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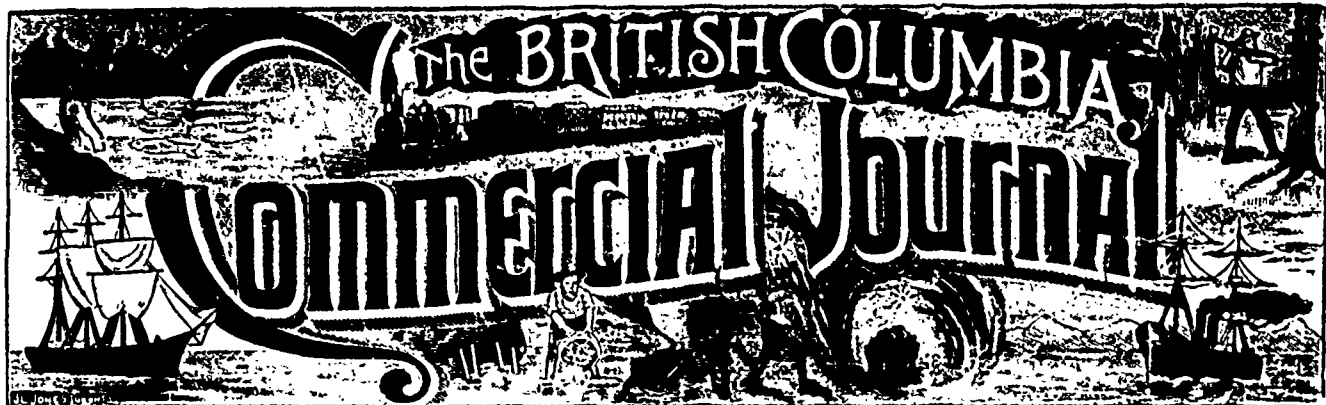
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COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Nov. 21.

VICTORIA.

The weather has been clear during the past week, and has tended to brighten trade with the retail dry goods, clothing and boot and shoe houses, which are now doing a very fair trade. Retail dealers are generally preparing for the holiday trade and from present indications it is believed that it will be better than last year, and while there may not be such a heavy call for novelties, fancy goods, etc., it is thought that there will be a good trade in useful articles of all descriptions and staple goods. The Nelson & Fort Sheppard Railway from the International boundary line to Nelson—a distance of 70 miles—is nearly completed, and marks an important step in the development of the West Kootenay mining district. Nelson will now have rail communication all the year round.

Trade with the jobbers is steady and collections continue fair.

The export from this port of 75,507 cases of salmon, valued at \$377,785, and a cargo of lumber valued at \$10,800 last week is worthy of note.

At Vancouver, though in some lines business has been a little quiet during the past week, trade on the whole has continued steady, and there are few features to note. The shipping in the Province shows a large increase this week, and there have been several arrivals and departures during the last few days from this port. The Empress of Japan, and the Warrimoo have both sailed, while the ship Duncraig has arrived with general cargo, and the barques Templar and Colorado to load lumber. The decision of the miners employed by the New Vancouver Coal Company to continue work will have a good effect on business, and as a large trade is now transacted with Nanaimo by wholesalers in this city, the avoidance of a threatened lock-out was heady with pleasure. In wholesale, the *News-Advertiser* says, business continues steady with prices almost unchanged.

FLOUR AND FEED.

The Victoria Roller Mills have reduced their prices 25c per bbl, in sympathy with the recent reductions by the Manitoba and Oregon millers. Altogether the quotations remain unchanged, but the markets continue weak.

The *Portland Commercial Review* says of flour: "Standard brands of roller descriptions are quoted at \$2.00 per bbl, but it is understood that agents are doing some cutting under, and where competition is keen prices naturally suffer. Domestic exports keep well up to the average, but there is a falling off in China shipments. One vessel sailed for Europe carrying 23,007 bbls., of the value of \$65,500."

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

Ogilvie's Hungarian \$1 25
" Strong Bakers 4 05

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

Premier \$1 15
XXX 4 00
Strong Bakers or XX 3 65
Superfine 3 30

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

Delta \$1 00
Victoria XXX 4 00

Jobbers' quotations to the trade are:

Delta, Victoria mills \$ 4 25 @ 4 50
Lion, " " 4 25 @ 4 50
XXX " " 4 25 @ 4 50
Premier, Enderby mills 4 50 @ 0 00
XXX, " " 4 35 @ 0 00
XX, " " 4 00 @ 0 00
Superfine, " " 3 65 @ 0 00
Ogilvie's Hungarian 4 65 @ 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
Royal 4 25 @ 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 80 @ 0 00
Corn, whole per ton 37 50 @ 40 00
Corameal 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.

Quotations are changed this week, giving a range in values. Prices may be said to be a little lower.

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
Rice flour " 70 00
Broken rice " 30 00
Rice Meal " 17 50

GROCERIES AND PROVISIONS.

Butter is still reported firm, and fine

eastern creamery is quoted at 28c. It is believed in certain well informed circles that this is about as high as butter will go this fall. R. P. Rithet & Co., Ltd. are now quoting extra C China sugar at 5½c and Dry Granulated at 6c. They report a steady demand.

The *Montreal Trade Bulletin* says: "Butter receipts during the past week were 3,911 pkgs., against 2,570 pkgs., for the week previous. There has been a little more enquiry from England, but shippers say they cannot pay over 22c for choice creamery, and yet an offer of 22½c in the country was wired a creamery, without getting even a reply. Another offer of 18½c was wired to Quebec for a lot of Kamouraska, but no reply was received. This is a pretty good indication of the ideas of holders. At present, 23c is the lowest figure that will move September goods, while 23½c is asked for October, and we learn of sales at within that range for pet factories for local account. Choice fall Eastern Townships dairy is scarce, and as high as 21c and 22c has been paid to the country for fancy fall ends, while, on the other hand, straight dairies will only command from 18c to 19c. A lot of Renfrew butter was sold at 20c, which is a good figure for that class of butter. Creamery, August, 22c to 22½c per lb., Creamery, September, 22½c to 23c. For single tubs of selected 1c per lb., may be added to the above. Receipts of cheese during the past week were 28,587 boxes against 41,401 boxes for the week previous. It is very certain that English buyers are not content with the heavy shipments that have of late been sent from this port, as quite a number of cable orders have been received here during the past few days, and although cable limits are not yet up to the ideas of holders, the latter feel pretty confident they will get them before long. A lot of 500 boxes of Western was sold at 11c, and the French cheese sold at the boat on Monday, at 10½c. These figures show a decline of ½c to ¾c from highest prices. A few factorymen have been in the city offering the wind-up of their make, which gave shippers an opportunity of picking up a few bargains. This is always the case just before the close of navigation. Stock-taking will be the next move to interest the trade."

