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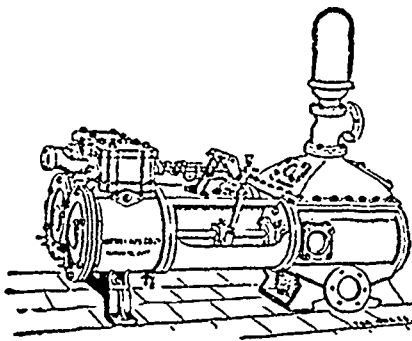
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TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,

Tuesday Morning, Nov. 20.

VICTORIA.

There are no features of special note. Advice from the interior state that everything is settling down for the winter. The railway work, which has been an important factor during the past summer, has been generally suspended until spring opens. Merchants are stocked for the winter trade but a fair amount of sorting orders is assured, from the fact that buying has been confined to near by wants for the past two seasons. The sharp advance in Ogilvie's Hungarian flour is one of the strongest indications of returning confidence and a general but gradual revival of business. Money is reported tight and extreme caution is exercised in the giving of credit.

FLOUR AND FEED.

The flour market has taken a sudden rise. Ogilvie's Manitoba Hungarian has been advanced 20c per bbl., and Portland Roller and Snowflake 10c per bbl. As was mentioned last week the millers have been threatening an advance but the dealers were not wholly prepared for a sharp advance of 20c. A well known dealer says: "It came like a thunder clap, there was nothing much to indicate such a firmness in values and the rise may be said to have come wholly unexpected to the trade here. The late fluctuations in the Manitoba flour market have unsettled dealers and they are dubious of threatened advances." It is said that wheat has reached the lowest values and the market cannot but rise. The Victoria Roller Flour and Rice Mills made their first shipment of flour to Japan by the Empress of Japan.

The Portland *Commercial Review* says of flour: "There is no material change in this market. Demand is good not only for local and domestic, but also for the trade in China and Japan shipments being retarded by lack of transportation facilities. Flour has as yet remained the same price quoted for some time back notwithstanding wheat has advanced. We look for an increase of prices ere long. Quote standard brands from \$2.20 to \$2.30 per bbl; though some mills are quoting flour at \$2.00 per barrel, they are only small millers who are in need of money to conduct their business; they have very little to sell."

The Ogilvie Milling Co., quote their celebrated brands of Manitoba flours in car lots, on wharf in Victoria as follows: Ogilvie's Hungarian.....\$1 10
" Strong Bakers..... 3 90

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 10
Superfine..... 3 15

The Victoria Roller Mills quote Victoria flour in 10-bbl lots at the mills as follows:
Delta.....\$3 50
Victoria XXX..... 3 50
Superfine..... 3 00

Jobbers' quotations to the trade are:
Delta, Victoria mills.....\$ 3 50 @ 0 00
Eton, " "..... 3 50 @ 0 00
Victoria XXX..... 3 50 @ 0 00
Superfine..... 3 25 @ 0 00
Premier, Enderby mills..... 1 25 @ 0 00
XXX, " "..... 1 10 @ 0 00
XX, " "..... 3 65 @ 0 00
Superfine, " "..... 3 10 @ 0 00
Ogilvie's Hungarian..... 1 35 @ 1 20
" Strong Bakers..... 1 15 @ 0 00
H. B. C. Fort Garry Hungarian..... 1 35 @ 0 00
" " Strong Bakers..... 1 15 @ 0 00
Oak Lake Patent Hungarian..... 1 35 @ 0 00
" " Strong Bakers..... 1 15 @ 0 00
Regina Hungarian..... 1 35 @ 0 00
" " Strong Bakers..... 1 15 @ 0 00
Benton County, Oregon..... 3 75 @ 0 00
Portland Roller..... 3 85 @ 0 00
Vashon, Washington..... 3 90 @ 0 00
Snowflake..... 3 75 @ 0 00
Gold Drop..... 3 75 @ 0 00
Wheat, per ton..... 25 00 @ 00 00
Oats..... 27 00 @ 30 00
Oil cake meal..... 35 00 @ 50 00
Chop feed—California..... 27 50 @ 00 00
Shorts..... 29 00 @ 25 00
Bran..... 18 00 @ 20 00
National Mills oatmeal..... 3 50 @ 0 00
" " rolled oats (20-bags)..... 3 50 @ 0 00
" " " 10 7 8, baled..... 3 00 @ 0 00
" " split peas..... 3 50 @ 0 00
" " pearl barley..... 1 75 @ 0 00
" " Chop feed..... 20 00 @ 25 00
California oatmeal..... 3 85 @ 0 00
California rolled oats..... 1 15 @ 0 00
Corn, whole..... per ton 35 00 @ 00 00
Peas, field..... per ton 10 00 @ 00 00
Cornmeal..... 2 10 @ 2 75
Cornmeal-feed..... per ton 10 00 @ 00 00
Cracked corn..... 37 00 @ 00 00
Hay, per ton..... 15 00 @ 18 00
Straw, per bale..... 1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:
Japan rice, per ton.....\$ 75 00 @ 80 00
" " (polished)..... 90 00 @ 00 00
Best China rice..... 80 00 @ 100 00
China rice No. 1 " (mats)..... 65 00 @ 00 00
" " (sacks)..... 65 00 @ 00 00
Rice flour..... 70 00
Broken rice..... 30 00
Rice Meal..... 17 50

GROCERIES AND PROVISIONS.

Eggs are very firm, and quotations are advanced 1c per doz. Last week, the American packers advanced prices of hams and bacon ½c, and advices received Monday 19th announce a drop of ½c on hams, but breakfast bacon remains unchanged. The inquiry for canned vegetables is reported light. The grocers are carrying heavy stocks, sufficient, it is said, to last them until spring. The trade was pushed last fall, and heavy stocks laid in. Current quotations are: Tomatoes, \$1.20 per doz.; peas, corn and beans, \$1.15 per doz. Beans have advanced 5c per cwt. in San Francisco, and local prices are

firmer. Current values are: Bayo, 3c per lb.; small white, 3½c; Linas, 4½c. The first shipment of new season's Mediterranean fruit was received Monday by J. H. Todd & Son, from New York, who quote as follows: Currants, bbls., 5c, cases, 5½c; Valencias, 6½c to 6¾c; Sultan's, 10c. It is probable that all of the wholesale trade will receive shipments during the week from New York. Shipments direct from London are also nearly due, both of fruits and nuts. The quality of the fruits this year are considered much better than last year, and prices are expected to be slightly lower. Another dealer says, nuts will be a trifle higher, while currants will be a shade cheaper, and Valencias a little dearer.

