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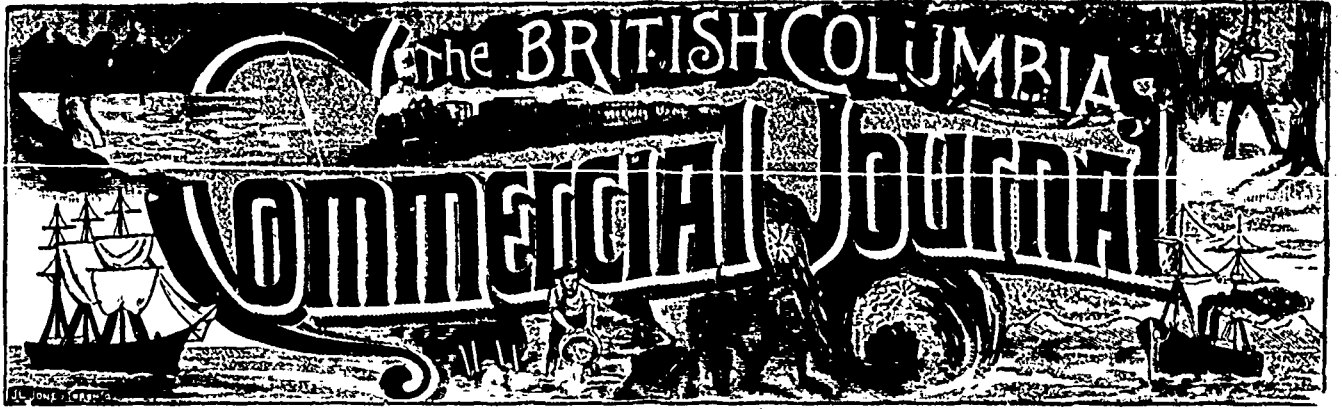
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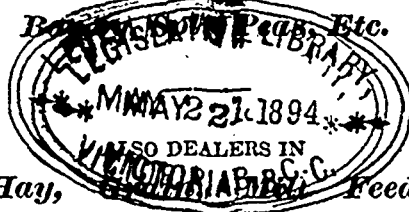
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British Columbia Salmon:—Ewen & Co., "Lion."  
"Bonnie Dundee"; Bon Accord Fishery Co's "Consuls"; Canadian Pacific Packing Co. "Flagship" brand.

## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, May 1.

## VICTORIA.

The month just closed has been a quiet one in nearly all departments. General business has only been fair with no special activity in any particular line. The unsettled weather is depressing the distribution of goods, more especially in dry goods, and a few weeks of bright sunshine would give a materially brighter tone to business in this line. The principal feature of the markets is the strong situation in mill stuffs and wheat. A large number of the retail grocery trade seem to be about tired of the former system of almost unlimited credit that was customary in this city in the past. They are working as near as possible to a cash basis and only cultivate cash customers and those who pay bills promptly. Slow pays are being requested to settle up old balances of sometimes long standing and in future pay cash. This has had the effect of reducing to some extent the volume of business, but dealers who are working to the cash basis are satisfied with less of a turnover with a corresponding smaller amount of losses than heretofore. There are many encouraging features which multiply as the season advances. There are indications of an improvement in mining, both quartz and hydraulic, which is in a measure substantiated by the large number of companies that have been incorporated last year and quite a number already this season. The salmon canneries are making preparations for a good pack, which, however, is not expected to be as large as last season, although three or four new canneries will be in operation. The lumber export trade is also improving and this has given the mills confidence sufficient to advance prices slightly and establish a uniform export rate which will make the industry a profitable one this summer. Recuperation will of necessity be slow, but it is believed that the worst has been past and trade generally will show a gradual improvement this season. Collections continue slow.

The Vancouver *News-Advertiser* says: "Trade is reported to be steady, and there are but few features to note this week. Collections continue fair. During the past week, two more vessels have arrived to load lumber, making six in all at this port at the present time. The Moodyville and Hastings mills will thus both be kept running full time for some weeks to come, while several more vessels are now on the way. Another vessel has also arrived with general cargo, and, after discharging the same, will load lumber here. The wet weather of the past few days has hindered all out door work, but active preparations are being made for the coming spring, and as has been previously mentioned, there will be quite a little building and other out door work done this season. Wholesale business continues fairly steady, the chief features being an advance in feed and California butter. Prices otherwise continue almost unchanged."

## FLOUR AND FEED.

Wheat and mill stuffs have advanced

during the week. Oats remain unchanged. Wheat for chicken feed is now quoted at \$17, net cash, per ton at Tacoma, and cannot be landed here for less than \$25. Within the last two weeks, the Tacoma quotation was down to \$10 per ton. The drought in California this spring is said to have been damaging to the grain and root crop. There was rain late in April, but it was too late to be of sufficient benefit to overcome the backset occasioned by the drought. It is said that potatoes will be a short crop in California this year, which will affect the producing districts along the coast. Quotations for hay are high at San Francisco, and it is said that the chances are that local prices will go up in sympathy. Flours are unchanged in price.

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

Ogilvie's Hungarian.....\$1 20  
" Strong Bakers ..... 4 00

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

Premier .....\$3 90  
XXX ..... 3 75  
Strong Bakers or XX..... 3 30  
Superfine ..... 3 05

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

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

Jobbers' quotations to the trade are:

Delta, Victoria mills.....\$ 4 25 @ 0 00  
Lion, " ..... 4 25 @ 0 00  
XXX ..... 4 25 @ 0 00  
Premier, Enderby mills ..... 4 25 @ 0 00  
XXX, " ..... 4 10 @ 0 00  
XX, " ..... 3 65 @ 0 00  
Superfine, " ..... 3 40 @ 0 00  
Ogilvie's Hungarian..... 4 55 @ 4 60  
" Strong Bakers..... 4 15 @ 0 00  
H. B. C. Fort Garry Hungarian..... 4 55 @ 4 60  
" Strong Bakers ..... 4 15 @ 0 00  
Oak Lake Patent Hungarian ..... 4 55 @ 4 60  
" Strong Bakers ..... 4 15 @ 0 00  
Regina Hungarian..... 4 55 @ 4 60  
" Strong Bakers..... 4 15 @ 0 00  
Benton County, Oregon..... 3 85 @ 0 00  
Portland Roller..... 3 85 @ 0 00  
Snowflake..... 3 85 @ 0 00  
Wheat, per ton..... 27 50 @ 30 00  
Oats..... 30 00 @ 32 50  
Oil cake meal..... 35 00 @ 50 00  
Chop feed California..... 30 00 @ 00 00  
Shorts..... 27 50 @ 30 00  
Bran..... 25 00 @ 27 50  
National Mills oatmeal..... 3 50 @ 0 00  
" " rolled oats ..... 3 00 @ 0 00  
" " split peas ..... 3 50 @ 0 00  
" " pearl barley..... 4 50 @ 0 00  
" " Chop feed..... 25 00 @ 27 00  
California oatmeal..... 3 75 @ 0 00  
California rolled oats..... 3 75 @ 0 00  
Corn, whole ..... per ton 37 50 @ 40 00  
Peas, field ..... per ton 50 00 @ 60 00  
Cornmeal ..... 2 75 @ 3 00  
Cornmeal-feed ..... per ton 40 00 @ 00 00  
Cracked corn..... 40 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  
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.

Receipts of butter in San Francisco are reported light, and the quotations are consequently very strong. Local jobbers have

advanced their prices 1c since last week. Canadian cheese is slightly firmer in price.