New season's dried fruits are quoted:

Valencia raisins per lb \$ 6 @ 7
Malaga raisins per box 3 00 @ 3 25
Currants (barrels) per lb 5½ @ 6
" (cases) per lb 6½ @ 7½
Sultana raisins per lb 10 @ 12½
Taragona almonds per lb 14 @ 15
Filberts per lb 13 @ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs 28 @ 00
Manitoba dairy 20 @ 23
Cheese—Canadian, lb 12½ @ 14
California 16 @ 18
Eggs, case, per doz 22½ @ 23
Smoked meats and lard are quoted:

Hams 16 @ 18
Breakfast bacon 17 @ 18
Short rolls 14 @ 15
Dry Salt, long clear 14 @ 00
Pure Lard, 50ns 13½ @ 00
" " 20ns 13½ @ 00
" " 10ns 12½ @ 00
" " 5ns 12½ @ 00
" " 3ns 12½ @ 00
Lard Compound, 10ns 12½ @ 00
" " 20ns 12½ @ 00

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INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Oct. 21, 1903, is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

Herman H. Brown, Montreal, insulated wire.

Cyrus S. Dean, Fort Erie, assignor of one-half to C. O. Rano, Buffalo, N. Y., boiler flue cleaner.

Thomas Fane and C. F. Lavender, Toronto, velocipede.

Francis J. Freese, Montreal, shoe sewing-machine.

Edwin Hill, Toronto, machine for beveling plate glass.

Hamilton A. Jukes, Winnipeg, water closet.

Robert H. Laird, Toronto, assignor to W. H. Laird, New York, N. Y., process of and apparatus for deodorizing and refining crude oil.

John McKnight, Fredericton, plane guide.

Robert J. Stead, assignor of one-half to J. H. Wilson, Lark, bee escape.

ABOUT BANK CHEQUES.

Bank cheques possess many advantages for the conduct of business, and are used to a proportionately great extent. They are in nature but orders for the payment of money, and are payable in the order in which they are presented, not according to that in which they are drawn. As given in the usual course of business, they do not constitute payment of the indebtedness for which they are given until paid. Nor will the concurrent receipting of the debts for which they are given change this. If they are not paid on proper presentation resort may be had to the original claims. The rule is, however, different in this respect as to certified cheques. So the having of cheques certified constitutes payment as to the persons drawing them.

Cheques should be dated. If not dated at all, and they do not contain any statement as to when they are to be paid, they are never payable. They may be ante or post dated, as well as dated on the day of delivery. By being ante-dated they may be made to cover prior transactions, and in a measure determine the relative rights of the parties to them, provided that no fraud is intended or done. Post-dating in the main determines date of payment.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Nov. 11, as follows: "During the week there have been the following arrivals: From the Coast collieries, 7,850 tons; from foreign ports, 630 tons. The deliveries, locally, of foreign coals at this time of the year are always large, hence stocks on hand are not excessive, and cargoes to arrive in the next thirty days should find ready sale at covering rates. At best the market is heavy and buyers are not liberal in their views; transactions for future loading are few. It is difficult to hazard an opinion how the future market will shape itself, there are so many contingencies that may arise to

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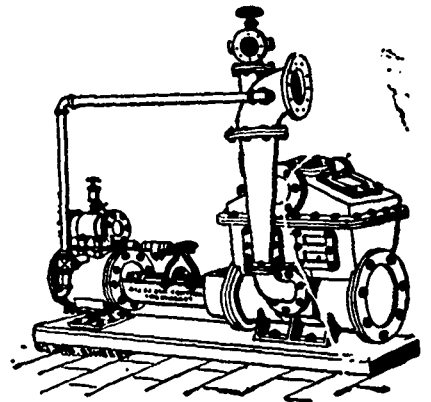
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influence values. Jobbers are simply buying sufficient to meet their assured demands; no speculating is being done. The present Administration must place coal on the free list, to insure California remaining in the Democratic ranks; it must do this to offset the antagonism it has created locally in the silver question. We pay about 75 per cent of all the duties paid on foreign coal imported into the United States. It carries its absurdity on its face; it is too heavy a weight for our factories to stagger under. Protection, in so far as it applies to coal, is a misnomer.

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

64 YATES ST., VICTORIA.

CLEAN UP OLD STOCKS.

Every grocery store, in fact every store of any kind, always has on hand a quantity of old stocks of goods that range at two or three to five or even ten years on the shelves, says an exchange. These goods are usually counted as assets in the concern, when in fact they are more or less worthless. It is a mighty good thing always to clean out such old stocks at any half reasonable price. It is really not a sacrifice to do this as the capital obtained from such dead horse sales is worth many times more in the business than the unsalable stuff.

The present is a particularly good time to clean out all sorts of old stocks. The times force economy on many people who ordinarily scorn such a thing. If the stuff is offered cheap, there are people now who will buy it. Again the merchant in every town is carrying a big load in the way of book accounts, and finds it hard to obtain cash to meet his bills to the wholesaler. Here is another opening to send off all slow-selling goods. Go in under the counter, up on the top shelves, and into all the corners of the store not exposed for many a long day. Dig up all the immovables of all sorts. Brush all the dust off, and burnish them up. Put them out where they may be seen and put low-price marks on them. The honest business man will not injure his trade by so doing. He sells them for what they are; he puts bargain prices on them and the buyer takes them with his eyes open. Customers whose accounts are as long as prudence will justify will be glad to get a second grade article at a bargain price. Something beats nothing at all, and you will be doing your customers a substantial kindness. If we were in business in a time like this, we would not have a dead piece of goods in the store in thirty days.

WHERE DID THE WATER GO?