The British Columbia Sugar Refinery quotes prices as follows, payment by spot cash:

Granulated, in bbls. or 100-lb bags..... 4 ½
Yellow, according to quality..... 1 to 1 ½
Paris lumps, in bbls. or 100-lb bags..... 5 ½
Powd' red, icing and bars, in bbls..... 6 ½
Jobbers quote:
Valencia raisins..... per lb \$ 7 @ \$ 0
Malaga raisins..... per box 3 00 @ 3 25
Currants (barrels)..... per lb 4 ½
" half bbls..... per lb 5 @ 5 ½
" (cases)..... per lb 5 ½ @ 7 ½
Sultana raisins..... per lb 8 @ 10
Taragona almonds..... per lb 11 @ 18
Grenoble walnuts..... per lb 11 @ 18
Filberts..... per lb 11 ½ @ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs..... 25 @ 26
Manitoba dairy..... 18 @ 19
" creamery in tins 27 ½ @ 29
" " in tubs 26 @ 26
Cheese—Canadian, lb..... 13 @ 11
" Canadian Stilton..... 17 @ 18
Eggs—Canadian..... per doz 21 @ 22

Smoked meats and lard are quoted:

Hams..... 15 @ 15 ½
Breakfast bacon..... 15 @ 15 ½
Short rolls..... 12 @ 12 ½
Dry Salt, long clear..... 11 @ 11 ½
Bacon..... 13 ½ @ 13 ½
White Label pure leaf lard, tierces..... 0 12 ½
" " 50-lb tins..... 0 12 ½
" " 20-lb "..... 0 13
" " 10-lb "..... 0 13 ½
" " 5-lb "..... 0 13 ½
" " 3-lb "..... 0 13
Lard Compound, 10 lbs..... 10 ½ @ 00
" " 20 lbs..... 10 ½ @ 00
" " 5 lbs..... 10 ½ @ 00
" " 3 lbs..... 10 ½ @ 00

Sugar—Jobbers' prices half-barrels and

kegs in each case being ½c higher:
Dry Granulated (China)..... 100-sack 4 65
Extra C, China..... " 4 37 ½
China, yellow..... " 4 12 ½
Dry Granulated (B. C. Refinery)..... 4 ½ to 4 ½
Extra C..... 4 ½
Fancy Yellow..... 4 ½
Yellow..... 4 ½
Golden C..... 3 ½
Cubes..... 6 ½
Powdered..... 6 ½
Syrups, per lb..... 3
" 1 gal. tins, American (10)..... 5 50
" 1 " " (16)..... 5 50
" 1 " Vanconver..... 5 50
" 1 ½ " "..... 7 00

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

Helmet brand sugar cured hams, medium	0 15
" " " heavy	0 15
" " " breakfast bacon	0 15
Fancy Gold Band hams	0 16
" " " breakfast bacon	0 16

Jobbers quote as follows:

Liverpool salt, coarse, in 100-lb bags, per ton	11 00
Liverpool salt, fine, in 50-lb bags, per ton	16 00
Portland cement, White's (best) per bbl.	3 60
White mottled soap, English, in 112-lb bxs	8 50
" " " quarter boxes	
28 lbs, per cwt	8 75
Malt vinegar, English, 25-gal. bbls.	11 25
" " " octaves	6 00
" " " cases of 3 doz., per case	5 50
Matches, block, in tins, Victoria	1 25
" " " California	1 20
Macaroni, No. 1, 10-lb bxs	80 @ 90
Vermicelli, 10-lb bxs	80
Coal oil, per case	2 80
Nails, per keg—1d, \$3.30; 6d, \$3.10; 8d, \$2.95; 10d, \$2.90; 12d, \$2.85; 20d and 30d, \$2.85; 40d and 50d, \$2.75; 60d, \$2.70.	

FRUITS AND VEGETABLES.

Quotations in general are steady and unchanged. A shipment of 100 boxes of Japanese oranges, the first of the season, were received ex ss. Sikh, by a local Japanese merchant, and found a ready sale at 75c a box. Liberal supplies are looked for on the Empress of China.

Jobbers' quotations for fruits are as follows:

Oranges—Australian	0 00 @ 0 00
Lemons—California (Johns)	6 25 @ 6 75
Australian	3 00 @ 0 00
Apples California	1 15 @ 1 50
Oregon	1 25 @ 1 50
Cocoanuts	per 100 3 30 @ 9 00
Peaches	1 00 @ 1 10
Pears	1 25 @ 1 50
Grapes	1 25 @ 1 35
" Delaware	1 00 @ 0 00
Bananas—bunches	1 50 @ 0 00
crates	2 50 @ 0 00

Vegetables are quoted:

Onions—Silverskins	per lb 11 @ 11
Cabbages	per lb 2 @
Potatoes	per ton 16 50 @ 20 00
Sweet potatoes	per lb 2 @

LUMBER.

It is reported that the American bark Colorado, 1,036 tons, has been chartered by the Hastings Mill to load lumber.

The following vessels are loading lumber at British Columbia ports for foreign: At Hastings Mill—Am. bktn. Irmgard, 628 tons, for Iquique; Br. bark Alexandra, 1,297 tons, for Calais. Chil. bark India, 953 tons, for Valparaiso. Am. ss. Lakme, 404 tons, for San Pedro; Am. bark Colorado, 1,036 tons. Total, 5 vessels, 4,319 tons.

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

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet	\$ 8 00
Deck plank, rough, average length, 35 feet per M	19 00
Dressed T. and G. flooring, per M	15 00
Pickets, rough per M	8 00
Laths, 4 feet 6 in, per M	1 90

BUSINESS NOTES.

John Moffatt, hotel, Fairview, deceased.

L. Moraund, hotel, Lumby, has been burnt out.

The Canada Paper Co. have appointed J. Johnson agent in Victoria.

J. Fitzpatrick succeeds Fitzpatrick & Beal, plumbers, etc., Victoria.

E. H. Peace, fish, fruit and game, has opened at 84 Douglas street, Victoria.

R. C. Southby has opened a trading store at Dodge's Cove, Barclay Sound.

Richard Kenny contemplates opening in stoves and tinware, etc., in Victoria.

E. B. Carmichael & Son have opened a coal office at 90½ Government street, Victoria.

The International Commission Co. has opened at Nelson, with Jules Ehrlich as manager.

J. McMahon has leased the business of George Terryberry, blacksmith, Revelstoke, for six months.

William Thaxter Thompson, general merchant, Fairview, has assigned to John Nicholles and Thos. Earle.

McLennan & McFeely, house furnishings, etc., Victoria and Vancouver, have sold Victoria business to R. J. Nott.

Goldstein Bros., (Abraham, William and Isaac) clothing, Vancouver, have dissolved; William and Isaac continue.

The Price Cannery Co's property at Gardiner's Inlet, has been sold to John A. Carthew, who will remove it to the Skeena River.

The American Fish Company, L'td., of Vancouver, capital stock \$100,000, has been incorporated. Trustees: A. H. B. Macgowan, J. B. Foley, D. W. McLeod, M. S. Rose and J. M. Morris.

The C. P. R. cement works at False Creek, Vancouver, are now making Portland cement under the management of H. J. Warsap, formerly of London, that is claimed will stand a breaking test of 400 pounds pressure.

"El Triunfo," genuine Havana cigars, are claimed by the Hudson's Bay Co., sole agents, to be the finest Havana imported cigar in the market. Last year, the Hudson's Bay Co. imported 1,010,000, and, this year, they are selling double that quantity. Quotations range from \$57.50 to \$140 per thousand.

A new powder works has been established by the Union Colliery Co., at Union. A new explosive compound is manufactured by a simple process from coal dust taken from the mine. Mr. B. C. Pettingell is the inventor of the explosive. It is claimed for the new article that it can be made cheaper and of any required strength and it does its work better than any other powder.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Nov. 15 as follows. "Since the last Australian mail, the following vessels have arrived from Newcastle, N. S. W., viz:—Glenlui, 2,790 tons, Buccleuch, 3,032 tons, Kenyon, 1,472 tons, Auchoncairn, 3,072 tons, Marion Lightbody, 3,219 tons; total 13,857 tons. Business in this line has been unusually quiet; for the past thirty days very few cargoes have changed hands, hence quotations are merely nominal. It is singular the small margin of profit that exists between the actual cost landed here, i. e., original cost in Australia (8s per ton,) present freight rate (14s) duty (40 cts. per ton), insurance, 1½ per cent., and the price the consumer purchases this coal for—with two suppositious profits intervening, viz: the importer and the jobber, through whose hands the cargo has passed. It requires a powerful microscopic glass to detect it. It is a benefit to the large consumer who receives all the advantage of this keen competition. It is now generally known that no advance of prices at Newcastle will take place on January 1st, prox., in fact intimations are thrown out that it is questionable if present prices will be sustained; they appear to be low enough now. With over 90,000 tons listed from Newcastle (on route and to load) and the liberal shipments being made from British Columbia, there seems little hope of any advance of values here this winter, as the quantity in sight is more than ample for our requirements."

