, of San Francisco, has offered to put in \$500,000, the sum which, it is estimated, will put the business on its feet. It has been incidentally mentioned that one reason of the collapse has been too close adherence to the old-fashioned methods of doing business and the giving of too large and extended lines of credit.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Nov. 7, 1893, is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

Eugene N. Cleveland, Romthwaite, vehicle brake.

William Cox, Hamilton, safety apparatus for electric or other street railway cars.

Walter S. Shipe, Toronto, machine for forming rolled longitudinal joints in cylinders.

Walter S. Shipe, uniting the heads to the bodies of boilers, etc.

James D. Storie, Oshawa, driving belt. Total issue, including designs, trade marks and reissues, 463.

AID TO CANADIAN RAILWAYS.

Were the question asked "What have the people of Canada given in aid to the Grand Trunk and Canadian Pacific Railways?" one would have to examine the accounts to see how much has been advanced to the various lines incorporated with or under the control of each of the two great systems, as systems. Subsidies and aid were given by the Dominion and by the Provincial Government as well as by municipalities. According to a statement prepared by the Dominion statistician on this interesting subject, we find that "the Canadian Pacific has received from the Dominion Government \$62,044,159 in cash and 25,000,000 acres of land. Of this latter the Canadian Pacific sold 6,603,011 acres to the Dominion Government for \$10,193,521. The Grand Trunk received from the Government of Canada a loan of \$15,142,633 in 1855-57. At simple interest the amount of principal and interest due to the Federal Government at the time of Confederation, was \$10,457,458 interest and the original loan, making a total of \$25,600,061 due on the first of July, 1867. I do not know that any formal renunciation of the debt was ever made by the Government, and if the interest were to be added to the amount due at Confederation, the total would rise to somewhere about \$50,000,000."

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

gives a large percentage of Gas, a high illuminating power unequalled by any other Bituminous Gas Coals in the world, and a superior quality of Coke.

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL

Which was introduced early in the present year, has already become the favorite fuel for domestic purposes. It is a clean, hard coal, makes a bright and cheerful fire, and its lasting qualities make it the most economical fuel in the market. The several Mines of the Company are connected with their Wharves at Nanaimo and Departure Bay, where ships of the largest tonnage are loaded at all stages of the tide. Special dispatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

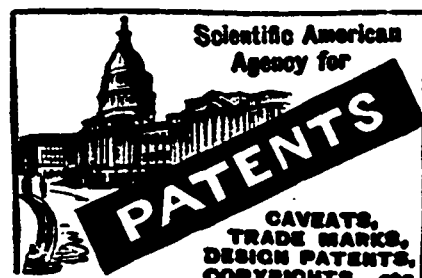
WELL-ASSORTED STOCK.

A well-assorted stock invariably finds prompt and ready sale. No dry goods merchant can select with advantage a good-selling stock without coming to the market, where full and varied lines are carried by importers and jobbers. The merchant who shows full lines quickly learns what takes with his trade and are the best sellers. Some retailers think they can do this by buying through commission merchants by package lots. They can very often get a larger discount, but they secure less variety. By selecting their lines from the jobber they have a greater variety of stock of different manufacturers, both of foreign and domestic makes, to choose from. It is far better to buy what the needs of the trade demand than to be loaded by buying case lots. More failures result through over-stocking than from almost any other cause. Case lots, no matter how well assorted for an ordinary dealer in dress goods or wash fabrics, never prove as satisfactory as carefully selected piece lots. The merchant, too, often finds that of the styles and colorings which are just the thing he wants he has only one or two pieces while of those that are not quick sellers he has half a dozen or more. The profit that he makes on the salable goods is lost on those that he carries over. What has made the small dealer successful in build-

ing up a business has been the care displayed in selecting what he knows will suit his patrons, with whom he is in constant touch. The merchant who has the best selected stock invariably has the best trade. He can keep his capital active, and is constantly replenishing with fresh goods, and has not his capital invested in slow-selling ones, which later on have to be sacrificed at a loss to meet his bills. The importance of the proprietor's coming to the market increases as his trade is extended. It does not matter whether the sales are large or small, he should never let a year pass without coming to the markets, spring and fall, to make his selections as well as to look over the retail trade and see what they are doing. Besides that, he comes into contact with other merchants, has an interchange of views, compares notes and picks up many points and suggestions that he could not otherwise obtain.