A writer in a Sarnia paper makes a remarkable statement. It is that at 8:15 o'clock on the morning of the 7th, the St. Clair river began to subside, and in ten minutes dropped 22 inches. "Thus in ten minutes a volume of water, say 25 miles long, three-quarters of a mile wide and 22 inches deep, disappeared. Now where did those millions of tons of water go? The disturbance seems to have been entirely local, as it was not noticed on either Lake St. Clair or Lake

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Huron. Only a slight breeze was blowing at the time, nor has any report been received of a sudden cyclone to disturb the water level so violently. Besides, a wind storm only lowers the level gradually, not with a sudden drop of twenty two inches. We are thus driven to account for this startling phenomenon in some other way. A theory is only tenable which accounts for all the known facts. My theory is that this huge volume of water was permanently lost by the sudden opening of a long fissure in the bed of the river. If this be true, then there will be a permanent lowering of the world water supply by that amount. Following this hypothesis to its natural conclusion is startling in the extreme. For centuries different volcanoes all over the world have been belching out gas, smoke, ashes, etc., all of which left a vacuum there. Man for years has been aiding this natural drain by pumping out oil, letting out millions of cubic feet of natural gas, and in other ways, till a huge hole must exist. What if this lowering of the St. Clair river in ten minutes by 22 inches was an indication that the crust was thin just here, and one cavity had thus been filled? What if another and larger cavity should have its crust broken? Are we at the beginning of the end?"

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Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, NOVEMBER 21, 1893.

A NARROW VIEW.

We had been accustomed to give Principal Grant credit for being a gentleman of progressive ideas; but after reading his criticism of the Postoffice department we are rather inclined to change our opinion. He appears to think that because the Postoffice annually expends for the service it provides a sum considerably larger than the money it receives it is "throwing good money away." Though we have not had the good fortune to be college reared, we have been always accustomed to regard the post office as an important medium not alone for the conduct of business but as a great factor in the education of the people, and as affording a service which not even the smallest community can afford to be without. It has been well remarked that many of the mail routes do not pay and that if the mails were carried on none but paying routes, a very considerable proportion of the population would be without mail accommodation. A settlement is no sooner formed than it wants a post office, and if it does not get one its growth is retarded, for people will not settle in a district which is destitute of postal conveniences. We might better dispense with some of those establishments such as Dr. Grant presides over—which do not directly benefit the masses—than be without extended postal facilities by which every one is advantaged.

TOLERABLY COMPREHENSIVE.

An omnibus sort of a charter is that which has been granted to the Wellington Investment and Improvement Company, which proposes "to erect, purchase, lease, equip, maintain, develop, work and manage manufactories, warehouses, breweries, distilleries, malt houses, hotels, places of amusement, pleasure grounds, pleasure yachts, boats and stage lines, and other works, building and conveniences which the company may think directly or indirectly conducive to these objects, and to contribute to or otherwise assist in the construction, maintenance, development and management thereof; harvest, buy, sell and manufacture ice at wholesale and retail, to deal generally in ice, both natural and artificial, and to utilize ice or other material for the purpose of cold storage; rent, acquire, sell, purchase and hold real estate in the Province of British Columbia, as may be deemed necessary and convenient for the purposes or profit of the company; and sell, improve, manage, develop, lease

mortgage, dispose of, turn to account or otherwise deal with all or any of the property or rights of the company."

Now, is not a franchise like this almost too much to grant to a concern with a capital stock of \$200,000? If not, it might possibly be just as well to further extend it so as to make it complete. We remember having read of a sign placed over a little cottage in a little hamlet in the Motherland, which read somewhat as follows:

"Bibles and Bacon,
Testaments and Treacle,
Godly Books and Gmlets
Sold Here."

Some of the businesses which are comprehended in the company's charter are but little less incongruous than are the articles dealt in by the country shopkeeper. "Godly Books and Gmlets" are a wide range, and no one will deny that with their contemplated \$200,000 capital Messrs. John A. Thompson, Andrew J. McMurrie, Edward Pat'en and Robert McManus have very extensive ideas with the idea, no doubt, of "striking it" somewhere. Is it advisable, we ask, to freight a newly launched vessel with such a cargo as the Wellington company wants to take on?

"THE COQUITLAM" CASE.

"What will they do with her?" is the question which is now puzzling the Americans in connection with the British Columbia steamer Coquitlam, which was seized by the U. S. authorities for an alleged violation of the customs law of that country in connection, it was charged, with the transfer of sealskins at or in the vicinity of Point Etches, Alaska. The steamer was, pending a final decision, released on bonds, but her owners, the Union Steamship Company, finding that they constituted a lien on their working plant that seriously interfered with their financial operations concluded to surrender her to the United States. Accordingly, on the 30th October the Coquitlam arrived at Port Townsend, where she was tied up, and the Collector of Customs, notified that she was at his disposal. Collector Saunders, fearing, as the local papers put it, that the object of the surrender was to still further complicate matters, declined to formally accept her, and telegraphed to Washington for instructions. He has yet had no reply, and, as to the outcome, it is believed, so the Port Townsend people say, that the vessel will have to proceed to the district of Sitka, where she was seized and subsequently released, and there be turned over to the collector. It is also said that an order from Judge Truitt, of Sitka, cancelling the bond, will also be necessary.

Meantime, this condition of uncertainty, this retention of the vessel at Port Townsend, without the U. S. Government vouchsafing instructions with regard to her is doing an injury and injustice to the Union Steamship Company who, though not American citizens, have rights which the Washington Government is bound to respect. They surrendered or attempted to surrender their vessel in good faith to the collector of customs at Port Townsend, the principal port of entry on the Sound, with the object of having the whole of the vessels of their fleet released from a lien

which in no way could be construed to be more than the value of the Coquitlam herself. Not only so, but the interminable delays in the way of securing a final and equitable judgment are such that there is no knowing when a decision may be reached. Justice is all that the Coquitlam's owners expect, but such delays in meeting the equities of the case constitute a veritable injustice which ought not to be possible. The question not unnaturally arises are these delays due merely to red tapeism and the requirements of the circumlocution office or are they caused by a deliberate and wilful desire on the part of the authorities at Washington to do the owners of the Coquitlam an injustice with the object, through them, of wreaking a petty spite on the British Columbia sealing interest?

COAL MINING.

The East Wellington coal mines have, many people will regret to hear, been closed permanently owing to the mine-owners and men being unable to agree as to the rate of remuneration. The quality of coal at East Wellington was good, but the seams were thin and, under existing conditions, the owners did not consider that they could give the miners better remuneration—as the New Vancouver Coal Company has done—than that provided by the reduction which went into effect several months since. The men, on being informed of this, struck, and the result is that they are altogether out of work. In regard to the miners' troubles in Great Britain, owing to the interposition of the Government, masters and men came together under the chairmanship of Lord Rosebery, the result being that work was resumed at the old wages on Monday, the terms to continue until February. The news was the signal for general rejoicing and thanksgiving services in the mining districts. Moreover, a Board of Conciliation under Government auspices has been formed which will hold its first meeting about the middle of December.