FOREIGN COAL SHIPMENTS.

The following are the New Vancouver Coal Co's shipments for the week ending November 17:

Date.	Vessel and Destination.	Tons.
12.	Montserrat, str., San Francisco.	1,520
13.	Pioneer, str., Port Townsend.	44
15.	Tacoma, str., Port Townsend.	53
Total		1,617

Seventeen Chicago policemen have been suspended for indifference during the election riots.

Charles B. Caldwell and William R. Bunker, who compose the firm of Caldwell & Bunker, New York brokers, have assigned.

Yesterday afternoon the dairymen of Victoria to the number of some 25, met to receive petitions which they had had in circulation for a couple of weeks asking for compensation for the losses to which they are subjected by the present tests for tuberculosis among their herds. They profess their willingness to do all they can to assist in stamping out the malady but point out that in Great Britain cattlemen are compensated for their losses.

THE OKELL & MORRIS

FRUIT PRESERVING & CONFECTIONERY CO. (Ltd).

Gold Medal, Victoria, 1892; Gold Medal, British Colonial Exhibition, 1894; Special Award, London, 1894; New Westminster, 1st Prize, 1894; besides 10 Diplomas and Highest Awards.

Our Jams and Marmalade have always met with the greatest success. We hold the only Gold Medal awarded in British Columbia, for excellence of flavor in Jams. We have commenced the manufacture of Candies. Grocers will find them equal to anything ever made, and we ask for a trial order, as we are sure their keeping qualities will ensure satisfaction.

Our Marmalade is equal to the finest imported. It is made from the noted Seville Orange, and we believe it to be the best ever made in Canada. We ask a trial for our Lemon Peels. They are pronounced as mellow as a pear and fine colored, and put up in a style which is bound to please those that stock and buy them.

HOW to be successful and how **TO** make trade is one thing. To **MAKE** a name and also to make **MONEY** is another. It is our **EXPERIENCE** that a cheap article **IS** dear at any price, it is almost **NECESSARY** to stock goods which are cheap. But no one ever got satisfaction from cheap goods. Preserves to be good, must be made of full flavored fruit, pure sugar, and only the highest skill employed in its manufacture. There are so many vile compositions being sold for jam that we have no hesitation in claiming that our preserves are the purest and the best flavored in the market. To stock these goods is to please your customers and make money yourselves.

The Above Proves the Excellence of Our Goods.

Send for Price Lists of the Manufactures made by

THE OKELL & MORRIS

FRUIT PRESERVING AND CONFECTIONERY CO (L'TD).

VICTORIA - BRITISH COLUMBIA.

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.,

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M. Strouss, Victoria, sole agent
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THE LEADING BRANDS IN THE DOMINION ARE

RUSSIAN PURE,

UNICORN PURE,

THISTLE,

CRESCENT STAR.



TRADE MARK.

MANUFACTURED ONLY BY

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THE CANADA PAINT COMPANY, LTD

Victoria. Vancouver. Montreal. Toronto.

GENUINE ELEPHANT WHITE LEAD,

—The Best in Canada.—

Elephant Mixed Paints, Prism Mixed Paints.

Victoria Mixed Paints. Elephant Enamels,

Equal to any for decorating purposes.

Elephant Oil Wood Stains.

Guaranteed superior to any brand made.

Manhattan Buggy Paints.

These and other brands of ours are stocked by all dealers in the Province.

BUY THEM ONLY—BECAUSE

First, We guarantee the quality every time.

Second, they are always reliable.



TACOMA TRADE.

The Tacoma West Coast Trade says: "The week has brought a greatly improved tone to the general condition of affairs throughout the country. The results of the recent elections have, temporarily, at least, caused the return of a feeling of confidence among the investor class, and the feeling is pretty general that money will be seeking fields for operation again. Even wheat has taken a slight turn for the better, and the week marks a $\frac{1}{2}$ advance, the first that has occurred since the season opened. Business in retail lines throughout the Pacific Northwest has been seasonably good, and though recent suspensions have somewhat affected the volume of distribution in a wholesale way, these results have been largely anticipated beforehand, and with a resumption of these firms or the opening of new wholesale houses, which will certainly not be long delayed, the jobbing trade will resume former proportions. Shipping has continued to show considerable activity and its steady branching out and development is attracting the attention of capitalists to this section, as the most promising point for the establishment of manufacturing and industrial enterprises. Cheap fuel, and building material, unapproachable facilities for distribution, not only by water but by rail, are among the factors that are going to add largely to our manufactured output in the near future, the present appearances seem to

JAMES FREEL,

91 JOHNSON ST., VICTORIA, B.C.

SOLE AGENT FOR BRITISH COLUMBIA FOR

DICK'S

PATENT DRIVING ROPES AND BELTS

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PATENTEES AND SOLE MANUFACTURERS

R. & J. DICK,

Greenhead Works, Glasgow.

These Belts combine
GREAT STRENGTH AND DURABILITY.
PERFECT UNIFORMITY THROUGHOUT.
RETENTION OF STRENGTH.
STRONG GRIPPING POWER.
Not allowing belt to slip in damp situations.
Considerably over 1,000,000 in use at the present time. Every belt guaranteed to give entire satisfaction, otherwise can be returned.
PRICES ON APPLICATION.

Just Arrived!

Our new line of Vicunas, Worsted, Scotch Tweeds, Trousers, etc., direct from Glasgow. Prices are right. Call and inspect the new arrivals.

T. W. WALKER & CO.,

22 Trounce Avenue.

Gents' clothes cleaned and repaired in first class style.

justify the anticipation that our greatest development during the next few years, will be along that line."

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY EDITOR-IN-CHIEF.
L. G. TUENDERSON . . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, NOVEMBER 20, 1891

MR. RIPHET, M.P.P.

The remarks of Mr. Rihet in moving the Address in Reply to the Speech from the Throne in the Provincial Legislature on Thursday, were an able pre-emptive, such as might have been expected from a business man—not a mere partizan politician, but one who had considerable at stake in the country. He thought, and very properly expressed the opinion, that the responsibility of permanent works to prevent the possibility of such disastrous floods as had taken place in the Fraser River valley lay upon the Dominion; nevertheless he intimated that the Province would not be behind in doing its part.

Mr. Rihet, we are sure, did not say what he did because it was his mission to do so; but because he had facts before him on which to base his observations. He, moreover, expressed his deep interest in and cordial sympathy with the work of colonizing the country, as the Norwegians up at Bella Coola are now doing, and further signified his gratification that the subject of further railway extension for the development of the Province and its resources is one to which attention has been called. He added significantly: "As a firm believer in our country, and from an intimate knowledge of its varied resources, he did not hesitate to say that it is well worthy the investment of the capital necessary for its development, and can well afford to bear the outlay required without unnecessarily burdening the people."

Mr. Rihet well explained that our country remained practically undeveloped for want of facilities, adding that we must be progressive: we must not remain stationary, or retrogression will follow. A man like Mr. Rihet would not have delivered himself as he did had he not been assured of his facts and had he not had confidence in the country. The same sentiment was shown by the other speakers who spoke from the Government side of the House, while with Mr. Semlin, the Opposition leader, and his following, there was but little to warrant any hopefulness. Still they remain in the country.

What for? Is it to endeavor to ruin the Province, to oust the Government, and fatten like vultures on the remains? We take it they will have to wait a long time before they reach the treasury benches by their present sinister route.

AN UNFORTUNATE OMISSION.