Jobbers quote:

Valencia raisins.....per lb \$ 7 @ \$ 0  
Malaga raisins.....per box 3 00 @ 3 25  
Currants (barrels)....per lb 5 @ 5 1  
" half bbls.....per lb 5 @ 6  
" (cases).....per lb 5 1/2 @ 7 1/2  
Sultana r.....per lb 8 @ 10  
Taragonna almonds.....per lb 14 @ 18  
Grenoble walnuts.....per lb 14 @ 18  
Filberts.....per lb 11 1/2 @ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....  
Manitoba dairy..... 00 @ 00  
California creamery..... 27 @ 28  
California rolls..... @ 27  
Cheese—Canadian, lb..... 14 @ 15  
California..... 15 @ 18  
Eggs, pickled, case, per doz..... 10 @ 00

Smoked meats and lard are quoted:

Hams..... 13 1/2 @ 14 1/2  
Breakfast bacon..... 14 1/2 @ 15  
Short rolls..... 11 @ 12  
Dry Salt, long clear..... 10 1/2 @ 11  
Bacon..... 13 1/2 @ 13 1/2  
Pure Lard, 20lbs, pails ..... 11 @ 11 1/2  
" " 10lbs, tins ..... 14 1/2 @ 14 1/2  
" " 5lbs " ..... 14 1/2 @ 15  
" " 3lbs " ..... 14 1/2 @ 15  
Lard Compound, 10 lbs..... 11 1/2 @ 00  
" " 20 lbs..... 11 @ 00  
" " 5 lbs..... 11 1/2 @ 00  
" " 3 lbs..... 11 1/2 @ 00

Sugar—Jobber's prices 1/2-barrels and kegs in each case being 1/2c higher:

Dry Granulated (China)..... 4 1/2  
Extra C, China ..... 4 1/2  
Australian Granulated..... 4 1/2  
Dry Granulated (B. C. Refinery)..... 4 1/2  
Extra C..... 4 1/2  
Fancy Yellow..... 4 1/2  
Yellow..... 4 1/2  
Golden C.....  
Cubes..... 5 1/2  
Powdered..... 6 1/2  
Syrups, per lb ..... 3  
" 1 gal. tins, American (10) ..... 5 50  
" " " (16)..... 5 25  
" 1 " Vancouver..... 5 50  
" 1 1/2 " " ..... 7 00

Jobbers' quotations for Armour Packing

Company's brands per lb.:  
Helmet brand sugar cured hams, medium 0 16  
" " " heavy.. 0 15  
" " " breakfast bacon 0 16 1/2  
Fancy Gold Band hams..... 0 17 1/2  
" " " breakfast bacon..... 0 18 1/2  
White Label pure leaf lard, tierces..... 0 14  
" " " 50-lb ins..... 0 14 1/2  
" " " 20-lb " ..... 0 14 1/2  
" " " 10-lb " ..... 0 14 1/2  
" " " 5-lb " ..... 0 11 1/2  
" " " 3-lb " ..... 0 14 1/2  
Lard compound (tierces)..... 0 11 1/2

## FRUITS AND VEGETABLES.

A slight advance is reported in quotations for California oranges and lemons, the scarcity in the growing districts of Southern California being accountable for the strength of the market. Fruits have been moving slowly, because of unseasonable weather. Some of the small fruits may be expected early this month. The drought in California during the past month will probably shorten the yield this season in most of the early fruits.

Jobbers' quotations for fruits are as follows:—

Oranges—California navels.... 3 75 @ 4 50  
" " seedlings.... 2 75 @ 3 00  
Lemons—California..... 3 25 @ 4 25  
Bananas—New Orleans..... 2 75 @ 0 00  
Apples..... bxs 1 50 @ 1 75  
Cocoanuts.....per 100 8 00 @ 9 00  
Vegetables are quoted:

Potatoes.....per ton 20 00 @ 25 00  
 Onions—Silverskins... ..per lb 4 1/2 @  
 Cabbage... ..per lb 1 1/2 @ 2  
 Asparagus.....per box 1 75 @ 2 00

DRY GOODS.

The Toronto *Empire* says: "The warm weather of the past week has caused a considerable enlargement in sales of dry goods. All of the houses are now doing a brisk sorting trade, and stocks are steadily diminishing. If weather continues seasonable, spring stock-taking about a month hence will see very moderate quantities of goods in the hands of local wholesale dealers, as at present they are in some instances already quite low. The movement continues principally in prints, plain and figured satens, cretonnes, tablings and towellings, silks, dress trimmings of various sorts, gloves and hosiery, spring suitings, carpets and house furnishings. More silks and ribbons are having quite a sale, and laces are very active. Cotton manufacturers report a brisk trade. Autumn orders for white and grey cottons are coming in freely, and the placing orders are expected to be all in within a fortnight. A number of representatives of United States mills have been here, and have offered values which are considered exceptionally low. The depressed state of trade in the United States makes it desirable for the mills there to effect sales, and strenuous efforts have been made to place quantities of cheap fabrics in this market. The new list of the Canadian mills, however, quoting all round reductions, renders it difficult for foreign manufacturers to do business. The prompt reduction in prices after the change in the tariff has resulted in the Canadian mills securing the bulk of the autumn business. Autumn orders for blankets, flannels, druggets and like lines are being held pending the final adjustment in the tariff. Payments are slackening up somewhat, and it is expected that the amount of money coming to hand will be light until after May 4."

LUMBER.

There have been no clearance reported but the Gutenberg finished loading Saturday for Valparaiso, and the Thermopylae will be ready to sail early this month for Shanghai. The American barkentine Chehalis, 656 tons, Capt. Watts, arrived in Royal Roads, April 29, from Portland under charter to load at the Hastings Mill for Adelaide, at 40s. The British ship Largo Law, 1,597 tons, Captain Turneaux, arrived at Port. Townsend April 29, from San Francisco bound for Moodyville, under charter to load for Valparaiso for orders. Pisagua range at 37s 9d. She will be at loading point during the week. There is one new charter to report. The American ship Guardian, 1,073 tons, Capt. Marden, now on the way from Iquiqui, which will load mining props at Vesuvius Bay, for Santa Rosalia at private terms, on account of Robt. Ward & Co., Ltd. The foreign lumber shippers, and export mills have just about come to an agreement to advance the price of lumber both in British Columbia and Puget Sound ports to \$9.00 per mille feet basis price, (for rough mercantile ordinary sizes in lengths to 40 feet inclusive), for foreign orders. The full text of the agreement will be made public shortly and will be

certain to give great satisfaction to all engaged in the milling industry. It is an open secret that certain mills in their eagerness to secure business cut the price of lumber below profitable basis, and while the list prices still remain at \$8.00 and \$8.50 per M feet, it is well known that those figures have been purely nominal for some time.

The following vessels are loading lumber at British Columbia ports for foreign: At Moodyville Mill—Chilian ship Hindostan, 1,512 tons, for Valparaiso. Ger. bark Gutterberg, 627 tons, for Valparaiso f.o; Br. ship Eastcroft, 1,312 tons, for Valparaiso. Br. ship Largo Law, 1,597 tons, for Valparaiso, f. o. At Hastings Mill—Am. barkentine Katie Flickinger, 449 tons, for Santa Rosalia. Br ship Astoria, 1,335 tons, for Queenstown f.o. Br bktne Xantippe, 909 tons, for Queenstown f.o. Br schr Grace Harwar, 1,750 tons, for Queenstown for orders. Am. bktne Chehalis, 656 tons, for Adelaide. At Brunette Mill—Br. bark Thermopylae, 948 tons, for Shanghai. At Cowichan—Am. bktne. Modoc, 452 tons, for Santa Rosalia. Total, 11 vessels, 11,577 tons.