ESQUIMALT MARINE RAILWAY.

The Esquimalt Marine Railway Company Ltd., is composed of a number of Victoria gentlemen, with a capital of \$100,000, who propose to provide, by means of a marine railway upon which a vessel can be floated on a cradle and then hauled up high and dry, facilities for docking and repairing at half the cost of an ordinary dry docking. A track 700 feet long runs down into the water on a gradual slope. At the end of this track, which consists of six rails on which are anti-friction rollers, is a cradle 200 feet long and 55 feet wide, fitted with patent dropping keel blocks and bilge blocks. These are operated above the water by small winches on the side frame of the cradle, which carries a platform for operating. There is also an auxiliary piece to the cradle the railway easily handling vessels 300 feet long with a draft of 19 feet. Work on the new enterprise is satisfactorily progressing at Jones' landing near the Canteen grounds, Esquimalt, and before long something substantial will be seen as the result of what is being done.

DRUGGISTS PROSECUTIONS.

The Pharmaceutical Association has—and, it would appear, very properly—in-
 auzurated a series of prosecutions of
 druggists practising as such without due
 qualification, and of others who dispensed
 poisonous or dangerous drugs in violation
 of the Act. Some of the prosecutions,
 both here and at Vancouver, have resulted
 in convictions. We are not so sure that
 if we had been in the position of the
 magistrates we should have been disposed
 to fine an individual \$25 and costs for
 practising without a certificate from the
 B. C. Association, as it always has seemed
 to us that the Medical Act and the Phar-
 macy Act went a trifle too far in the
 direction of creating close corporations.
 There are not a few men—both druggists
 and doctors—possessed of the highest
 qualifications, who have gone through a
 course of the most careful study and suc-
 cessfully passed the most severe examina-
 tions who do not care to be put to the
 inconvenience and delays, together with
 the expense entailed by an enforced sub-
 mission to examination by men not nearly
 as well qualified as themselves, some of
 whom, indeed, do not scruple to put to
 them unnecessary and catch questions so
 as to trip them up and prevent them
 entering into business competition with
 themselves.

WANTS OF THE WEST.

On his return to Ottawa after his tour
 through the Northwest and Pacific
 Provinces, the Finance Minister is re-
 ported to have thus expressed himself:
 "Most of the people are of the opinion
 that from their peculiar position they
 get fewer benefits from the general de-
 velopments of manufactures than do the
 older provinces, and, whilst perfectly
 willing to pay their fair share of the
 country's burdens, they are desirous of
 having easements in certain directions.
 These have been fully talked over with
 Hon. Mr. Angers and myself, and they
 are hopefully awaiting the action of the
 Government in the matter."

Apparently Hon. Mr. Foster has a good
 general idea of the situation; but we
 are inclined to doubt whether he under-
 stands it in its details. There can be no
 question that our people as well as those
 of Manitoba and the Territories are per-
 fectly willing to bear their full proportion
 of the country's burdens; but they do
 want to have a greater share in the ben-
 efits from the general development of
 manufactures and to have easements in
 certain directions. Owing to the actual
 work of the Ministers having been done
 in private it is impossible to know what
 representations were actually made and,
 to a certain extent, it may therefore be
 not inappropriately said that if the parties
 specially interested did not make a good
 presentation of their case it is their own
 fault. No doubt some of the productive
 as well as the trading institutions of this
 province had something to say. But
 what about the consumers who in the
 long run bear all the burden? Was their
 voice heard? We are inclined to question
 if it was, for there is a prevailing im-
 pression—we are sorry to find—that
 whatever easements there might be

made would only serve to augment the
 profits of the handlers of goods, whether
 at wholesale or retail, who have, there
 can be no question, been striving to create
 the impression that the general run of
 prices is as moderate as in the East.
 However this may be it is certain that
 with but few exceptions, in the case of
 parity of price in any line there is very
 far from parity in quality.

POLITICAL EXPERIMENTS.

Lord Rosebery is credited with having,
 in a speech before the Colonial Institute
 when discussing State Socialism and Labor
 Government in the Antipodes of Britain,
 remarked: "We do not object to experi-
 ments in the colonies, where made at the
 instigation of the electors, who prefer
 being a little misgoverned by themselves
 to being better governed by others." The
 colonies have made a number of experi-
 ments in self government since the time
 "the continental congress" was estab-
 lished, the result having been not that the
 colonies misgoverned themselves or had
 been better governed by others. On the
 contrary, outside the American experi-
 ment, the Canadian departure at the time
 of confederation was the reverse of jump-
 ing from the frying pan into the fire. It
 produced a solidarity of interest which
 resulted in the National policy and its
 developments which on the whole have
 been generally beneficial. It may be re-
 marked that possibly if there had been less
 of that "better government by others" at
 the Antipodes there would not have been
 imported there those socialistic and labor
 difficulties that have caused such a setback
 to those antipodean portions of the Empire
 of which Lord Rosebery spoke. The old
 fashioned colonial system was all very
 well in the beginnings of nationhood, but
 there comes a time when experiments
 have to be made, and they are the true pa-
 triots who show themselves equal to the
 situation. The people of Canada are not
 ungrateful for the benefits that were de-
 rived from the colonial connection and are
 in no hurry to sever the existing relation-
 ship. Indeed, they would be content with
 even a closer tie, but as far as they are
 concerned it must always be remembered
 that it is "Canada First."

ASSESSMENT INSURANCE.

As showing how difficult it is under the
 assessment system to carry on the busi-
 ness of insurance—whether life or fire—we
 have, among others, the case of the East-
 ern Townships (Quebec) Montreal, which
 for a number of years was successful in
 undertaking fire risks, but, of late, was
 compelled to succumb. Now policy holders
 object to pay their just dues and, in con-
 sequence, before a final wind-up takes
 place, there threatens to be a long protract-
 ed and expensive series of petty litiga-
 tions. In addition to all this, the official
 liquidators have to be continued in office,
 involving a by no means inconsiderable
 expense. As a life insurance these
 mutual concerns may be all very well for
 a while, but when the assessments become
 anything like burdensome, as they some-
 times do, the parties liable object to pay
 and collapse follows. The regular old line

companies are in all cases the most re-
 liable. It does not pay them to contest
 claims as is the settled policy of some of
 the assessment institutions—witness the
 Mutual Reserve Fund Life. The regular
 companies depend upon the hold they have
 on their customers to do a sufficient busi-
 ness to meet their obligations and pay
 their dividends, while with the assessment
 companies the principal object sought is
 to get enough money together to satisfy
 the constant demands of over paid officials.