At a meeting of the British Columbia Board of Trade on Tuesday, a discussion took place on the omission from *Bradstreet's* report published in June last of the British Columbia ratings, the opinion being given that on this account an erroneous impression had been given that the entire business of the Province had been paralyzed by the recent floods. A resolution was in consequence passed denouncing that report as "unfair and misleading," and the company was requested to take immediate steps to alter the same, the attention of the various Boards of Trade throughout the Dominion being specially drawn to the matter.

The omission was certainly a most unfortunate one; but it has since been explained that *Bradstreet's*, with their headquarters in New York, and the means of communication with British Columbia being broken, could not be expected to know that the reports of "the great destruction" were exaggerations, and therefore they concluded not to print the names of the British Columbia merchants. Moreover, it is well to remember that towards the end of July a supplement revised to July 1, and containing the British Columbia list was issued, while a still later edition was issued on September 1.

We commend the members of the British Columbia Board of Trade for drawing attention to this matter, even though it may appear to have been somewhat late in the day, since there are many who make it their business to do all they can to injure the interests and destroy the business of this somewhat far-away Province. We have no doubt that *Bradstreet's* acted in the best of faith; but unfortunately their omission of the British Columbia merchants was made use of to the disadvantage of the trade of this Province.

THE U. S. ELECTION.

That "the overwhelming defeat of the Democrats means that the people of the United States are not prepared to accept free trade" may be the interpretations put upon the outcome of the recent elections. But there is more in it than that. It means that there must be a big change in the general conditions of the country, before it will again settle down. The outcome of the elections was one of the first results of that agitation which

has been going on for some time for changed conditions. No one is satisfied; the advent of the Cleveland administration and the adoption of the Wilson Bill have not accomplished what was expected. In fact they have not had time to do much. It was only recently that the Wilson Bill—which was not endorsed by President Cleveland—went into effect and partially because it had accomplished nothing those who were already dissatisfied followed in the wake of the Republicans and gave the Democrats the beating which they received. They were ready for any change and will continue to occupy the same position until matters either adjust themselves or are adjusted into more normal conditions.

We have previously said that a powerful cause of the Democratic defeat was the general dislike and distrust of Tammany, and until that element be removed from its commanding position in the party so long will it be a most serious cause of weakness, for which no policy, however good, can make up. At present the States have no policy on which to unite them. What suits capital is displeasing to labor. The north and the south the east and the west require different methods of treatment; the railways, and the magnates who control them, want bringing to their bearings, and all these and numerous matters combine to divide and unsettle the voters who, at the next elections, will not improbably be found going off at as wide a tangent as they did when it was supposed they had abandoned the Republican party in the interests of free trade.

Meantime, interest centres in President Cleveland's forthcoming message to Congress, which, it is said, will be devoted to the financial system of the country, of which he will recommend a radical revision. He is understood to regard the existing condition of the national finances as a mere makeshift, a thing of shreds and patches, which does not represent the views of the leading men of the country. It is not, however, anticipated that his recommendations will lead to any immediate financial legislation in the direction indicated—a prominent change recommended being the abolition of the system government banking, leaving that to private individuals. Meantime it is expected that what the President may say will lead to thoughtful consideration of the subject. It is said that the Canadian system commends itself to many financiers, and certain is it that it appears better able to stand the test of financial crises.

The idea of the formation of a Citizens' Improvement Association is one which we heartily endorse, the fact being that the best advertisement which Victoria can possibly have is to make it attractive and healthful in every respect.

THE RECENT STRIKES.

The U. S. Labor Commission has handed in its report after its investigation of the recent labor strikes. It says of the Pullman Company "The conditions created at Pullman enabled the management at all times to assert with great vigor its assumed right to fix wages and rents absolutely and to repress the sort of independence which leads to labor organizations and their attempts at mediation, arbitration, strikes, etc."

Of the General Managers' Association of Railway Companies, it says: "So long as railroads are thus permitted to combine and fix wages for their joint protection, it would be rank injustice to deny the right of all labor upon railroads to unite for similar purposes." The report recommends that there be a permanent United States strike commission of three members, with duties and powers of investigation and recommendation as to disputes between railways and their employes, similar to those vested in the interstate commerce commission as to rates. It further suggests the appointment of Boards of Arbitration and Conciliation as in use in the commonwealth of Massachusetts.

THOSE DRAWBACKS!

It is worth noticing that in some quarters the Dominion authorities are being censured for having increased the drawback to 30 per cent of the duty paid, on matter which constitutes the raw material of articles manufactured in Canada for export. This is an important move in the direction of true protection, since by the amount of the duty it increases the ability of the Canadian exporter to compete with foreign producers abroad. Mr. Laurier and the leading Liberals who are pronounced free traders, admit that, in the meantime, free trade is impossible, but still some of their friends and supporters object to a step which is a long way in the direction of enfranchising trade and of relieving it of some of its more oppressive burdens. With a duty on the raw material that they work up the Canadian manufacturer is by so much handicapped when he attempts to do business abroad.

Why this handicap should not be removed under the special circumstances we fail to see, and we believe that the great mass of the public will be in the same position. Countries which either produce or impose no duty on the raw materials referred to are, of course, in a far better position to compete for business than those from which high duties have been exacted, the result being that if outside business is to be done by the latter, it must be at the cost of the workers—longer hours and less pay—or of the

manufacturers, whose profits must be cut down to the merest percentage.

In the particular cases referred to, we agree with the principle of drawbacks, and, in addition, demand, as we have all along done, that it be further extended so as to meet the cases of consumers like ourselves on this coast upon whom the onus of the burden falls, who are not producers like those whose industries the existing tariff protects and who, moreover, are obliged under that tariff to pay a high price for articles that they cannot produce, which without that tariff they could obtain more cheaply elsewhere.

THE POSTMEN'S CHRISTMAS.

And still the Postmaster-General has given no sign of his intentions. It used to be said in connection with the tardiness of certain individuals "Christmas is coming." So it is for the postmen, whose Christmas rejoicings will, to all appearances, have to be made up in a very small amount of money. But that does not worry Sir Adolphe in his warm and comfortable office and mansion, or as he rolls along in his carriage encased in the most expensive furs, his stomach with fat upon lined and all the elaborate and costly accessories. He appears—or rather those who belong to his staff—to have forgotten the duties that are owing to the public. What do they care so long as the school keeps for themselves how much the Victoria postmen may suffer or the public may be inconvenienced?

Meantime, though it is no new proposition, we endorse the suggestion of a correspondent of one of the papers that householders benefitted by the letter delivery make a little present about Christmas to the postmen on their route—we don't say for equal division among the staff, for that is none of our business, and, besides, a man's Christmas gift is not, as a rule, for those he does not know; but for those with whom he is acquainted. Let the postmen have a Christmas box from all who are willing to contribute, and, in addition for the needy cases which there are, let a subscription be taken up and handed for distribution to someone who knows the merits of each man.

PROVINCIAL FINANCES.

We observe that the question of Provincial finances is one which is exercising politicians on both sides in the Legislature as well as the papers which are supposed to be their mouthpieces. This, to say the least of it, is not good policy. Both parties recently denounced an English publisher for what he said to the discredit of the Dominion finances when the fact is that when all the debts of the country—federal, provincial, municipal, and railway—are added up the total

amounts to only about \$85 per head of our population as compared with the following similar liabilities in Australia:

Queensland.....	\$341.68
South Australia.....	311.47
New Zealand.....	285.40
Tasmania.....	245.13
New South Wales.....	221.35
Victoria.....	191.87
Western Australia.....	187.81

More than \$100 per capita below the lowest of all these comes Canada, which has a vast amount of public works to show for all she owes. And yet because, as is charged the Provincial Treasurer of British Columbia spent \$280,000 more than his total receipts, principally upon public works, during the year 1893-94 the cry of blue ruin is raised among ourselves, by our own people, and that not in the public interest, but for the sake of making a point against the dominant party.