There are 6,229,120 voters in the United Kingdom. There are 4,592,482 in England, 270,276 in Wales, 747,271 in Ireland and 610,091 in Scotland.

The number of sheep used by London's people every year, if put ten abreast, would form a flock of such dimensions that while the leader might be browsing in Hyde Park the last laggard would just be leaving the hills of Cumberland.



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Scientific American

Largest circulation of any scientific paper in the world. Splendidly illustrated. No intelligent man should be without it. Weekly, \$3.00 a year; \$1.50 six months. Address MUNN & CO., PUBLISHERS, 361 Broadway, New York City.

Mulhull's estimate of the production of gold the world over, in 500 years, is \$7,240,000,000.

France now has 418,000 places for the sale of liquor, an increase of nearly 90,000 in twenty years.

The vast quantity of liquor consumed in London in a single year has been stated by a newspaper writer to amount to 200,000,000 quarts, which, if piled up in quart pots, would form more than 23,000 columns of a mile in height, or a monument to Bacchus as high as the Eiffel Tower at every quarter of a mile all along the equator.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck	330	Russell	October 9	Victoria.....	Liverpool.....	38,800	\$201,875	.....
Ger ship.	Sirene	1137	Saunermich	October 19	Victoria.....	London.....	56,558	282,790	.....
Br ss	Grandholm	871	Masson..	October 19	Victoria.....	Liverpool.....	31,707	158,533	.....
Br bark.	Jessie Stowe	645	Blanche	October 11	Fraser River.	Liverpool.....	30,000	137,112	.....
Br bark.	Ladstock	816	William-	October 19	Fraser River	Liverpool.....	35,773	173,865	.....
Br bark.	Fornosa	915	Kain	November 18	Victoria.....	London.....	38,123	191,830	.....
Br bark..	City of Carlisle.	823	Hughes..	November.	Victoria.....	Liverpool.....	37,331	185,905	.....
Br ship	Candida	1221	Kee	.....	Victoria.....	Liverpool.....	.....	.....	.....
Br bark	Harold	1397	King	.....	Victoria.....	Liverpool.....	.....	.....	.....
Br bark	Primera	307	Gardner.	.....	Victoria.....	London.....	.....	.....	.....