EDITORIAL COMMENT.

THERE are few people who would not
 like to see the San Pedro go steaming
 away after lying for so many months a
 helpless wreck on Brothie Ledge, and the
 endeavors of Messrs. Moran of Seattle,
 with that object in view, have been
 watched with very great interest.

RIGHTLY served will be the verdict of
 those who are made acquainted with the
 fact that Sir Matthew Davies, chairman;
 Mr. Millidge, manager; and Mr. Muntz,
 director of the Mercantile Bank of Aus-
 tralia, which failed in 1891, have been com-
 mitted for trial on the charge of submit-
 ting a false balance sheet to the stock-
 holders.

HON. MACKENZIE BOWELL, Dominion
 Minister of Trade and Commerce, sailed
 from Sydney, Australia on Saturday by
 the Canadian-Australian steamship Ar-
 awa. He reports to the Ottawa Govern-
 ment that his visit to the Antipodes has
 been highly successful, and it is expected
 that an intercolonial conference to con-
 sider the best means of promoting trade,
 and to further the Pacific cable project,
 will be held at Ottawa next June.

EX-PRESIDENT BEERS, of the New York
 Life Insurance Co., who, some time back,
 was superseded by Mr. McCall, is dead, in
 his 71st year. Prior to the change in the
 management, there were numerous objec-
 tions made to the existing methods of ad-
 ministration, though in no way was the
 soundness of the company either impaired
 or impugned. The controversy, however,
 resulted in a number of reforms from
 which considerable benefit appears to have
 resulted.

THIS season's output of the sawmills
 on the Chaudiere is approximated by the
 Ottawa Journal at 200,000,000 feet, oper-
 ations closing about the 1st week in
 November. The outlook for sawn lumber
 next season is regarded as satisfactory,
 while the mills this winter will have as
 many men, cutting logs in the woods, as
 they had last year. The returns of the
 quantity of timber measured and culled
 by the Supervisor of Cutlers' Office at the
 port of Quebec to date this year show a
 falling off in almost every kind of timber.
 For instance, there was only 2,500,441
 feet of waney white pine, as compared
 with 2,650,100 feet in 1892; 1,130,007 feet
 of white pine, as compared with 2,310,081
 feet in 1892; 300,301 feet of red pine,
 against 302,190 feet in the previous year;
 173,070 feet of elm, against 198,806 feet;
 158,235 feet of ash, against 198,806 feet
 and 140,909 feet of birch and maple,
 against 425,927 feet. In the item of oak
 alone there was an increase, the figures
 being 1,150,067 feet for the present year,
 as against 915,913 feet last year.

FRUIT TESTS.

A matter of some gravity is at this time forcibly presenting itself in British Columbia. That is the fact that fruit tree pests are making headway in this province, while in Washington and Oregon the mischief they have been doing is on the increase. The Provincial Government, a few weeks since, published a regulation calling upon our fruit-growers and owners of gardens where fruit is raised to individually and collectively take action by spraying their trees and adopting other precautions, so that the plague may be stayed and, indeed, eradicated. It is incumbent on every one who is directly or indirectly interested to give the subject his or her most earnest attention. Those who ought to know have declared, and experience has shown, that many fruits can be raised to their highest perfection in this province, and that they might be made an important source of revenue; but if we allow the pests to get the better of us what are we to expect? The Provincial Inspector has reported not only in favor of the treatment of the trees already in our orchards, but a close inspection of all trees which may be imported here. No one should object to do his share towards reaching the important end at which every one ought to aim, and it is therefore to be hoped that Mr. Hutcherson's recommendations will meet with a hearty response.

TWO BANK STORIES.

"In the early days before the telegraph extended to all parts of the world," said U. S. Secretary William B. Green, at the Bankers' Congress, "it was much easier to work confidence games on banks than it is now. I don't know that the history of banking in this country affords any more remarkable case than one which took place in New Orleans many years ago. A confidence man visited that city. By the use of skeleton keys he obtained access to one of the banks. Night after night he let himself in and examined the books and correspondence until he had familiarized himself thoroughly with the affairs and connections of the concern. He disturbed nothing, but when he knew as much as the bank officials did he prepared forged letters of introduction and papers of great apparent value. Then he presented himself at the bank as an English gentleman of wealth. His credentials were perfect. His letters of credit were without a flaw. There was no way of cabling to verify them, and if there had been it is doubtful if the bank would have distrusted a customer so completely equipped to deceive. This man carried out of New Orleans \$100,000. He passed on up the river, and was afterwards traced to various eastern cities. He crossed the ocean and lived to the end of his life on the proceeds of that New Orleans trick. His career abroad was entirely exemplary and he passed for a man of probity."

"My father," said an Eastern banker, "was one of the attorneys in the Rathbone case at Buffalo. In the course of his operations, which were very extensive for that period Rathbone fell in need of money. He was a pushing, energetic man, and the leading citizens of Buffalo

didn't want to see him go to the wall. Ten or a dozen of them agreed to go on a note together for him. The amount was to be \$10,000 or something like that. Rathbone claimed that amount would carry him over, and the citizens thought they would risk that much as a matter of public spirit. Instead of contenting himself with a single note, Rathbone secretly prepared about ten. He went to the indorsers singly and got each one to sign a different note, on the supposition that it was the only one. This gave one genuine signature on each of the ten notes. He forged the other signatures, so that he had ten notes, each bearing all of the ten or twelve names. He raised by the notes about \$100,000 instead of one-tenth of that sum, and then the discovery came. Rathbone was sent to the penitentiary. After he got out he went to New York City, became a much respected business man, and was straight till he died."

THE GLOVE IN DAYS OF YORE.