The following are the current city quotations, net in yard: Rough, \$8.00 per Mft; rough clear, \$14; ship lap, \$10; tongue and groove flooring, 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, 35feet 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

PROVINCIAL TRADE NOTES.

A carload of fresh salmon was shipped from New Westminster to New York last Saturday.

The Chilliwack council has requested a week's time to consider the proposal made by the Chilliwack Railway Co., re-guarantee of bonds.

The foreign coal shipments for the month were as follows: New Vancouver Coal Co., 28,205 tons; Wellington, 21,310 tons; Union, 14,205 tons; total, 63,720 tons. Increase for the month, 1,450 tons.

The Styne Creek Gold Mining Company, Ltd., of Vancouver, has filed articles of incorporation, the capital stock being placed at \$200,000 in \$5 shares. The trustees named are Messrs. R. C. Campbell-Johnston, of Vancouver; J. H. Anthony, of Lytton, and N. P. Snowden, of Victoria.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending April 28:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
23.	Crown of England, San Diego...	3,523
24.	Tyce, str., Port Townsend...	98
25.	Plover str., Port Townsend....	35
26.	Bundacer, bk., San Franci.co...	1,451
27.	Montserrat, str., San Francisco..	1,497
27.	Bertha, str. Kodiak, Alaska....	662
28.	Carrollton, bark, San Francisco	2,350
Total.....		9,616

BUSINESS CHANGES.

P. Bissette, saw mill, Lumby, business advertised for sale.

John T. Bethune, commission agent, is opening in Victoria.

Poole & Co., dry goods, Vernon, are giving up business.

Meytyer & King succeed Meytyer & Noel, hotelkeepers, Vancouver.

The auction sale of the Victoria Iron Works, Victoria, has been postponed.

C. Braun & Co., booksellers and stationers, have opened in Victoria.

Joseph Grice, grocer, Victoria, has sold out to George Maidewent.

The Frazer Valley Cannery Co., Ltd., Chilliwack, are reported going out of business.

Lukey and Lowery, Nanaimo, contemplate the establishment of a weekly newspaper at Nanaimo.

Raper, Raper & Co., estate, books and stationery, Nanaimo; stock being sold by auction for assignee.

H. A. Yates has been appointed general agent of the Connecticut Fire Insurance Co., for British Columbia.

Henry F. and Kenneth McLean, formerly in the dry goods business in Winnipeg, intend opening at Nelson.

A meeting of creditors of the estate James McDonald & Co., furniture, Nelson will be held on May 17, at that place

The British Columbia Mercantile Agency have now in press a new book of retail ratings for the city of Victoria and vicinity, which will be issued to subscribers shortly.

UNITY OF INTERESTS.

A business house should be as perfect a human machine as a well disciplined army. All of its members should move as if actuated by one spirit—loyalty to the leader and that which he represents. From janitor to office boy, and all the way along through every department, the helpers should act and work as though the business depended upon their exertion. This spirit cannot be dominant in a firm without the co-operation of the head of the firm with all the employes, either directly or through some trained assistant. Hence it is desirable to have systematic and regular meetings of a firm with heads of departments, at which the business of the house is canvassed, discussed, new methods debated, weak points guarded, plans formulated, and all points of general interest considered, much as in a council of war prior to the movement of an army.

When the office boys and junior clerks talk about the affairs of their employers as if they had money at stake, then we know they have at heart the welfare and prosperity of the business. When they talk after this fashion—"We have a new line of goods," or "Our firm is offering special inducements," or "We pay strict attention to details," or "We are doing a magnificent trade, and are working nights,"—then outsiders and insiders know that their heart is in their work, and that they are doing their level best to push ahead and gain commercial honors. Success lies with the man, and unless his habits and methods are such as to inspire loyalty and unity of interests in his helpers, he is doomed to failure or indifferent results.

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for British Columbia.

## COMMERCIAL SUMMARY.

It is said that gas is the coming street car motor.

Devastating floods are occurring in Armenia.

Three Austrian towns have been entirely destroyed by fire.

Spain complains that Cuban rebels are securing firearms from the United States.

Huntsville, Muskoka, lost 30 business places, the English church, a grist mill, the telegraph office and the steamer Excelsior by fire last week.

Montreal men expect a large export trade in Canadian horses this season. The Glasgow Tramway Company have sent two buyers out to Canada who will purchase 4,000 horses.

It is stated that the Canadian Government has decided not to exhibit at the Antwerp Exhibition. The Canadian Pacific Railway will, however, have a small exhibit.

An acre of land will yield more in the way of food when planted with bananas than with anything else. The product of an acre of bananas is 133 times as great as that of an acre of wheat.

The Ontario Coal Company is to be wound up. Chief Justice Armour granted the order upon the consolidated petitions of the various creditors, whose claims aggregate over \$500,000. Those of the American creditors alone amount to nearly \$100,000. The nominal liabilities are approximately placed at \$900,000 and the assets at \$350,000. By general consent of the petitioning creditors, Mr. E. R. C. Clarkson has been appointed provisional liquidator.

## Montreal Smelting and Refining Works.

G. Langwell's Babbit Metal.

This Babbit, or anti-friction metal, is the best that is manufactured, and is made in numbered grades, containing certain percentages of copper, tin, antimony, etc. Every block is stamped, "G. LANGWELL'S BABBIT."  
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—AND—

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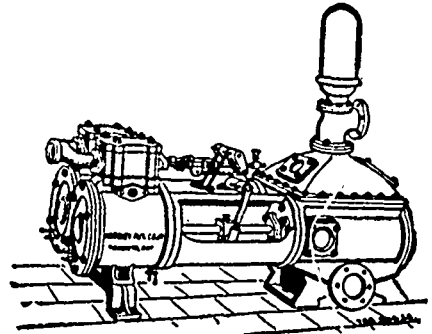
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CATALOGUE ON APPLICATION.

# PATENTS

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**INVENTORS' RECORD.**

The following list of United States patents, granted to Canadian inventors, March 27 and April 3, 1891, is reported expressly for THE COMMERCIAL JOURNAL by James Sangter, solicitor of patents, Buffalo, N. Y.:

Secondary battery, George L. Ballard, Toronto.

Grain-shocking machine, Robert Connell, Osprey.

Ring gauge, William F. Doll, Winnipeg. Inkstand, Charles E. Jewell, Toronto, assignor of one-half to Major R. Jewell, Rochester, N. Y.

Duplicating cheque book, Joseph Oldfield, Toronto.

Dynamite and process of making same, William Y. Rochester, Ottawa, and John McArthur, Nepeau, said McArthur assignor to George Rochester, Nepeau.

Granted April 3rd, 1891:

Smoke-consuming furnace, Jean F. Chazotte, Montreal, assignor of two-thirds to Gustave des Trois Maisons and Antoine Roy, same place.

Harvester, William McCloskey, Essex, assignor of one-half to Alem J. Green, same place.

Electric motor, William J. Still, Toronto, assignor of one-half to Randolph MacDonald, same place.

Milk purifier, Richard H. Caswell, Ingersoll, assignor to Charles H. Slawson and Stephen King, same place, and John S. Pearce, London.