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13.	Westminster.	Sydney ..	896,948	7,811	March 21	owners ac
Br bark	Mark Curry	1236	Aswell	Jan. 1	Vancouver	Plymouth.	923,038	9,882	May 20	52s 6d
Nor. bark..	Fritzo	1078	Rolfson .	Jan. 10.	Vancouver	Callao.....	819,290	8,031	March 3.	96s 3d
Am. bark.	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso-f.o.	822,635	7,077	April 27..	37s 6d
Br bark..	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	826,663	15,537	June 23	Private.
Chil. bark..	India	953	Funke	Jan. 11.	Moodyville..	Valparaiso	798,782	7,109	March 30	owners ac
Br bktn..	Bittern	320	Stronach	Jan. 20	Vancouver.	Fremanthe, Au	302,950	4,201	May 16	owners ac
Ger. ship	Katharine	1630	Spille	Feb. 7	Moodyville.	Aiquiqui ..	1,328,579	11,038	May 6..	35s
Br. ship..	County of Yarmouth.	2151	Swan-on	March 23	Vancouver.	Cork	1,628,530	17,509	July 27	50s
Chil. ship.	Hindostan	1342	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 14	owners ac
Am. bark..	Seminole	1439	Weeden	March 19	Moodyville..	Santa Rosalia.	1,040,913	7,966	April	Private..
Am. ship..	Ivy	1151	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 23	Private..
Br bark	Assel	745	Gilmour.	March 6	Moodyville..	Antofagasta	631,165	6,577	June 23	35s
Br. ship	Natuna	1166	Grahn	April 29	Vancouver.	Port Pirie	994,868	7,718	Sept. 22....	42s 6d
Am. bark	Harry Morse	1333	Hughes..	April 19	Moodyville..	Shanghai.	928,210	8,900	July 15	45s
Haw. bark	John Eua	2660	Schmayer	June 2.....	Cowichan	Port Pirie	2,580,737	19,500	Aug. 7.	40s
Br bark.	Harbottle	1291	Gray	June 1....	Vancouver.	Sydney ..	913,685	7,904	Aug. 16....	31s 3d
Br bark	Mary Low	813	Robertson.	May 24	Vancouver.	Pisagua ..	663,060	5,296	Aug. 26	35s
Nor. bark.	Sigurd	1330	Asse	May 21	Vancouver.	Port Pirie.	1,126,000	10,618	Aug. 31	40s
Chil. ship.	Atacama	1235	Caballero..	May 13	Moodyville	Valparaiso..	967,361	7,762	Aug. 19....	owners ac
Br bark..	Wythop	1248	Edwards..	May 26	Vancouver..	Sydney ..	1,019,697	8,335	Aug. 15....	31s 3d
Br ship.	Gryfe	1029	Roberts..	June 25	Vancouver..	Antwerp	786,228	11,790	.....	50s
Ger bark..	Heinrich	323	Henne	June 7	Vancouver..	Holland.	577,537	4,908	Oct. 4	55s
Br bark	Doehra	966	McJerrrow ..	June 26	Vancouver..	Adelaide..	740,234	5,920	Sept. 16....	38s 9d
Br ship	Kinkora	1739	Lawton	July 29.	Vancouver.	Callao ..	1,136,138	12,465	Oct. 29....	36s
Am schr.	Carrier Dove	652	Brandt.	Aug. 7	Cowichan	Adelaide	886,989	7,982	Oct. 14....	38s
Am bark	Seminole	1439	Weeden	Aug. 4	Moodyville..	Santa Rosalia.	1,045,008	7,896	Aug	Private..
Am schr.	Puritan	581	Warner	Aug. 1	Moodyville..	Tientsin	735,351	8,625	Sept.	55s
Am bark	Sonoma	928	Anderson	Aug. 16	Vancouver.	Iquiqui ..	811,183	9,289	arrived.	30s
Br ship	Gunford	208	Wier	Sept. 6	Vancouver.	Port Pirie	1,974,039	12,831	.....	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds.	Sept. 1	Vancouver.	London.	924,554	10,390	.....	52s 6d
Nor bark	Fortuna	1332	Mikelsen	Aug. 23	Vancouver.	Port Pirie	1,226,192	10,288	.....	36s 3d
Br bark..	Gainborough.	935	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	792,133	5,521	.....	33s 9d
Chil. bark	India	953	Funke	Sept. 10.	Moodyville	Valparaiso	799,297	7,000	.....	owners ac
Chil. bark	Flisa	915	Harken.	Sept. 2	Moodyville	Antofagasta	577,204	6,000	.....	owners ac
Am schr	King Cyrus	607	Christiansen..	Sept. 12	Cowichan	Port Pirie	914,716	5,916	.....	37s 6d
Am bktn..	Chas. F. Crocker..	813	Lund	Sept. 29	Vancouver..	Santa Rosalia.	783,518	7,076	Oct. 25....	Private....
Am bktn	Hilo	612	LeBallister..	Sept. 23	Westminster.	Sydney	688,632	6,619	.....	28s
Am schr	Lyman D. Foster..	725	Dreyer	Oct. 11.	Cowichan	Sydney	871,305	7,614	.....	27s 6d
Am bark	Hesper	651	Linderwood	Oct. 12	Vancouver.	Adelaide	779,338	5,886	.....	37s 6d
Am schr	Wm. Bowden.	728	Fjerem	Oct. 18	Victoria.....	Adelaide	861,692	6,031	.....	37s 6d
Br bark	Elizabeth Graham	578	Anderson.	Oct. 21	Moodyville	Melbourne ..	521,631	3,969	.....	Private....
Am brig.	Geneva	171	Nelson	Oct	Vancouver.	Sydney	.....	.....	.....	27s 6d
Am schr.	Aida	507	Anderson	Oct. 11	Moodyville.	Shanghai ..	657,974	6,000	.....	40s
Am bktn	Robert Sudden	583	Uberg	Oct. 25	Vancouver.	Port Pirie	714,808	4,646	.....	37s 6d
Am schr.	Salvator	414	Wells	Oct. 29	Westminster.	Port Pirie	527,000	4,216	.....	37s 6d
Am schr	Louis	829	Hatch	Nov. 7	Vancouver	Iquiqui ..	.....	.....	.....	40s
Am schr	John D. Tallant	533	Henderson	Nov. 19	Victoria.....	Sydney ..	795,802	10,800	.....	28s
Nor ship	Germanic	1229	Sunde	.....	Vancouver	Cork, U. K. f.o.	.....	.....	.....	.....
Am. schr	Reporter	335	Mackie.	Nov. 24	Vancouver.	Nagasaki ... A	366,291	10,600	.....	Private.
Am bark	Snow & Burgess.	1355	Mortenson	.....	Vancouver.	Santa Rosalia.	.....	.....	.....	.....
Am ship.	Benj. Sewell	1391	Sewell	.....	Vancouver	Cork, U. K. f.o.	.....	.....	.....	55s
Am bark	Colorado	1399	Gibson	.....	Vancouver.	Shanghai	.....	.....	.....	37s 6d
Am bark	Templar	910	Lee	.....	Vancouver	Callao	.....	.....	.....	35s
Am schr	W. H. Tabbot....	776	Ruhm	.....	Vancouver	Cape Colony	.....	.....	.....	75s
Am ship.	Eclipse	1335	Peterson	.....	Vancouver.	Cork, U. K. f.o	.....	.....	.....	69s