If the science of knowing people by their clothes, whose claims are so eloquently urged by Balzac, ever come to be formulated, the chapter on the meaning of the glove will not be the least interesting portion of it. There is no article of clothing more diversified in its uses. Its apparent triviality disarms us, and we are inclined to toy with it lightly as one of the most agreeable ebullitions of feminine fancy and forget that anything more serious than adornment ever caused its use. Jean Godard, a French rhymester of the sixteenth century, wrote a poem, in which he told how Venus, running the Adonis, pricked her finger and ordered her maidens to get leather and make some gloves for her to protect her hands. But M. Godard's pretty fancy must give way before stern facts. The primary uses of the glove were strictly practical and unromantic.

English dames of early days never dreamed of such subtleties as gloves. They wore their sleeves long, with pointed flaps, that rested on the backs of their hands, or, when they went forth in winter, drew the loose drapery of their outer garment over their hands. It was not till near the close of the tenth century that they thought of gloves; then they wore them with only a thumb and no fingers, like the mittens of the present day, and they were wondrously embroidered and starred with jewels. No gloves were finer than those of the clergy. They were mostly of white silk, or linen cunningly embroidered, and sometimes fringed with pearls.

Later on, gloves became magnificent for common wear, and in contemporary pictures the nobility seemed to have carried them rather in their hands or in their girdles than on their fingers. It was by the fine gloves his page carried in his girdle that Coeur de Lion was betrayed on his way home from the crusade, and so fell into captivity.

But already the glove was more than a mere bit of foppery. The knight's mailed glove sheltered his hand. It became a sign of power, and when a gracious lord meant to signify his attention to protect a town he sent his glove as a sign of his willingness. The glove, too, was the

token of defiance when one knight declared war against each other, and at the same time, as if to mark the difference between the strong right hand of man and the daintier hand of woman, he bound his mistress' delicate brodered glove to his helmet by way of showing his fealty. As the sign and test of love, gloves had been largely utilized.

By the sixteenth century gloves were common wear, together with farthingales, corsets and low gowns. Gloves were perfumed greatly. Autolycus sold the maids "gloves as sweet as damask roses." In Charles II's time the shortening of the sleeves led to the lengthening of gloves.

BUSINESS DETAILS.

Business is made up of details. The mill owner who has mastered all the details in his business can bid more intelligently for work than can he who simply guesses. He knows where he can save. He knows the cost of each step to a fraction. When he reaches his conclusions he knows exactly what figures will give him a fair profit. Such a master of his business will never be caught doing unprofitable jobs. Knowing exactly what he must expend on a required job, he will pass the job along to his guessing neighbor, and allow him to run his plant on the non-paying work.

One day last week I saw two sets of figures on one contract. One of the men who figured understood his business, and his figures were to a cent. The other one guessed at the cost. Their figures were not far apart, for the job was not large. The guesser's bid was below the exact figurer's bid, and he got the job. He has since told me that "there is no profit nowadays in this line of work." The other man assured me he knew "exactly how much Mr. Guesser would lose on the job." His figures agreed almost to a cent with what the "lucky" bidder confessed he was "out" on the work.

These two men represent the two classes of mechanical workers, those who fail and those who succeed. These classes are distinct. The guessers "get the work at any figure." They soon do enough work to lose all they possess. The exact figurers "get a fair profit or let the job go to some one else." They may work less, but they make a profit on all they do, and they soon do little enough to roll up a good bank account. It may sound paradoxical to say that one man succeeds in getting so much work that he fails, and another succeeds in getting so little that he grows rich, but there are enough examples of both to prove that the seeming paradox covers an important business truth.

The man who is master of the details of his business is a powerful competitor. He knows when he reaches the point in bids below which he will not, can not, go. His guessing competitor has only one limit in view. He aims to go below his competitor, no matter how low the competitor sets his figures. How many men can tell to which class they belong?—*Buffalo Lumber World.*

Mr. A. S. Hall, late of the Bank of B. N. A. in Montreal, has been transferred to the branch in Vancouver.

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

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL

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

SAMUEL M. ROBINS, Superintendent.

COMMERCIAL SUMMARY.

Stocks of wheat in warehouses in the Northwest are estimated at 18,788,000 bushels.

Large quantities of freight are being shipped into the Kootenay country for winter supplies.

A treaty of commerce is said to have been recently signed between Germany and Roumania.

The hay crop in Hungary is officially estimated at 9,062,000 tons, compared with 653,000 in 1892, and 10,638,000 in 1891.

The maize crop of Italy is reported as about 74,000,000 bushels, compared with 10,000,000 in 1892, and a like quantity in 1891.

The hop crop of Germany is estimated as not over 25,000,000 pounds, compared with an average of 53,000,000 pounds for the past ten years.

Mr. W. H. Cope, late of the dry goods branch of the Hudson's Bay Company at Winnipeg, has been transferred to the Vancouver branch.

Kaslo has since the first of August exported some \$40 tons of ore, aggregating over \$135,000 in value. Most of it was shipped to smelters at Tacoma and San Francisco.

A strong Nanaimo Poultry Society has

now been organized under the presidency of Mr. S. M. Robins, who keeps well to the fore in everything of public interest in the Coal City.

The Manchester ship canal is expected to be open for traffic on January 1. A line of steamers from New Orleans direct to Manchester has been arranged, beginning with the Venango, to sail about December 10, and the Ohio about December 21.

There is every probability of the British markets not being so overwhelmed with foreign wheat as was the case last year, observes Beerbohm. "But the market still suffers, from too much immediately pressing wheat, and from an inability to carry it, more particularly in America."

Amongst the passengers returning by the Warrimoo is Mr. C. R. Valentine of Wellington, New Zealand, who has been on an extensive tour through the United States and Canada in the interests of the New Zealand Government, to enquire into the prospects of trade relations between America and New Zealand.

The shipments of wheat from India continue very small, the price asked still being beyond their normal level on this side. There seems to be a general disinclination to sell at present low prices, the result being that, notwithstanding the large crop in India this year, the exports since April 1, are considerably smaller than last year, which Beerbohm

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reports as 1,859,000 quarters, compared with 3,131,000 last year, and 4,784,000 in 1891.