Granted April 10th:

Chalk sharpener, George Hay, Picton. Combined drag bar cultivator and drill, William Hull, Souris.

Electrolytic cell, Ernest A. Le Sueur, Ottawa.

Transposing keyboard, Alexander Marcy, Toronto, assignor of eleven-twentieths to Joseph Hanauer, Omaha, Neb.

Cultivator, Thomas J. McBride, Winnipeg, Manitoba, assignor to the Massey-Harris Company, Toronto.

Process of refining nickel and copper mattes, Charles G. Richardson, Toronto.

**HINTS TO MERCHANTS.**

Merchants are often worried on account of the tendency of buttons and other small articles of merchandise which come attached to cards by threads coming off and getting lost. This can be obviated by taking a piece of common wrapping paper, gumming it and pressing it down firmly on the back of the card. It will adhere to the threads at all points and the card can be cut in any way necessary without loosening the thread. Another little precaution which will save much time and bother if observed is to wrap each color of sewing silk, braids and such similar articles likely to become entangled in separate pieces of paper, allowing only the ends of the skeins to show.

It is well to remember that in procuring and holding trade there are other factors to be considered than those of correct price and qualities, although these must be considered indispensable by every truly progressive merchant. We wish to speak particularly of the necessity of quickness in serving customers. The



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First, We guarantee the quality every time. Second, they are always reliable.



merchant that has the best facilities for serving customers possesses a strong hold on the trade for that if for no other reason. What are the requisites for a quick and satisfactory service? Here are a few of them: Sufficient number of clerks to take care of the customers. Sample cards in each department showing all the colors and styles in stock, and when necessary, especially in case of old or rarely called for goods, memoranda of their location. Methodical arrangement of goods on shelves in boxes and packages of different colors or make according to grades, and so as to be easily distinguished. Clearness of price and size marks and uniformity as to location on goods. In general, such arrangement of goods that they can easily be found by a new clerk. The possession of the quickest facilities in your city for wrapping bundles and making change should be one of your ambitions.

Before articles are allowed to leave the store, they should be charged, or checked off, item by item, in order that there may be no dispute.

The following is from an American journal, and it is all the more valuable testimony for that reason: "Canada is peculiarly situated. Politically it is part and parcel of the British empire, and its people are naturally, on many accounts, especially in its commercial relations, strongly concerned with United States affairs. The Canadian, of necessity, forms the connecting link between the two largest portions of the English-speaking world. His view is decidedly broader and more international than the average American to the south of him or of the average Englishman in the Mother Country."

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The "Dry Goods Review" is the only journal in Canada published in the interests of the Dry Goods trade. It is full of hints on Buying and Selling, Window Dressing, Store Management, etc., etc.

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# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, MAY 1, 1894.

## INSOLVENCY LEGISLATION.

The *Insurance and Financial Chronicle* has a timely article entitled "Points on Insolvency Legislation." It comments on the fact that though the conditions that cause insolvency, and the objects sought to be secured by legislation are so simple, the laws regarding them are highly complicated. The normal conditions of insolvency are that a trader discovers or realizes that he is no longer able to keep up the payment of his debts. His affairs are then placed in the hands of his creditors in order that his assets may be realized for distribution on some equitable basis. But there are other conditions, it is remarked, which seem to fall rather within the operation of the criminal law than one merely to close up the affairs of a trader who is unable to pay his debts.

"He who absconds with intent," we are told, "to defraud his creditors, or who secretes his assets, or disposes of them surreptitiously, or gives them over to one creditor to the prejudice of others, by any process, is clearly amenable, or should be, to the criminal law; he is not so much an insolvent as a rogue who is bent on committing a fraud. A person may do any of these acts and yet be more than solvent; he may have a large surplus over his debts." Offences of this kind, it is held, should be placed outside the privileges of an insolvent act relating to discharge, as no condonation should be recognized short of the insolvent paying all his debts in full. Strong exception is taken by our contemporary to the provision of the Bill making a consultation with creditors an act of insolvency, for in numerous cases, men who have been encouraged by their creditors to keep on have given ample justification of their leniency, the result being the saving of an estate and business and reputation from the ruinous effects of bankruptcy proceedings.

Our contemporary raises a point which will be appreciated here. It does not approve of the appointment of official receivers by the Government, which leads to such officials being appointed for political purposes, and would be "another slice of variable patronage in the hands of members of Parliament." The duties of these officers as defined are to investigate insolvent estates, to prepare statement of their assets and liabilities, to examine insolvents and their properties, "to watch the estate so as to safeguard the interests of creditors, and to give or

withhold, according to his judgment, power to insolvents to remove, or dispose of their goods."

In the case of the estate of Green, Worlock & Co., which is being administered under Provincial law, Messrs. Yates, Heisterman and Coltart were appointed liquidators, apparently with the sanction of the bulk of the creditors. Subsequent agitation has, however, resulted in the adoption of a resolution calling for the removal of Messrs. Heisterman and Coltart, and the appointment in their stead of Hon. Robt. Beaven. This estate is being wound up under the ordinary Provincial law but the controversy that has taken place on the subject of receivers shows the necessity of some better means of dealing with estates and for the appointment of receivers, assignees, liquidators, or whatever else we may call them.

As was only to have been expected, and the contention is a perfectly correct one, the *Chronicle* expresses its desire to see the non-insurance of his property, if any loss thereby has brought on insolvency, made a bar to discharge for a term, in order to mark this neglect with legislative condemnation. It would be impossible too strongly to emphasize the necessity which exists for every business man to insure his belongings, not only in his own interests but of those to whom he is indebted. To have no insurance means either that the trader is not a really business man, or that he, as it may be put, cannot afford to insure, hence his business should be closed up. On the other hand advantage is sometimes taken of insurance by a man who is practically insolvent to realize financial resources either by the commission of acts of arson or of carelessness that amounts to criminality in connection with fires or with the combustibles in his possession. But even this is a smaller evil than the other.

### "MONEY TO LEND!"

Such is the announcement which one not unfrequently sees displayed in the windows of what may be termed the most unlikely establishments. In fact many of these money lenders neither in their individual appearances nor in their surroundings are likely to impress one with their financial strength, and yet they have the effrontery to advertise that they have money to lend. A member of the staff of THE COMMERCIAL JOURNAL being impressed with the anomaly thus presented undertook to make an inquiry as to the *modus operandi* of at least one of these. The one case may or may not be a type of many of them and doubtless the experiences of some of our readers will corroborate these remarks.

It may be perhaps well to say here that among many small traders absolute financial distress prevails. During the dull times, which have not by any means passed away, these grocers or other dealers have allowed customers to run up little bills, which, instead of diminishing, have been allowed to augment, the good heart of the shopkeeper preventing him from refusing those who when they had money were accustomed to spend it with him. To his dismay, there is no liquidation, and

doubtless the poor souls whom he trusted and has continued to trust have bought no more from him than was absolutely necessary to keep body and soul together. The time, however, arrives for the retailer to come to some sort of a settlement with the wholesaler, who, not having intimate relations with the consumer and caring in no way for his misfortunes, insists that he either be paid or have something on account. An endeavor is consequently made to collect; but no money can be had. The patience of the wholesaler having been possibly exhausted, he becomes more peremptory.