EDITORIAL COMMENT.

Victoria has now a new marine railway, Mr. William Turpel, the well known shipbuilder, having inaugurated one capable of handling all kinds of vessels up to 1,000 tons, an advantage which there is no doubt will be largely availed of by vessel owners in Victoria and on this coast.

An important transaction in connection with British Columbia cannery interests, has been closed within the last few days, the well-known Price's Cannery, having been disposed of with everything belonging to it to Mr. J. A. Carthew, who will remove it to Carlisle, his present headquarters on the Skeena. Besides the cannery itself the entire village, of which the cannery is the centre, will be removed, work upon the removal beginning early in the ensuing year. It is expected that Mr. Carthew, in his enlarged quarters will establish at Carlisle one of the best and most extensive canneries in the North, and all who know him feel that he has the enterprise and energy to do it.

The prospects of the Canadian-Australian steamship route are reported to be improving, and the increasing freight and passenger lists appear to justify this statement. The company, too, are thoroughly preparing their vessels for the special requirements of the trade. The *Miwora* is completely fitted with cold storage on the most modern plan, and it is reported when the *Warrimoo* next reaches here, she will be similarly supplied. In fact, the opening of the cold storage establishment in this city makes the entire system complete for the shipment and handling of perishable products that Australia can supply. Thus one advantage—the obtaining of Australian and tropical products in the best of condition—has been already achieved, and by so much increased and improves the prospects of the steamship connection.

MR. RITHET'S SPEECH.

The following is Mr. Rithet's speech on the Address in Reply, last Monday, as reported by the *Colonist*. It is carefully prepared, and will surprise those who have only given Mr. Rithet credit for being a shrewd man of business:

"Mr. Rithet rose amidst applause, to move that a humble address be presented in reply to the speech of His Honor the Lieutenant Governor. He was glad, he said, to be able to congratulate the government upon the confidence which has been shown in them by the electors of the country in again returning them to power with such a large following, and he congratulated also the country on the fact that the government are to be aided, as they no doubt will be, by the able, experienced and patriotic gentlemen on the opposite side of the house. Most of these honorable gentlemen have been known to him for a number of years, but he had not before had the pleasure of meeting them as their colleague in this Legislative Assembly. While he had to regret that they are on the opposite side of politics (laughter) he held them in the highest esteem, both personally and politically. (Applause) When the interests of the country are before the house, he was convinced that of only those on the government side but those on the opposite side as well will sink all party feeling, and strive which can do most to further those interests. Thus directed, under just and liberal laws, he had confidence that the Province will continue to advance. The depression referred to in His Honor's address no doubt increases considerably the care and responsibilities of both the government and the legislature, and until the conditions outside the Province are improved, we can hardly look for any rapid improvement in many of our most important local industries. Nevertheless, every encouragement should be and no doubt will be given to the investment of capital, which is the first and great essential in this connection. The large losses by floods in the early part of the present year caused much distress to many worthy settlers, and the action of the government in rendering such prompt and needed help will, he felt sure, meet with the hearty approval of every member of the house, as will also any steps which may be proposed with the view of guarding against a recurrence of such a calamity, even if it should be necessary to ask substantial financial assistance. But, in the opinion of many, this responsibility falls more properly upon the Dominion government, and he had no doubt that this view will be urged with all force possible by this government and legislature upon that government. The action taken by His Honor and the government to correct the wrong reports which were circulated as to the loss of life, he thought all would agree was highly commendable. He considered it most fitting that the loss to the Province of the late Chief Justice, Sir Matthew Baillie Begbie, should have been mentioned in the speech of His Honor. He was sure that there can be but one opinion as to the services rendered to this Province by that most worthy official. Perhaps to him more than to any other man in this Province it is indebted for its reputation the world over as a law-fearing and law-

abiding country, because of his fearless but just administration of the laws in the earlier days of its settlement. He felt sure it would be pleased to learn that there is a healthy reaction setting in in nearly all our principal productive industries, which for some years have suffered so much from the depression which has prevailed in the markets of the world. To this country, the gold, coal, lumber, salmon, quartz and sealing industries have been all important, and any improvement, either in the demand or prices, cannot fail in being beneficial to the citizens generally. The deep sea fishing will, he hoped be added to the list of successful industries before the next meeting of the legislature. The encouragement given to the development of quartz mining in the Kootenay country by the building of the Nikusp & Shewan railway, he hoped, would satisfy the house of the prudence of their action in giving the guarantee which secured the construction of that line, and would induce further steps in the same direction, when and where required. It will take another year to give the house returns showing the likely results of operating this railway, but it seems more than probable that the hopeful anticipations will be realized, and that the charge, if any, is not likely to be a large one upon the resources of our country. (Applause.) The maintenance of friendly relationship with the Dominion government upon all matters of common interest being most desirable, he thought personal interviews by the ministers the most effective way to a harmonious and satisfactory settlement, and was confident that the matters named as having been dealt with by the Attorney General on his late visit, would be noted with satisfaction when they are placed before the house so as to enable them to form a ready and intelligent conclusion. One of the great questions which he thought must occupy attention at the present session, and which must commend itself to every member of the house, is that of the settlement of this province by industrious and desirable settlers, accustomed to agriculture, experienced in and not afraid of the hardships attendant upon an early settler's life. (Hear, hear.) Such he took the colony of Norwegians to be which the government have been instrumental in placing on the Northern Coast. All will watch with more than usual interest the progress of this pioneer colony, and accord hearty support to any assistance required to make it a success. The recent visit of His Excellency the Governor-General and the Countess of Aberdeen has, he felt sure all would agree with him in saying, it been a pleasure to everyone in British Columbia, for the hearty enthusiasm which greeted their welcome throughout the province affords ample proof of this. It is particularly gratifying, he felt sure, to every member of the Legislature to see that the subject of further railway extension, for the development of the province and its resources, is one to which attention has been called. (Hear, hear.) So great in extent and varied in its resources as it is, the province can only be opened up by large expenditure. To be satisfied we are warranted in making it is a pre-requisite of this. As a firm believer in our country, and from an intimate knowledge of its varied resources, he did not hesitate to say that it

is well worthy the investment of the capital necessary for its development, and can well afford to bear the outlay required without unnecessarily burdening the people. In proof of this it is only necessary to point to the fact that in whatever direction our province has been made accessible, whether by rail, water, or wagon road, development has followed, and as these facilities are increased and improved, so will development and prosperity follow in an increased ratio year by year. All know that the greater portion of the province, although known to be rich in natural resources, remains for want of proper facilities practically undeveloped. Holding as they do at the present time the destinies of the province in their hands, to a large extent, it seems the duty of the Legislature to see that their actions are directed by firmness and boldness, tempered with prudence and judgment. We must be progressive; we must not remain stationary or retrogression will follow. When therefore any proposition for the further development of the province, within the lines outlined, comes before the house he felt more than confident that it will receive due and careful consideration, not only from the government side of the house but from the opposition as well. (Applause.) He was glad to observe that the estimates were to be prepared with economy. With governments as with individuals, economy must be practised in time of dullness and depression. Efficiency, however, must always be kept in view, and properties which have been acquired for the public convenience, at public expense, must not be neglected. He had no doubt that although the showing for the past year may not be what all might wish it to be, yet it will prove to be such as to show the earnestness and care of the government over the welfare of the province in general. (Applause.)"

Sixty tons of machinery for Captain Moore's concentrator at Three Forks has arrived.

Some good specimens of high-grade galena have been brought from Ten-mile creek to New Denver.