Capt. Howard, an old-time merchant seaman, visited Nanaimo in command of the bark Richard III. He is now 81 years of age and can well remember his visit to Nanaimo in the bark Leonessa during the year 1854. The Hudson's Bay Company was then working the Nanaimo mines, the coal loading then being done by Indian women in canoes. The coal was contained in small wicker baskets and weighed on a small platform scale, the baskets not holding more coal than the Indian woman could conveniently carry.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUK.	ARRIVED.
Br bark	Routenbeck	920	Russell	October 9.	Victoria	Liverpool	38,800	\$201,875	
Ger ship	Sirene	1137	Saunermueh	October 19.	Victoria	London	56,558	282,790	
Br ss	Grandholm	871	Masson	October 19.	Victoria	Liverpool	31,707	159,533	
Br bark	Jessie Stowe	615	Blanche	October 14.	Fraser River	Liverpool	30,009	137,112	
Br bark	Ladstock	816	Williams	October 19.	Fraser River	Liverpool	35,773	173,865	
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,880	
Br bark	City of Carlisle	823	Hughes	November.	Victoria	Liverpool	37,381	185,905	
Br ship	Candida	1222	Kee		Victoria	Liverpool			
Br bark	Harold	1307	King		Victoria	Liverpool			

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1125	Young	Jan. 13.	Westminster.	Sydney	806,938	7,814	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 1	Vancouver	Plymouth	923,058	9,882	May 20	52s 6d
Nor bark	Fritzo	1078	Holfsen	Jan. 10.	Vancouver	Callao	879,260	8,031	March 3.	30s 3d
Am bark	Colorado	1636	Gibson	Jan. 19.	Cowichan	Valparaiso f.o.	882,657	7,077	April 27	37s 6d
Br bark	Highlands	1256	Owen	Jan. 26	Vancouver	Montreal	895,653	15,537	June 23	Private...
Chil. bark	India	953	Funke	Jan. 11.	Moodyville	Valparaiso	738,782	7,169	March 30	owners ac
Br bktn	Bittern	323	Stromach	Jan. 20.	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7.	Moodyville	Iquiqui	1,328,879	11,058	May 6.	35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindustan	1512	Welsh	March 6.	Moodyville	Valparaiso	1,196,830	10,242	July 14	owners ac
Am bark	Semmore	1139	Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,966	April	Private...
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,911	10,197	Aug. 28	Private..
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577	June 23	35s
Br ship	Natuna	1106	Grain	April 20	Vancouver	Port Pirie	964,863	7,718	Sept. 22	42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark	John Eua	2600	Schmauer	June 2.	Cowichan	Port Pirie	2,550,707	19,500	Aug. 7.	46s
Br bark	Blairhoyle	1291	Gray	June 1.	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	663,000	5,296	Aug. 26	35s
Nor bark	Sigurd	1330	Aase	May 21	Vancouver	Port Pirie	1,126,000	10,633	Aug. 31	40s
Chil. ship	Atacama	1245	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1069	Roberts	June 25	Vancouver	Antwerp	786,228	11,790		50s
Ger bark	Heinrich	923	Henne	June 7.	Vancouver	Holland	577,537	4,908	Oct. 4	55s
Br bark	Dochra	966	McJarrow	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,436,124	12,165	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7.	Cowichan	Adelaide	886,989	7,982	Oct. 14	39s
Am bark	Seminole	1439	Weeden	Aug. 1.	Moodyville	Santa Rosalia	1,045,608	7,896	Aug.	Private...
Am schr.	Puritan	534	Warner	Aug. 1.	Moodyville	Tientsin	723,954	8,625	Sept.	55s
Am bark	Sonoma	988	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	arrived	30s
Br ship	Gunford	2108	Wier	Sept. 6.	Vancouver	Port Pirie	1,974,050	12,831		37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,554	10,300		52s 6d
Nor bark	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,291,192	10,288		36s 3d
Br bark	Gainsborough	985	McNeil	Sept. 7	Moodyville	Valparaiso f.o	792,153	5,524		33s 9d
Chil. bark	India	953	Funke	Sept. 10.	Moodyville	Valparaiso	799,297	7,000		owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12.	Cowichan	Port Pirie	911,716	5,916		37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private...
Am bktn	Hilo	612	LeBallister	Sept. 28	Westminster.	Sydney	688,652	6,619		28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 14.	Cowichan	Sydney	871,305	7,614		27s 6d
Am bark	Hesper	654	Underwood	Oct. 12	Vancouver	Adelaide	779,398	5,856		37s 6d
Am schr.	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,692	6,031		37s 6d
Br bark	Elizabeth Graham	528	Anderson	Oct. 24	Moodyville	Melbourne	524,681	3,969		Private...
Am brig.	Geneva	471	Nelson	Oct.	Vancouver	Sydney				27s 6d
Am schr.	Aida	567	Anderson	Oct. 14	Moodyville	Shanghai	657,974	6,060		40s 6d
Am bktn	Robert Sidden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,508	4,616		37s 6d
Am schr.	Salvator	414	Wells	Oct. 29	Westminster.	Port Pirie	527,000	4,216		37s 6d
Am schr.	Louis	820	Hatch	Nov. 7	Vancouver	Iquiqui				40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,802	10,800		28s
Nor ship	Germanic	1263	Sunde		Vancouver	Cork, U.K. f.o.				Private...
Am schr.	Reporter	333	Mackie		Vancouver	Japan				Private...
Am bark	Snow & Burgess	1575	Mortenson		Vancouver	Santa Rosalia				55s
Am ship	Benj. Sewell	1361	Sewell		Vancouver	Corz. U. K				37s 6d
Am bark	Colorado	1560	Gibson		Vancouver	Shanghai				35
Am bark	Templar	910	Lee		Vancouver	Callao				

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.

Andrew Byrne Australian producers and manufacturers' agent, has opened an office in Victoria.