The retailer seeing that he must raise money thinks that he may possibly obtain relief, though it is at an extremely high rate of interest, from one of these petty financiers. There is no hesitation on the part of the latter in saying to him that money is very tight, that he must have the best of security and must receive what is a usurious rate of interest. Having gone thus far the small storekeeper does not see how he can go back. So he states his whole case, announcing that his stock is worth so much, if it be not already held under a chattel mortgage; he has so much out owing to him, and this he enumerates in writing and if he has any other possessions he puts them also on the list. The petty financier then announces with all the palaver which he thinks necessary that he will think the matter over and if his would-be customer will come in the next day he will give him an answer.

No sooner is this done than the note shaving shark goes to some bank or private money lender with all this "stuff," and tries to deposit it as collateral for a loan which he desires to effect. He may or may not succeed; but the result is that business men get wind of the whole business and the credit of the small trader is utterly ruined. This is not an exaggerated presentation of the case, and fully shows how necessary it is for storekeepers—no matter how small an amount of money they may require—to finance with reputable institutions or individuals only. These pettifogging note shavers only destroy them, and, in many instances, are not even the means of affording the temporary relief which is sought. As we have before said, let all who owe little bills settle them, if it is possible to do so, and then will it be the more easy for those who have larger engagements to meet to discharge their obligations. This is an effective means of helping to remove the depression.

### WARNING THE SEALERS.

Tardy as usual in their movements and as little considerate as they well can be of the interests of the people of Canada, the British authorities, on Wednesday last, five days before the opening of what had only just been made the close season, dispatched the Pheasant from Esquimaux to warn the sealers. Time and time again have the British Government been communicated with on this subject; but no response was vouchsafed, it being now said by them that the common report that the regulations had been recommended by the Paris arbitrators was sufficient warn-

ing. It was, however, distinctly provided that those regulations must be formally adopted, both by the British Parliament and the American Congress, before they could have the force of law. If they were operative the moment the award of the arbitrators was published, of what use was it for Parliament to waste its time in their adoption? Moreover, there were so many assurances—most of them unofficially given by members of the Government—that the interests of the sealers would be safeguarded, that there was every reason to believe that nothing would be done without sufficient announcement that Great Britain was about to adopt a new policy, and, at the demand of the Americans, constitute them and herself masters of the high seas in a manner never heard or dreamed of before. And now, as we have said, at the last moment the British authorities, on whose part it was announced in a more than semi-authoritative manner that the rights of the sealers should be safeguarded, have, on the very stroke of the twelfth hour, undertaken to warn the sealers that their formerly legitimate enterprise has just been declared by law to be illegal, and that if the sealers who went out in good faith continue to pursue the business, their vessels will be seized and confiscated. This may be British law but where is its justice? How can it be possible to warn all the sealers? British vacillation is responsible for all this, and yet it is announced that the Roseberry Government have determined to carry out a much more British policy—both home and foreign—than was that of the Gladstonians. In the particular to which we refer, theirs is an American not a British policy, and it has been a looking to Washington instead of at home and to the loyal people of Canada.

#### COLONIAL CONFERENCE.

Latest intelligence from Ottawa and from London, England, gives every reason to expect that the intercolonial conference which is to be held in Ottawa in July next will not only be well attended but is likely to be far reaching in its results. Queensland, South Australia, Victoria and New Zealand have positively announced their intention to send delegates, but it does not appear that anything final has been heard from New South Wales or Tasmania. There can be no question as to the former of these colonies being represented; so far it is the colony most closely connected with us of the entire Australasian group; and, judging from the satisfactory character of the relations so far interchanged, it is not likely to do anything or neglect to do anything with the possible result of imperilling the connection which has already been established. Trade relations and the Pacific cable will no doubt be most prominent among the topics discussed, and in connection with both of them the Dominion and Imperial delegates will be able to throw some light on that most important of subjects—Australasian federation. In the Dominion, we have experienced the benefits arising from the confederation of six separate and distinct British colonies and the addition to them of territories that were practically of neither political nor commercial importance. Figures that

are really astounding have been and can again be adduced to show how much we have grown commercially during the last twenty-six years.

The nondescript colonial condition by no means tends to advancement, while isolation is just as bad. Moreover, we experienced, as our Antipodean brothers have done, the mischievous results of antagonistic tariffs, and until some mutual understanding on the tariff question be arrived at, it is idle to expect that any very material enlargement of trade among themselves can be looked forward to, much less anything approaching the extended volume of trade which the Canadian-Australasian steamship line was designed to promote. We, in Canada, have experienced some increase in the value both of our exports to and imports from Australia; but nothing has as yet been realized in any way approaching what may be anticipated as the full fruition of Australasian federation, the direct steamship line and the getting into operation of that great desideratum, the Pacific cable. We must confess that we are sanguine as to the results of the conference; but it must be gone about in the same patriotic spirit that characterized the fathers of the Canadian confederation, who "laughed at impossibilities" and insisted that the Union should at least be given a trial. Twenty-six years of experience have justified the action taken by the Imperial Parliament and by the Legislatures of the different colonies, and though we do not expect to realize for a long time to come anything approaching what the Imperial Federationists anticipate, this stretching out of hands across the sea—first by the steamship service and next by the instrumentality that has been described as "swifter than wings"—will be of the utmost benefit to all who are in any way interested.

#### EDITORIAL COMMENT.

It will be a matter of interest to many people to know that direct parcel post between Canada and Australia will commence on July 1, the rate to New South Wales being thirty cents per pound. With the other colonies the rate will be a trifle higher, and it is expected that before long a similar service will be established with Hawaii and Fiji.

It is announced on the authority of Bradstreet's—and that authority is generally accepted as good—that the general business situation throughout the United States is less favorable, as is shown by reports from more than fifty important distributing centres. A specially depressing influence is the strike of 147,000 bituminous coal and coke operatives in twelve states. It is added that the labor disturbances have also checked activity in the stock market, the delays in reaching a conclusion on the new tariff bill having also had a depressing effect.

It is announced that while some of the salmon canneries are not to be operated this year, others have been undergoing improvement and extension. D. J. Munn & Co. having leased their Bon Accord works for the business of sturgeon curing

for the Eastern market their Sea Island establishment has had its capacity doubled so that it is now the largest in the Province. Other concerns on the Fraser have received improvements and additions and a new cannery at Garry Point is expected to be ready for the Sockeye season. On the other hand, several establishments at the North will not be run, though, upon the whole, it is expected that there will be a great amount of activity in the business of salmon canning.

THERE are not a few people who are building tolerably high anticipations upon the early carrying out of the Nicaragua Canal, which they say will cause British Columbia and the Pacific Coast country to become the main source of supply of lumber, wood pulp, etc., for European markets. It now takes four, five and six months for vessels to reach Great Britain by way of the Horn, while by the Nicaragua Canal the passage can be made by sail without transshipment in about sixty days, Steamships completing the voyage in from twenty to thirty. Besides, Canadian Pacific railway people are reported to have said that they will be able, in conjunction with steamers on the Nicaragua Canal route, and their branch lines into the British Columbia mining country, to ship ores to Swansea as cheaply as to San Francisco.

It is worthy of note that the Ontario hotelkeepers have recently put the boycott on the wholesale house of Sampson, Kennedy & Co., of Toronto. Mr. Kennedy, of this firm, is mayor of the city of Toronto, and as such was recently invited to extend a welcome to the delegates of 47 associations in the Province who held a convention in the Queen City. This Mr. Kennedy refused to do, and the result has been that in every town where there is an association, the hotelkeepers have gone to the retail merchants and informed them that if they bought their goods from Sampson, Kennedy & Co., they would withdraw their trade. Moreover, the travellers of the firm have been refused hotel accommodation in a great many towns upon the plea that every room in the house had been taken. It is said, investigation proved that such was not the case.