A. Also 10 spars.

FREIGHTS.

The market is dull with little doing to test values. Any tendency there may be is downward.

Freights from British Columbia 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, 55s Shanghai, 37s 6d; Tientsin 55s.

Grain freights from San Francisco to Cork, U. K., for orders, usual options are quoted at 30s.

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

A recent charter has been made for lumber from Puget Sound for South Africa at 60s.

The ss. Arawa, which sailed from Sydney Nov. 18, is expected Dec. 11. She brings a large general cargo and about 90 passengers.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	British General.	1751	Tulloch.	Oct. 31.	Samarang.	Vancouver.	B C Sugar Refinery Co	28
Br bark	Archer.	789	Dawson.	Aug. 1.	Liverpool.	Victoria	R. P. Rithet & Co., Ltd.	118
Br ship	Dumboyne.	1380	Neill.	Aug. 4.	L. London.	Vancouver.	Evans, Coleman & Evans	118
Ger. bark	Gutenberg.	627	Zeplein.	Aug. 10.	O Glasgow.	Victoria.		110
Br ship	Ainsdale.	1725	Owens.	Oct. 9.	N. Liverpool.	Victoria.	R. P. Rithet & Co., Ltd.	50
Br ship	Astoria.	1335	Dagwell.	Oct. 13.	G. London.	Victoria & Van		46
Br ship	Arctic Stream.	1198	Brown.		Montevideo.	Royal Roads		
Br ship	Drumalis.	2150	Campbell.	Sept. 16.	Port Pirie.	Royal Roads		71
Br ship	Benmore.	1460	Scott.		R. Liverpool.	Victoria & Van	R. P. Rithet & Co., Ltd.	
Br ship	Borrowdale.	1197	Gordon.		Liverpool.	Victoria & Van	Robert Ward & Co., Ltd.	
Br bark	Thermopylae.	918	Winchester.		Hong Kong.	Victoria.	Victoria Rice Mills	
Br ss	Victoria.	1992	Panton.	Nov. 9.	F. Hong Kong.	Victoria.	Dodwell, Carlill & Co.	19
Br ss	Empress of India.	3003	Marshall.		C. Hong Kong.	Victoria.	C. P. S. S. Co.	
Br ss	Arawa.	3253	Stewart.	Nov. 18	D. Sydney.	Victoria.	C. A. S. S. Co.	10
Am bktn	Wrestler.	447	Bergman.		H. Honolulu.	Royal Roads fo	Robert Ward & Co., Ltd.	
Nor ship	Beaconsfield.	1450	Bastiansen.		K. Honolulu.	Vancouver.	Hastings Mill.	
Br ship	Ballachulisk.	1751			A. Java.	Vancouver.		