A company is applying for a charter to build a railway from the north east arm of Arrow Lake to Trout Lake.

The C. P. R. is giving a rate of 42½ cents per hundred pounds on ore from Penticton to Vancouver, to be treated by the cyanide process.

Up to November 7th, 1,037 tons of ore had been shipped from the Shewan, valued at \$105,900. The ore is moving at the rate of 50 tons per day.

Ex-Alderman Harry Collins is mentioned as a probable candidate for mayor of Vancouver next year.

Canada's inland revenue for the past four months was nearly a quarter of a million dollars less than in the same period last year.

On Friday last a C. P. R. train ran into a mud slide three miles east of Golden, and derailed the engine and three cars. A tramp stealing a ride on the break-rods was crushed to death.

MANIFEST.

British bark Ladstock, 816 tons, Capt. Carrion, sailed from Liverpool May 26 for Victoria, arrived Nov. 9th.

For Victoria 169 bbls steel, E G Prior & Co; 500 cs soap, Lever Bros, Ltd; 1 cs show cards, 5 qr cks whiskey, order; 15 cs confectionery, order; 8 bbls steel, 2 bbls do, order; 14 bbls and 6 bars iron, order; 4 qr cks port wine, 4 qr cks sherry, 5 bbls rum, R P Rithet & Co, Ltd; 100 cs whiskey, Hudson's Bay Co; 50 red cs Geneva, 10 green cs do, Erskine, Wall & Co; 150 cs Geneva, 250 cs Geneva, Hudson's Bay Co; 250 cs Geneva, R P Rithet & Co, Ltd; 10 qr cks brandy, 25 octaves do, 50 cs do, Pither & Leiser; 10 qr cks brandy, Erskine, Wall & Co; 5 bales paper, 2 cs do, T N Hibben & Co; 20 cs champagne, order; 1 cs wringing machines, Walter Morris; 2 cs glass marbles, order; 1 csk lead, 2 rolls sheet lead, 2 cs sheet iron, 55 bbls do, 40 plates iron, 30 galvanized buckets, 1,250 bars iron, 400 lbs bar and hoop iron, 3 bars iron, E G Prior & Co, Ltd; 38 cks whiskey, 50 cs do, order; 2 qr cks whiskey, 20 cs do, Erskine, Wall & Co; 100 cs whiskey, Pither & Leiser; 3 qr cks port wine, 2 qr cks do, Dixi H Ross & Co; 1 octave sherry, 1 octave whiskey, CA Holland; 6 bbls paper hangings, Joseph Sears; 20 octaves and 10 qr cks whiskey, Pither & Leiser; 1 cs personal effects, 1 cs piano, J G Turner; 3 cks bicarbonate of soda, order; 10 qr cks whiskey, 3 hlds do, 18 hlds claret, 25 cs liquers, 2 qr cks sirop, 2 cs whiskey samples, Hudson's Bay Co; 7 cs and 257 bxs window glass, order Pilkington Bros; 18 bbls buckets, 1 cs fry pans, Campbell & Anderson; 2,240 scks coarse salt, 1,340 scks fine salt, order; 2 crts earthen ware, 2 crts do, 1 csk do, 1 crt do, 1 crt do, 1 crt do, 1 crt do, 34 cks soda ash, 10 bbls brandy, 4 hlds ale, 200 bxs candles, 100 cs gin, 100 cs whiskey, 200 cs whiskey, 1 tank mustard, 11 cs peel, 20 bbls rum, 1 csk hollow ware, 10 cs chicory powder, 100 cs gin, 1 cs show cards, 50 jars vinegar, 26 bbls buckets, 3 cs mineral water, 1 cs glassware, order R P Rithet & Co, Ltd; 100 cs Bordeaux brandy, Pither & Leiser; 2 crts earthenware, 2 crts do, 12 crts do, Gowens, Kent & Co; 75 cs sauce, order; 50 cs port wine, Hudson's Bay Co; 1 cs books, R P Rithet & Co, Ltd; 40 steel angles, 9 steel plates, 85 steel plates, 50 steel circles, 25 bbls silicate of soda, 560 scks salt, 1,120 scks salt, 50 bxs Canada plates, 35 bbls sheet iron, 20 bxs Terne plates, order; 1 bale wall paper, 4 cs plate glass, 1 hhd earthen ware, 1 cs towels, 11 bags zinc cuttings, Turner, Beeton & Co; 4 hlds claret, Capt Irving; 5 qr cks whiskey, order; 250 cs whiskey, 1 cs show cards, order; 448 iron tee bars, 10 iron angle bars, 4 iron flat bars, 78 steel tee bars, 24 steel

angle bars, 12 steel strips, 32 steel flat bars, 114 steel do, 154 steel joists, 14 steel do, 26 steel beams, 1 steel beam, order; 300 cs stout, Pither & Leiser, 35 cs whiskey, Erskine, Wall & Co; 40 cs whiskey, Fell & Co; 100 cs whiskey, Turner, Beeton & Co; 150 cs whiskey, Pither & Leiser, 100 cs whiskey, 500 cs do, 10 cks do, 250 cs do, 200 cs do, Hudson's Bay Co; 250 cs stout, 50 cs gin, 500 cs gin, 300 cs whiskey, 100 cs do, 1 cs show cards, Hudson's Bay Co, 2 crts earthenware, 1 crt do, 1 crt do, order of J. A. Skinner & Co; 1 cs cotton goods, 1 csk do, order.

For Westminster -63 bxs Canada plates, 30 bxs do, 5 cs galvanized iron, 1 csk lead pipe, 2 cks tin, Shirley & Hoy; 18 bbls buckets, 1 cs fry pans, Campbell & Anderson; 1 cs luggage, H R E Farrer.

THE TYPEWRITER IN WAR.

Military authorities appear to be exhausting every resource that will add to the rapidity of communication between the field of battle and the commanding officer. For a long time the telegraph was mainly relied on for the instant transmission of intelligence, and then the telephone was brought into active use.

It has been recently seriously proposed that aides de camp and other carriers of information in time of war should be taught shorthand, in order to write down important communications with all possible speed, and the latest move in this direction is the introduction of the typewriter on the scene of military operations. One of the novel features of a recent military tournament in England was the use of the typewriter on the battlefield for the purpose of recording messages from signalers.

It is stated that the typewriter operator was also an expert cyclist, and had his Remington mounted on the handles of his machine. Riding in and out among the horses and gun carriages, which he did without the slightest mishap, whenever he came to a standstill he instantly braced up the cycle by a handy contrivance and pounded away at the typewriter while in the saddle. The message, when completed, was sent to the commanding officer in the rear by means of a trained dog.

DAIRY PRODUCE.

The Montreal Trade Bulletin says: Butter receipts during the past week were 4,572 pkgs against 3,625 pkgs for the week previous. The market continues to drag along in its old dull groove, the only business reported being for local account. Shippers are not buying, as they would be only too ready to sell on this market if the opportunity offered.

A few lots of creamery held on English account keep going forward, but there is no new business for export. Factorymen, desirous of realizing on their September and October goods, find it difficult to place it at the prices they are holding it at. A lot of September and October creamery was offered at 20½c without finding a buyer. Most of the October goods are held at 21c; but if the market were forced, 20½c would be the outside that could be got, but 20c would probably be nearer the figure. We quote:

Creamery, September.....	20 c to 20½c per lb
Creamery, August.....	18c to 19 c per lb
Eastern Townships dairy	16½c to 18 c "
Western.....	11½c to 16 c "

Add 1c to 2c per lb. to above for single tubs of selected.