THE Vancouver city authorities are, as we think, treating the members of their fire brigade in a manner that is not calculated to secure its efficiency. The other day, a contract was submitted to the firemen for signature resigning all claim to damages from accidents which may occur while they are on active duty. Naturally, the men refused to consent, and, though they have not resigned their offices, there can hardly exist the same amount of mutual confidence that formerly prevailed. Why do not the municipal authorities of the Terminal City insure the lives of their firemen? This policy is pursued in many places, and the burden has not, that we are aware of, been found to be so very heavy. The pursuance of such a course would, we are sure, tend to increase the confidence of the men in themselves and of the citizens in the efficiency of the fire department.

# THE BRITISH COLUMBIA SUGAR REFINING COMPANY, L'D. VANCOUVER.

Manufacturers of

## Refined Sugars and Syrups

Of the highest quality.

### PRICE LIST.

(Applicable to lots of not less than 10 barrels or equal.)

SUGARS—Powdered, Iceing and Bar, in bbls.....	5½c per lb.
Paris Lumps, in bbls. or 100-lb. bags.....	5½c "
Granulated ".....	4½c "
Yellows according to quality ".....	3½c to 4½c "
100-lb. kegs, ½c more; Half-bbls., ¾c more; boxes, ¾c more.	
SYRUPS—30-gal. bbls.....	2½c per lb.
10-gal. kegs.....	2½c "
5-gal. kegs.....	\$2.00 each.
1-gal. tins.....	\$1.25 per case of 10.
½-gal. tins.....	5.75 per case of 20.

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

#### NO CHINESE EMPLOYED.

**NOTE**—When you ask for B. C. sugars, see that you get them. We guarantee their absolute purity, and their superiority to any others in the market. Compare and decide for yourselves.

#### SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports April 21, as follows: "During the week, 21,150 tons of coast coal arrived here; no foreign cargoes came in. Everything in the fuel line is very quiet; business, generally, is reported dull. Values remain unchanged, although foreign grades are quoted a fraction higher, with strong indications that still higher prices must rule. The prospects for grain charters for this season's crop are certainly very discouraging, hence we must naturally expect fewer coal carriers, and at increased rates of freight. This will aid our coast collieries, as the demands from there will be increased. Some grades of foreign steam coals (Australian particularly) are in very short supply. If the tariff change on coal becomes an assured fact, it would materially help trade, as it would put a little vitality into the business."

#### SETTLING CLAIMS.

In every dry goods store, there are numberless little things constantly coming up which require some kind of a settlement between the store and the customer. There are two ways of making this settlement, one of which will please the customer and benefit the store, whereas the other will always tend to disgust and cause hard feelings.

If a question is brought up to you for decision, say as to whether you will make an allowance or a rebate on any particular thing, it is always well to first hear the full particulars before you make up your mind as to what you are going to do. After the subject has been presented to you from every standpoint, if you decide to make the allowance, do so with a good

grace, and in as pleasant and agreeable a way as possible. This will make your customers feel that you want to do what is right, and are willing to rectify any faults which may be yours. If you are going to make an allowance, do so nicely and pleasantly. Do not, under any circumstances, do it with a bad countenance, or as if you were sorry you had to do it. If you do, this will give a bad impression, and be just as far from satisfying your customer as if you denied her request. If you have to make these allowances, of course you wish to do it in such a manner that it will please and satisfy, and not in such a way that it will not only cost you the loss of the amount allowed, but also the goodwill of your customer.

If, after hearing all the points in the case, you decide that you cannot make the allowance, then be equally pleasant, and be particular to inform the customer as to the exact reason why you are not able to accede to her request. Try to leave the impression that you are fair enough to hear the complaint, and to judge it to the very best of your knowledge of such matters.

#### DAMAGES TO HARDWARE STOCK.

The average retail hardware store in small towns is seldom adapted to its purpose, says a contemporary. It should be well lighted, dry, and its fittings should be as simple as possible, giving dry, warm air free access to every corner and crevice.

Dampness and dirt are but too common in this class of stores, and it is hard to estimate the losses which result yearly from this cause. The rusting of iron and steel; the verdigris and deadened polish on brass and copper goods; the pinholes in tinware, and the dulling of the fine

polish of gun stocks, tool handles, and carpenters' levels, are nearly all due to this cause. It is comparatively seldom that articles are actually ruined outright, although in some cases the loss in this way is considerable; but the main loss is in the general depreciation of stock neglected by customers, who pick out newer and more attractive articles, until the dealer sooner or later finds that he has a large amount of goods which must be sold at cost or sacrificed at considerable loss.

No store goods suffer so much from damp as hardware, because, being much colder than the atmosphere, they attract all the moisture held in suspension by the air. If the cellar is damp and sends its vapors up through the cracks in the floors, or through the cellar way, be sure that it will do its work on your bright steel, tin and copper goods.

Good ventilation, and in damp weather good diffused heat, with frequent examination and cleaning of goods, is necessary to keep a hardware stock in first-class condition. When heavy and farm machinery is sold, all bearings and polished surfaces should be protected, except, perhaps, those kept on show, where they would be likely to damage the clothing of customers. Guns, rifles and pistols should be frequently examined, and should never be loaned or used if intended for sale. Small-calibre rifles and pistols are very delicate, and easily ruined by careless use. Indeed, it is almost impossible to find a second-hand 22 calibre rifle or pistol which is not "leaded" beyond cure. Almost every hardware store which sells fire-arms has in stock weapons which have been unsalable for years because of neglect or the loss of polish and finish lost in a day's use, and often as the result of the too-accommodating spirit of the proprietor.

#### HINTS TO GROCERS.

It costs only an effort to have the delivery wagon clean and the harness bright, says an exchange.

It is the men who investigate that make progress; the conditions of yesterday are seldom repeated.

A clerk who is neat and tidy, and wears a clean white apron, always makes a good impression on customers.

It is only the really busy man who can find time to attend to the demands of others for assistance.

The one end of business is to make money, but there is a distinction in the means which involves character.

Familiarity between clerks and customers is only good up to a certain point; after that it breeds contempt.

A grocer should be a man of his word, and when an order is promised at a definite time, it should be there.

People, as a rule, are fastidious about what they eat, and the more inviting the store the better opinion of you has the customer.

It is a common fallacy for everyone to consider his neighbor's business more congenial and profitable than his own.

Count, measure, or weigh everything you buy, and compare same with the invoices.

# THE JAMES ROBERTSON COMPANY, LIMITED,

## TORONTO.

Manufacturers of

BARBIT METAL  
BARBED WIRE  
LEAD TRAPS  
LEAD SHOT  
SAWS  
SHEET LEAD  
SOLDER

Grinders of

COLORS IN OIL  
COLORS IN JAPAN  
DRY COLORS  
PUTTY  
READY MIXED PAINTS  
WHITE LEAD

Importers of and Dealers in

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

Sanitary specialties, Water Closets, Iron Pipe and Fittings.

Write for Prices and Catalogues.