Spoken Oct. 14 lat. 49 N., long. 10 W. L—Spoken Aug. 23 lat. 48 N., long. 13 W. Sept. 9 lat. 9' N., long. 29' W. Sept. 25 lat. 21' S., long. 10' W. Oct. 3 lat. 31' S., long. 49' W. To load grain at Tacoma. G—Oct. 16 passed Deal. Oct. 15 passed Prawle Point. D—To load grain at Tacoma. E—Via Yokohama Oct. 30. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13' N., long. 26' W. R—To sail early in December. F—Via Yokohama Nov. 20. C—To sail Nov. 22. Via Yokohama Dec. 8. D—To sail Nov. 18. Via Suva and Honolulu Dec. 2. B—Chartered for lumber to Melbourne, Adelaide or Port Pirie; terms private. A—To sail in March with sugar. K—Chartered for lumber to Cork, U. K.

VESSELS IN PORT.

VICTORIA.

(November 27, 1891.)

Haw. ss. San Mateo, 1,926 tons, Capt. Fletcher, put into Esquimalt, Oct. 29, with coal, and decks blown up. Now undergoing complete repairs.

Br. ship Candida, 1,222 tons, Capt. McKee, arrived Oct. 24, from London, in 117 days with a general cargo. Turner, Beeton & Co., consignees. To load salmon at Victoria, for U. K., on account of R. P. Rithet & Co., Ltd.

Br. bark Harold, 1,307 tons, Capt. King, arrived Nov. 16, from Shanghai in ballast, hull damaged and put into Esquimalt Dock. Chartered to load salmon for Liverpool, November-December loading on account of Robt. Ward & Co., Ltd.

Br. bark Primera, 597 tons, Capt. Gardner, arrived Nov. 21. Loading salmon for London on account of Turner Beeton & Co.

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

VANCOUVER.

Nor. ship Germanic, 1,269 tons, Capt. Sunde, arrived Oct. 29, from Rio de Janeiro, 103 days. Loading lumber for Cork, U. K., for orders.

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

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

Br. ship Dumcraig, 1,919 tons, Capt. Spurring, arrived Nov. 11 from Liverpool in 155 days, with general cargo, Evans, Coleman & Evans, consignees. To load grain at Tacoma for U. K.

Am. bark Colorado, 1,360 tons, Capt. Gibson, arrived Nov. 4 from San Francisco.

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

Am. schr. W. H. Talbot, 766 tons, Capt.

Bluhm, arrived Nov. 25, loading for East London, Cape Colony, S. A.

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

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
Am. bark Sea King, 1,426 tons, Capt. Ryder.

WELLINGTON SHIPPING.
Am. bark Highland Light, 1,265 tons, Capt. Henry.
Am. bark Detroit, 1,438 tons, Capt. Darrah.
Am. ship Occidental, 1,470 tons, Capt. Morse.
Nor. bark Dominion, 1,256 tons, Capt. Greenleaf, ready for sea.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	5	6,588
Vancouver.....	7	12,166
Nanaimo.....	5	6,805
Total.....	17	25,619
Previous week.....	18	23,907
Correspond'g week last year.....	26	32,843

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

Leading Trade and Commercial Paper West of Toronto.

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To Reach the B. C. Trade  
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# GREENE & SONS

COMPANY, MONTREAL.

WHOLESALE

## HATS, CAPS

AND

STRAW GOODS.

1894.

MEN'S

## Furnishings.

**BRITISH COLUMBIA SPRING TRADE, 1894**

*Newest Styles Selected for Spring Trade.*

AGENTS FOR WOODROW'S HATS.

WAREHOUSE:

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

**MONTREAL.**

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

## LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Supervision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies and Preserves

—PREPARED BY—

Michel Lefebvre & Co  
**MONTREAL.**

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



REGISTERED TRADE MARK.

# BAGS

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

**BAGS FOR ORES,**

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