Cheese receipts during the past week were 47,138 boxes, against 44,287 for the week previous. The usual quietness which obtains at this season of the year is still noticeable, although during the past few days cable advices have shown more disposition on the part of Britishers to do business, and in some instances they have raised their limits. Although business on spot is slow, some 15,000 to 20,000 boxes have been sold over the cable. Several large sales have also been made in the Ingersoll section within the past few days at 10c. and around that vicinity. As we stated last week, the bulk of the cheese has passed out of factorymen's hands east of Toronto, although probably 8,000 to 10,000 boxes could yet be picked up. Holders of finest September and October western goods could dispose of them at 10½c, but they are not sellers at that figure, believing in better values later on. We quote prices as follows.

Finest Western colored.....	10½c to 10½c
" " white.....	10½c to 10½c
" Quebec.....	9½c to 9½c
Under grades.....	9c to 9½c
Cable.....	48s 6d

Work is advancing well on the New Denver sleigh road.

The Steveson Enterprise and Wellington News are now of the past.

A Montreal paper says that Mr. Robt. Horne Payne and Mr. R. F. Sperling, of the London banking house of Sperling & Co., have invested \$3,000,000 in British Columbia projects.

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 names of subscribers in arrears (to whom accounts have recently been sent are marked with a blue pencil.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

B. C. LUMBER FLEET, 1894.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	PROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Am ship.	Eclipse.....	1336	Peterson.....	Jan. 20.....	Vancouver...	Greenock.....	1,072,820	10,720	June 7.....	60s
Nor ship	Beaconsfield..	1150	Bastianen.....	Feb. 5.....	Vancouver...	Amsterdam...	1,055,411	13,191	July 8.....	Private...
Am schr	Pioneer.....	307	Hughes.....	Feb. 28.....	Victoria.....	Santa Rosalia..	57,713	161	arrived.....	Private...
Am schr	Aida.....	597	Anderson.....	March 25.....	Moodyville...	Shanghai.....	686,562	6,562	June 10.....	40s
Chil. bark.	India.....	553	Funke.....	April 7.....	Moodyville...	Valparaiso.....	761,104	5,955	July 2.....	owners ac
B. bark.	Thermopylae..	405	Winchester..	May 2.....	New Westminster	Shanghai.....	481,833	6,112	July 7.....	37s 6d
Chil. ship.	Hindustan.....	642	Welsh.....	May 12.....	Moodyville...	Valparaiso.....	1,207,552	9,278	.....	owners ac
Br ship.	Astoria.....	1335	Dagwell.....	June 21.....	Vancouver...	Antwerp.....	710,681	17,115	.....	63s 9d
Ger bark.	Gutenberg.....	627	Zeplien.....	May 12.....	Moodyville...	Valparaiso fo.	591,767	5,392	.....	42s 6d
Am bktne	Modoc.....	152	Bosch.....	May 5.....	Victoria.....	Santa Rosalia..	101,217	2,210	arrived.....	Private...
Am bktne	Katie Ffiekinger	119	Mellie.....	May 5.....	Vancouver...	Santa Rosalia..	399,148	3,258	May 29.....	Private...
Br ship.	East Croft.....	1302	Rammer.....	May 25.....	Moodyville...	Valparaiso fo.	1,058,081	9,067	.....	40s
Br ship.	Bammore.....	1169	Scott.....	Aug. 2.....	Victoria.....	Adelaide.....	1,086,479	8,710	Sept. 29.....	40s
Br sent	Grace Harwar	1750	Hunt.....	June 27.....	Vancouver...	Queenstown fo.	1,98,871	12,190	.....	62s 6d
Brigade	Nantippe.....	909	Falconer.....	June 11.....	Vancouver...	Queenstown fo.	841,219	12,214	.....	Private...
Am bktne	Chelabs.....	635	Watts.....	May 31.....	Vancouver...	Adelaide.....	7,21,263	6,197	.....	40s
Br ship.	Large Law.....	1556	Furieux.....	June 20.....	Moodyville...	Valparaiso fo.	1,358,171	12,477	arrived.....	37s 6d
Br bark.	Gainsborough..	385	Mel'phail.....	June 21.....	Moodyville...	Melbourne.....	710,860	5,630	.....	37s 3d
Am ship.	Guardian.....	1073	Marden.....	July 1.....	Victoria.....	Santa Rosalia..	1,170,357	4,000	Aug. 1.....	Private...
Am bark.	Olympic.....	1112	Gibbs.....	July 12.....	Vancouver...	Calha.....	1,368,752	11,010	.....	35s
Nic bark.	Don Carlos.....	631	Tobey.....	July 14.....	Vancouver...	Noumea.....	536,091	4,819	.....	40s
Br ship.	Borrowdale.....	1197	Holderston...	July 25.....	Moodyville...	Caleta Buena..	310,683	6,830	.....	40s
Am bark.	Hesper.....	1061	Sodergren...	June 30.....	Vancouver...	Sydney.....	741,611	5,457	.....	30s
Br bark.	Vilalta.....	866	Harland.....	July 9.....	Vancouver...	Melbourne.....	656,735	1,860	.....	37s 6d
Am bark.	Southern Chief..	1219	Stensen.....	July 12.....	Vancouver...	Santa Rosalia..	891,436	6,982	.....	Private...
Am schr.	Wm. Bowden.....	728	Jerem.....	July 8.....	Moodyville...	Sydney.....	676,072	8,192	arrived.....	30s
Chil. bark.	Elisa.....	915	Harken.....	July 16.....	Moodyville...	Antofagasta...	763,972	7,011	.....	owners ac
Nor ship.	Drammet.....	1317	Anderson.....	Aug. 21.....	Vancouver...	Amsterdam...	914,910	12,430	.....	Private...
Br ship.	Verajean.....	1821	Crowley.....	Aug. 29.....	Vancouver...	Alexandria.....	1,622,176	19,161	.....	70s
Am schr.	Aida.....	597	Anderson.....	Aug. 29.....	Moodyville...	Shanghai.....	694,381	6,162	.....	42s 6d
Am ship.	Occidental.....	1170	Morse.....	Oct. 2.....	Victoria.....	Santa Rosalia..	219,064	1,981	.....	Private...
Am bark.	New-boy.....	559	Mollstedt...	Sept. 11.....	Vancouver...	Sydney.....	662,607	5,231	.....	31s 3d
Ital. bark.	Cavour.....	1389	San Menter...	Oct. 6.....	Vancouver...	Calha.....	486,161	8,850	.....	32s 6d
Br ship.	Balakulish.....	1846	Gawley.....	Oct. 11.....	Moodyville...	Valparaiso.....	1,563,210	12,500	.....	32s 6d
Am bktne	Lismore.....	1595	Ferguson.....	Oct. 30.....	Vancouver...	Buenos Ayres..	1,221,459	9,350	.....	78s 6d
Am ship.	Irmgard.....	628	Schmidt.....	.....	Vancouver...	Iquique.....	.....	.....	.....	37s 6d
Br bark.	Alexandra.....	1297	Barfield.....	.....	Vancouver...	Calais.....	.....	.....	.....	63s 9d
Am schr.	R. W. Bartlett	135	Ol-en.....	Oct. 20.....	Vancouver...	Santa Rosalia..	501,628	1,000	.....	Private...
Am brig	Geneva.....	171	Paulsen.....	Nov. 10.....	Vancouver...	Iquique.....	351,249	4,570	.....	Private...
Am schr	Sadie.....	255	Smith.....	Oct. 31.....	Westminster...	San Francisco..	110,000	2,870	.....	Private...
Chil. bark	India.....	553	Funke.....	.....	Moodyville...	Valparaiso.....	.....	.....	.....	owners ac
Am ss.	Lakme.....	401	Bonni-field...	.....	Vancouver...	San Pedro.....	.....	.....	.....	Private...
Am bark.	Colorado.....	1066	.....	.....	Vancouver...	.....	.....	.....	.....	.....