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

### BURRARD INLET RED CEDAR LUMBER COMPANY, VICTORIA, - - - - BRITISH COLUMBIA.

MANUFACTURERS OF

British Columbia Red Cedar Shingles,  
British Columbia Red Cedar Lumber

—OUR SPECIALTY:—

➤ BEVEL CEDAR SIDING. ➤

This Company have special machinery for the manufacture of cedar lumber and shingles, and dealers will do well to call at their office and get prices. Their shingles will lay more roof to the M than any other shingles made, the packs being tight and no vacant spaces in bundles

Mills at Port Moody, B. C.

Office: 30 Broad Street, Victoria, B. C.

The St. John Board of Trade has adopted a memorial to the Governor-General setting forth their opinions as to the proposed subsidy of \$750,000 per annum towards maintaining a fast line of service between Canada and England. The Board regards the subsidy as not justified by any prospects of benefit to this country that are probable to result. They believe that

any line steamers of 20-knot speed, such as are proposed, could not successfully compete for through mails and passengers with the ocean greyhounds running from New York, which have attained 22 knots. The great distance between the chief centres in Canada whence passenger traffic is drawn and our seaports is a serious drawback to the prospects of any fast line

during winter, and the steamers could not safely maintain their high speed in the St. Lawrence in summer. Thus the new line would be merely a fast freight line, carrying a portion of the Canadian mails, with incidental passenger accommodation. Such a service the St. John merchants regard as attainable for a much lower expenditure than \$750,000. Having these views, the Board asks that the Dominion be not committed to such a subsidy. There is no likelihood of the Government subsidizing a line of steamers that would be practically freighters. The main object is to secure quicker transmission of mails, and the diversion of the large Canadian passenger traffic from U. S. ports to our own. Unless these objects are certain to be secured, there will be no such subsidy given as named.

Horse shoe nails have been one of a few staple articles in the hardware trade which have not heretofore been controlled by an association; but it is no longer, manufacturers having met at Toronto a few days ago and formed themselves into an organization. The first fruit of the formation of the association is an advance of about 20 per cent. in the price.

The fruit trees in Westminster district are more backward than in many years, but orchardists are pleased with the appearance of the buds, and look forward to an unusually heavy yield.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	930	Russell	October 9	C Victoria	Liverpool	38,800	\$201,875	March 25
Ger ship	Sirene	1437	Sauerlich	October 19	D Victoria	London	56,558	282,790	
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	645	Blanche	October 14	New Westm'r	London	30,000	137,112	
Br bark	Ladstock	816	Williams	October 19	B New Westm'r	Liverpool	35,773	178,865	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,880	
Br bark	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	
Br ship	Cavida	1222	Keo	December 22	Victoria	Liverpool	50,318	249,523	
Br bark	Harold	1907	King	January 18	New Westm'r	Liverpool	61,091	321,541	
Br bark	Primera	597	Gardner	December 17	Victoria	London	24,666	123,350	

A—Other cargo value \$4,346. B—Spoken Nov. 8 in lat. 23 deg. N., long. 121 deg. W. C—Spoken Jan. 5 lat. 53 deg. S., long. 56 deg. W. D—Spoken March 20 lat. 49° N., long. 11° W.

## B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,939	7,841	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,882	May 20	52s 6d
Nor. bark	Fritzoe	1078	Rolfson	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am. bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private
Chil. bark	India	953	Funke	Jan. 14	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn	Hittern	399	Stronach	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	14,058	May 6	35s
Br ship	County of Yarmouth	2154	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindustan	1542	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,242	July 14	owners ac
Am. bark	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,966	April	Private
Am. ship	Ivy	1181	Locell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 28	Private
Br bark	Assel	745	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577	June 23	35s
Br ship	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	964,863	7,718	Sept. 22	42s 6d
Am. bark	Hurry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 13	45s
Haw. bark	John Ena	2600	Schnauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blaithoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 21	Vancouver	Pisagua	663,000	5,296	Aug. 26	35s
Nor. bark	Sigurd	1530	Aase	May 21	Vancouver	Port Pirie	1,426,000	10,698	Aug. 31	40s
Chil. ship	Atacama	1235	Caillero	May 13	Moodyville	Valparaiso	967,364	7,762	Aug. 19	owners ac
Br bark	Wythop	1248	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1089	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,908	Oct. 4	55s
Br bark	Dochra	986	McJerraw	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,436,128	12,465	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	986,989	7,982	Oct. 14	39s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,008	7,896	Aug.	Private
Am schr.	Puritan	584	Warner	Aug. 4	Moodyville	Tientsin	725,954	8,625	Sept.	55s
Am bark	Sonoma	998	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 2	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,030	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,554	10,300	Jan. 20	52s 6d
Nor bark	Fotuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288	Nov. 17	36s 3d
Br bark	Gainsborough	985	McPhall	Sept. 7	Moodyville	Valparaiso f.o.	702,153	5,524	Dec.	33s 9d
Chil. bark	India	953	Funke	Sept. 10	Moodyville	Valparaiso	799,267	7,000	Dec.	owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,247	6,000		owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	911,716	5,916	Nov. 28	37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private
Am bktn	Hilo	642	LeBallister	Sept. 28	Westminster	Sydney	688,632	6,649	Nov. 18	28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 11	Cowichan	Sydney	871,305	7,614	Jan.	27s
Am bark	Hesper	664	Underwood	Oct. 12	Vancouver	Adelaide	779,398	5,886	arrived	37s
Am schr.	Wm. Bowden	728	Ejercem	Oct. 18	Victoria	Adelaide	861,692	6,031	arrived	37s 6d
Br bark	Elizabeth Graham	598	Anderson	Oct. 24	Moodyville	Melbourne	524,681	3,989	Jan. 6	Private
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	541,228	4,157	Dec. 19	27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	637,974	6,060	Dec. 14	40s
Am bktn	Robert Sueden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,908	4,646	Jan. 23	37s 6d
Am schr.	Savator	414	Wells	Oct. 29	Westminster	Port Pirie	527,010	4,216	arrived	37s 6d
Am schr.	Louis	820	Hatch	Nov. 8	Vancouver	Iquiqui	863,445	8,604	Jan. 28	40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,802	5,927	Jan. 21	28s
Nor ship	Germanic	1269	Sunde	Dec. 29	Vancouver	Cork, U.K. f.o.	910,487	9,973		60s
Am schr.	Reporter	333	Mackie	Nov. 21	Vancouver	Nagasaki	366,294	10,000	Feb. 12	Private
Am bark	Snow & Burgess	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U.K. f.o.	1,021,624	13,135		55s
Am bark	Colorado	1360	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656	arrived	37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911		35s
Am schr.	W. H. Talbot	776	Bluhm	Dec. 28	Vancouver	Cape Colony	804,183	6,031	April 17	75s

A—Also 100 spars.