Mr. L. Godbolt, representing J. & T. Bell, of Montreal, manufacturers of fine boots, etc., was in the city last week and reports an increasing trade. Fine Canadian goods are to a great extent replacing the American on this market.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	British General	1754	Tulloch	Oct. 31	Samarang	Vanouver	B. C. Sugar Refinery Co	21
Br bark	Archer	789	Dawson	Aug. 4	Liverpool	Victoria	R. P. Rithet & Co., Ltd	109
Br ship	Dumboyne	1380	Neill	Aug. 4	L. London	Vancouver	Evans, Coleman & Evans	109
Ger. bark	Gutenberg	627	Zepelin	Aug. 10	O. Glasgow	Victoria		103
Br ship	Ainsdale	1725	Owens	Oct. 9	N. Liverpool	Victoria	R. P. Rithet & Co., Ltd	43
Br bark	Primeria	597	Gardner	Oct. 4	A. Acapulco	Victoria	Turner, Beeton & Co.	48
Br ship	Astoria	1335	Dagwell	Oct. 13	G. London	Victoria & Van		39
Br ship	Arctic Stream	1498	Brown		Montevideo	Royal Roads		
Br ss	Empress of China	3003	Archibald	Nov. 1	H. Hong Kong	Victoria & Van	C. P. S. S. Co.	20
Br ship	Drumalis	2450	Campbell	Sept. 16	Port Pirie	Royal Roads		34
Am ship	Eclipse	1535	Peterson		K. San Francisco	Vancouver	Robert Ward & Co., Ltd	
Br ship	Bennmore	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	16
Am schr	W. H. Talbot	776	Blum	Nov. 5	M. San Francisco	Vancouver	Hastings Mill	12
Br ss	Victoria	1992	Panton	Nov. 9	F. Hong Kong	Victoria	Dudwell, Carlill & Co.	
Br ss	Empress of India	3003	Marshall		C. Hong Kong	Victoria	C. P. S. S. Co.	
Br ss	Arawa	3263	Stewart	Nov. 18	D. Sydney	Victoria	C. A. S. S. Co.	3
Am bktn	Wrestler	447	Bergman		B. Honolulu	Royal Roads	Robert Ward & Co., Ltd	

A—Chartered to load salmon for London, November loading. N—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. 13 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. K—Chartered for lumber to Cork, U. K., for orders at C's. R—To sail early in December. M—Lumber to East London, Cape Colony, South Africa, at 75s. F—Via Yokohama Nov. 20. C—To sail Nov. 29. 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.

VESSELS IN PORT.

VICTORIA.

(November 20, 1903.)

Br. bark City of Carlisle, 823 tons, Capt. Hughes, arrived Oct. 8, from Santa Barbara, loading salmon for U. K., Turner, Beeton & Co., consignees.

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 147 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.

VANCOUVER.

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

Am. schr. Reporter, 353 tons, Capt.

Mackie, arrived Nov. 4, loading lumber for Japan.

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. Sparring, 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 Callao.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship John A. Briggs, 2,033 tons, Capt. Balch.

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

WELLINGTON SHIPPING.

Am. bark Scrainole, 1,439 tons, Capt. Weeden.

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

Am. bark Highland Light, 1,205 tons, Capt. Henry.

Am. bark Detroit, 1,433 tons, Capt. Darrah.

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

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	5,278
Vancouver	7	8,730
Nanaimo	7	9,989
Total	18	23,997
Previous week	18	23,313
Correspond'g week last year	21	26,020

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending November 18:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
13.	Sea Lion, str., Port Townsend	64
13.	Pioneer, str., Port Townsend	35
14.	Angeles, str., Port Townsend	83
15.	Wanderer, str., Port Townsend	40
16.	Pioneer, str., Port Townsend	26
16.	Colusa, bk, Honolulu, H. I.	1,739
Total		1,987

It costs \$55 a ton to freight goods from Nakusp to New Denver.

Weiler Bros. are fitting up their china and glassware department with polished redwood fittings of their own manufacture.

The Sayward Mill Co. will shortly remove their offices to better quarters, which will be easy of access from the Rock Bay bridge, with entrance next the Tramway offices.

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

Leading Trade and Commercial Paper West of Toronto.

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# GREENE & SONS

COMPANY, MONTREAL.

WHOLESALE

## HATS, CAPS

AND

FURS

MEN'S

### Furnishings.

**BRITISH COLUMBIA FALL TRADE, 1893**

*Merino and Woollen Underwear, Scarfs, Ties, Shirts, Collars and Waterproof Coats.*

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,**

(Overhead dry or double cotton sewn)

a special feature of our trade.

## CANADA JUTE COMPANY, LIMITED

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

**A. O. LEASK,**

Agent and Commission Merchant.

Customs, Insurance and Shipping Agent.

Storage, Bonded and Free.

Forwarder, etc.

Vancouver, . . . B. C.

**J. & T. STEPHENS,**

Manufacturers of

### Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

## THE WESTERN MILLING CO.,

(LIMITED.)

**REGINA, ASSA.,**

DEALERS IN

### Seed and Feed Grain

OF ALL KINDS, ALSO

Flour, Chop Feed, Bran and Shorts.

PARTIES REQUIRING

Seed or Feed Oats or Wheat

WILL DO WELL TO

Correspond With Us, or Major & Eldridge, Vancouver.

## A. HOLDEN & CO.,

Railway Supplies.

AGENTS FOR CANADA FOR

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

30 St. John St., Montreal.

## PACKARD LAMP CO.,

(LIMITED.)

MANUFACTURERS OF THE

### Packard High Grade

### Incandescent Lamps.

96 TO 100 KING STREET,

MONTREAL.

CHAS. C. PAIGE, MAN'G DIRECTOR.

## STEEL RAILS

[New and Best Seconds]

Cement, Waste, Steel and Iron,

Files, Etc.

**WALTER TOWNSEND,**

MONTREAL.

Agent for Bolling & Lowe, London, Eng

## THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Next to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Chôte Wincé, Etc. JOHN WHITTY, Prop



# Okell & Morris Fruit Preserving Co., Ltd

## VICTORIA.

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

THE : LARGEST : FACTORY : OF : ITS : KIND : IN : THE : PROVINCE.

Preservers of all kinds of Canned Fruits, Jams, Jellies  
and Marmalades.

NEW SEASON'S SEVILLE ORANGE MARMALADE NOW READY.

ALL THESE GOODS TO BE HAD FROM THE FOLLOWING MERCHANTS :

VICTORIA—Hudson's Bay Co., Wilson Bros., S. Leiser, R. P. Rithet & Co., Thos. Earle, Messrs Todd & Son.

VANCOUVER—Major & Eldridge.

# OGILVIE'S HUNGARIAN FLOUR

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

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

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

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

**OGILVIE MILLING CO., WINNIPEG.**

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

# HUDSON'S BAY CO'Y,

VICTORIA, - - - - B. C.

IMPORTERS :

WINES,  
LIQUORS  
CIGARS,  
CIGARETTES,

CANNED GOODS,  
ENGLISH GROCERIES,  
CANADIAN GROCERIES,  
AMERICAN GROCERIES,

STAPLE DRY GOODS  
BLANKETS,  
FIRE ARMS,  
AMMUNITION.

AGENTS FOR:

Fort Garry Flour Mills, Benton County Flouring Mills.