A—Also 6,043 lineal feet of props valued at \$1,024. B—Also 20 cords of slabs and 100 poles. C—Lineal feet of poles D—Mining props. E—Also 770 lineal feet spars. F—Also 225M shingles and 45 cords slabs. G—Lineal feet of mining props. H—Also 100 piles, 37,500 shingles, and 9 cords of slabs.

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Flour—Snowflake & Lilly b. and
Hay and Straw
Feed
Poultry
Fruit
Potatoes
And General Produce

3 STORE STREET, VICTORIA, B. C.

VESSELS IN PORT.

(November 19, 1891.)

VICTORIA.

Am. bark Wrestler, 417 tons: wrecked Feb. 7 and floated July 6.
Nic. ss. Costa Rica, 1,271 tons, Capt. McIntyre, taking in new boilers at Albion Iron Works.
Am. bark Melrose, 911 tons, Capt. Kalb, arrived Oct. 29, to undergo repairs.
Br. bark Ladstock, 816 tons, Capt. Carrien, arrived Nov. 9, from Liverpool with general cargo. R. P. Rithet & Co., L^{td}., consignees. Chartered homewards.
Nor. bark Saga, 1,413 tons, arrived Nov. 14, to load lumber at Port Blakely.

VANCOUVER.

Am. bktne. Irmgard, 628 tons, Capt. Schmidt, loading lumber for Iquique.
r. bark Alexandra, 1,297 tons, Capt.

Barfield, arrived Sept. 22, loading lumber at Hastings Mill for Calais.

Chil. barg India, 953 tons, Capt. Funke, arrived Nov. 10, loading lumber for Valparaiso on owners' account.

Am. ss. Lakme, 401 tons, Capt. Bonni-field, loading lumber for San Pedro.

Am. bark Colorado, 1,066 tons, arrived Aug. 29, chartered for lumber from Hastings mill.

NEW WESTMINSTER.

German bark Senta, 1,037 tons, Capt. Thiemann, arrived Oct. 19, loading salmon or Liverpool on account of Anglo B. C. Packing Co.

NANAIMO.

Am. ship Llewellyn J. Morse, 1,325 tons, Capt. Clapp.
Am. ship India, 1,230 tons, Capt. Merri-man.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1894.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	RATE.
Br ship	City of Glasgow.	1168		October 2	Victoria.	Liverpool	51,840	\$21,240	37s 6d
Br bark	Northernhay	1221		October 17	Victoria.	Liverpool	53,759	215,000	32s 6d
Br ship	Clan Robertson	1510		October 23	Fraser River.	Liverpool	69,830	350,585	33s 9d
Br ship	Gorryvrehian	1229	Abbott	November 3	Victoria.	London.			36s 3d
Br bark	Senta	1037		November	Fraser River.	Liverpool	15,000		36s 3d
Br schr	Rimac	885		To arrive	Victoria.	London			38s 9d

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT
Br bark	Carmony	1255	Smyth	Aug. 11	C Liverpool	Victoria	R. P. Rithet & Co., Ltd	101
Br bark	Thermopylae	918	Winchester	Oct. 12	Hong Kong	Victoria	Victoria Rice Mills	39
Br schr	Rimac	885	Warn	Aug. 10	M Santos	Victoria	Findlay Durham & Brodie	102
Br ship	Aigburth	1798	Jones	Oct. 23	Liverpool	Victoria & Van	R. P. Rithet & Co., & H. Bell Irving Co.	29
Ger bark	Artemis	1179	Klock		K Mazatlan	Vancouver	Hastings Sawmill	
Br ship	City of Florence	1216	Leask		E Liverpool	Victoria		
Br ss	Empress of China	3003	Archibald	Oct 31	O Hong Kong	Victoria & Van	C. P. S. S. Co.	2
Br ss	Wythop	1352	Edwards		N Liverpool	Victoria & Van	Evans, Coleman & Evans	
Am ship	Sterling	1623	Wheldon	May 14	Q Philadelphia	Van & Tacoma	Evans, Coleman & Evans	19
Br ship	Senator	1625	Smith	Oct. 16	H Yokohama	Royal Roads	For orders	35
Br ss	Victoria	1392	Panton	Nov. 6	H Hong Kong	Victoria & Tac	Dodwell, Carlill & Co.	11
Br ss	Empress of India	3003	Marshall		H Hong Kong	Victoria & Van	C. P. S. S. Co.	
Am. schr	Aida	507	Anderson		P Shanghai	Moodyville	R. P. Rithet & Co., Ltd.	
Chil. ship	Hudostan	1542	Welsh		F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	
Br ss	Tacoma	1662	Perks		A Hong Kong	Victoria & Tac	Dodwell, Carlill & Co.	
Br ss	Leyland Brothers	228	Bailey		Panama	Royal Roads	For orders	

F--To load a return cargo of lumber on owners account. M--Chartered for salmon, to London or Liverpool 38s 9d. C--Spoken Aug. 30 lat. 14 N, long 27 W. J--Via Suva and Honolulu. K--Chartered for lumber. E--To sail about. November 10. O--Via Yokohama Nov. 8. N--November loading. Q--At Falklands, October 5. Via San Diego, said to be loaded with 500 tons Anthracite coal for Vancouver, and also cargo for Puget Sound. D--Via Yokohama November 17. H--To sail November 23. Via Yokohama Dec. 7. P--To load a return cargo of lumber at 43s. A--To sail December 16. Via Yokohama December 22.

Am. ship Chas. B. Kenney, 1,075 tons, Capt. Anderson.
Am. ship Jabez Howes, 1,581 tons, Capt. Henry.

WELLINGTON SHIPPING.
Am. bark Undaunted, 1,722 tons, Capt. Lewis.
Am. ship Oriental, 1,625 tons, Capt. Parker.
Am. bark Detroit, 1,438 tons, Capt. Rice.
Am. ship Yosemite, 1,101 tons, Capt. Fullerton.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	5	4,801
Vancouver	5	4,318
Nanaimo	8	11,028
Westminster	1	1,037
Total	19	21,347

Previous week	14	15,293
Correspond'g week last year 18	18	23,907
1892	21	26,020

FREIGHTS.

The market for grain vessels is very steady, at new rates, and as owners of iron vessels are now reluctant to take lumber charters, rates in the latter trade are also much stiffer, with not much doing.

Grain freights are quoted: From San Francisco to Cork, U. K., for orders, with usual options, at 37s 6d; Portland, 35s; Tacoma, 32s 6d, nominal.

Lumber freights from B. C. or Puget

Sound are quoted as follows:--Valparaiso for orders, 37s 6d; Sydney, 32s 6d; Melbourne, Adelaide or Port Pirie, 37s 6d to 40s; United Kingdom, calling at Cork for orders, 60s, nominal; Shanghai, 43s; Tientsin 55s, nominal; South Africa, 60s; Noumea, 40s; Calais, 63s 9d.

Coal freights from Nanaimo or Departure Bay to San Francisco, \$2.25 to \$2.50; to San Diego or San Pedro, \$2.75 to \$3.00.

The success of the Whitewayites in Newfoundland depressed bonds of that colony in foreign markets.

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 a short time ago, 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.

PROTECTION ISLAND COAL. Upper Seam.

This coal is similar in appearance and quality to the New Wellington, but is a superior gas coal, and for general purposes will be preferred to all other coals produced on Vancouver Island.

The several Mines of the Company are connected with their Wharves at Nanaimo, Departure Bay and Protection Island, where ships of the largest tonnage are loaded at all stages of the tide. Special despatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

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Manufactured Solely under the Super-
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Prizes.*

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