## B. C. LUMBER FLEET, 1894.

Am ship	Eclipse	1536	Peterson	Jan. 20	Vancouver	Greenock	1,072,830	10,720		60s
Nor ship	Heaconfield	1450	Hastingsen	Feb. 5	Vancouver	Cork, U.K. f.o.	1,055,411	13,491		Private
Am schr.	Pioneer	307	Hughes	Feb. 28	Victoria	Santa Rosalia	57,714	461		Private
Am schr.	Aida	507	Anderson	March 25	Moodyville	Shanghai	626,562	6,562		40s
Chil. bark	India	953	Funke	April	Moodyville	Valparaiso				owners ac
Br bark	Thermopylae	948	Winchester		New Westm'r	Shanghai				37s 6d
Chil. ship	Hindustan	1542	Welsh		Moodyville	Valparaiso				owners ac
Br ship	Astoria	1335	Dagwell		Vancouver	Queentown fo.				63s 9d
Ger bark	Gutenberg	627	Zeplich		Moodyville	Valparaiso f.o.				42s 6d
Am bktn	Madoc	452	Bosch		Victoria	Santa Rosalia				Private
Am bktn	Katie Flickinger	419	McItao		Vancouver	Santa Rosalia				Private
Br ship	Easteroft	1312	Himmer		Moodyville	Valparaiso f.o.				40s
Br ship	Benmore	1160	Scott		Victoria	Adelaide				40s
Br scnr	Grace pe r	1750	Hunt		Vancouver	Queentown fo.				62s 6d
Br bktn	Nantips	909	Falconer		Vancouver	Queentown fo.				Private
Am bktn	Chehali	636	Watts		Vancouver	Adelaide				40s
Br ship	Largo Law	1597	Tupneau		Moodyville	Valparaiso f.o.				37s 9d

A—Also 68,043 (incal feet of prop) valued at \$1,020.

# 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	Borrowdale	1197	Bolderston	Dec. 22	Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	130
Br ship	Ballachulish	1806	Gowder	March 19	Pasoernon	Vancouver	B. C. Sugar Refinery Co.	43
Br bark	Northernhay	1221	Miller	Dec 5	Cardiff	Esquimalt	Naval Storekeeper	147
Br ship	Astracana	1572	Jones	Dec. 21	London	Vancouver	Evans, Coleman & Evans	131
Br ship	Eaton Hall	1773	Lourison	April 2	London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	29
Br ship	Lismore	1538	Ferguson	March 17	London	Victoria & Van	Turner, Beeton & Co.	45
Chil. ship	Atacama	1235	Caballero	Jan. 13	Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	108
Br ship	Cian Robertson	1025	Lane		Hogo	Royal Roads		
Br ship	City of Glasgow	1168	Tannock	March 5	A Cardiff	Esquimalt	Naval Storekeeper	57
Br ss	Empress of China	3003	Archibald	April 11	G Hong Kong	Victoria & Van	C. P. S. S. Co.	90
Br ss	Victoria	1992	Panton	April 10	H Hong Kong	Victoria	Dodwell, Carill & Co.	31
Br ss	Warrimoo	1887	Perry	April 11	E Sydney	Victoria & Van	C. A. S. S. Co.	13
Nic bark	Don Carlos	694	Tobey		D San Francisco	Vancouver	Hastings Mill	
Br ss	Empress of India	3003	Marshall		N Hong Kong	Victoria & Van	C. P. S. S. Co.	
Am ship	Guardian	1073	Marden		M Iquiqui	Victoria	Robt. Ward & Co., Ltd.	
Br bark	Ladstock	816	Williams		B Liverpool	Victoria		
Br bark	Corryvreckan	1299	Abbott		B Cardiff	Esquimalt	Naval Storekeeper	
Ger bark	Senta	1040			O	Westminster	A. B. C. P. Co.	

O—Spoken Sept. 13 lat. 13° N., long. 26° W. C—Dec. 14 put into Falmouth with loss of some sails; Dec. 30, sailed again. Spoken Jan. 23 lat. 3 deg. N., long. 26 deg. W. I—Dec. 23, passed Deal. Spoken Jan. 18 lat 3° N., long. 28° W. To load grain at Tacoma. K—April 6 passed Dungeness; April 8 passed Brixham. L—Dec. 26 arrived at Holyhead. Jan. 3rd sailed. Spoken Feb. 9 lat. 4° S., long. 30° W. F—Jan. 15 returned to Valparaiso with spars damaged. To load a return cargo of lumber. G—Via Yokohama April 21. J—Passed Deal March 18; Dungeness March 21; Prawle Point March 22. H—Via Yokohama April 21. A—Spoken March 20 lat. 19° N., long. 9° W. E—Via Suva and Honolulu April 20. D—Chartered to load lumber for Noumea, New Caledonia at 40s. N—To sail May 2. Via Yokohama May 11. M—Chartered to load mining props at Vesuvius Bay for Santa Rosalia, private. B—Chartered for salmon to U. K. at 36s 3d, by Robert Ward & Co., Ltd. O—Chartered for salmon to U. K. at 36s 3d.

#### FREIGHTS.

Freights are steady, and although one wheat charter has been made at 23s 9d from San Francisco to Cork f.o. it may be taken as an exception, the current rate being 25s. There is practically nothing doing.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 40s Sydney, 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 35s 9d to 40s; United Kingdom, calling at Cork for orders, 63s 9d; Shanghai, 40s to 43s 6d; Tientsin 55s, nominal, South Africa 60s; Noumea, 40s.

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

#### VESSELS IN PORT.

(April 30, 1891.)

##### VICTORIA.

Am. bark Wrestler, 447 tons, went ashore during a gale.

Br. ship Benmore, 1,460 tons, Capt. Scott, arrived April 17 from Liverpool with general cargo. R. P. Rithet & Co., Ltd., consignees. Chartered to load lumber for Adelaide by Robert Ward & Co., Ltd.

Br. bark Archer, 765 tons, derelict. Advertised for auction May 10.

Br. ship Corolla, 1,264 tons, Capt. Frazer, arrived April 28, from Yokohama for orders.

Am. bktn Chehalis, 656 tons, Capt. Watts, arrived April 20, from Portland, under charter to load lumber at Vancouver for Adelaide at 40s.

Am. ship Oriental, 1,625 tons, Capt. Parker, arrived April 30, from San Francisco, to load coal at Departure Bay.

##### COWICHAN.

Am. bktn Modoc, 452 tons, Capt. Bosch, loading mining props at Mill Bay, for Santa Rosalia. Robt. Ward & Co., Ltd., consignees.

##### VANCOUVER.

Chil. ship Hindostan, 1,542 tons, Capt. Welsh, arrived March 30 from Valparaiso, loading a return cargo of lumber at Moodyville on owners' account.

Ger. bark Gutenberg, 627 tons, Capt. Zeplein, arrived Feb. 28, from Glasgow, loading lumber at Moodyville for Valparaiso, f.o. at 42s 6d.

Br. ship Eastercroft, 1,312 tons, Capt. Rimmer, arrived April 8, from Honolulu.

Am. bktn Katie Flickinger, 449 tons, Capt. McRae, arrived April 13, loading lumber for Santa Rosalia.

Br. ship Astoria, 1,335 tons, Capt. Dagwell, arrived March 29, loading lum-

ber at Hastings Mills for Queenstown f.o. U. K., or continent.

Br. bktn Xantippe, 909 tons, Capt. Falconer, arrived April 21, loading lumber for Queenstown f. o.

Br. schr. Grace Harwar, 1,750 tons, Capt. Hunt, arrived April 22, loading lumber for Queenstown f. o.

##### NEW WESTMINSTER.

Br. bark Thermopylae, 948 tons, Capt. Winchester, loading lumber for Shanghai.

##### NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.  
Am. bark Carrollton, 1,300 tons, Capt. Lewis.

Am. ship Wachusett, 1,519 tons, Capt. Williams.

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

##### WELLINGTON SHIPPING.

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

##### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	6	6,217
Vancouver	7	7,924
Westminster	1	948
Nanaimo	4	6,172
Cowichan	1	452
Total	19	21,713
Previous week	14	14,218
Correspond'g week last year 20	26	36,305
1892	15	18,353



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# THE BRITISH COLUMBIA

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