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WEILER BROS.**

Piano Lamps,
Banquet Lamps,
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Come and See Our Assortment.

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IMPORTERS OF

IRON AND STEEL,

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AGRICULTURAL IMPLEMENTS,

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LOGGERS AND CANNERIES SUPPLIED.

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ENQUIRIES SOLICITED.

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First Shipments of Mediterranean
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Holiday Trade.

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PEACHES. APRICOTS. PRUNES.
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WHOLESALE

Crockery, Glassware,
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Wholesale Importers
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Company, Limited.

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NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA*Incorporated By Royal Charter, 1862.*Capital Paid up..... (£200,000) \$3,000,000
Reserve Fund..... (£200,000) \$1,000,000

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

*Branches at*San Francisco, Cal.; Portland, Or.;
Victoria, B.C.; New Westminster, B.C.
Vancouver, B.C.; Kamloops, B.C.;
Seattle, Washington; Nanaimo, B.C.;
Tacoma.*Agents and Correspondents:*IN CANADA—The Bank of Montreal and
branches, Canadian Bank of Commerce, Im-
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mercial Bank of Manitoba and Bank of Nova
Scotia.Correspondents throughout the United
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from all points can be made through this bank
at current rates.Collections carefully attended to and every
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BRITISH NORTH AMERICA.*Incorporated by Royal Charter.*Paid up Capital... .. £1,000,000 Stg.
Reserve Fund..... £265,000 "

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COURT OF DIRECTORS:

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John James Cater, H. J. B. Kendall,
Gaspard Farrer, J. J. Kingsford,
Henry R. Furrer, Frederic Lubbock,
Richard H. Glyn, George D. Whatman.

Secretary, A. G. Vallis.

HEAD OFFICE IN CANADA—St. James St.,
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R. R. GRINDLEY, General Manager.

E. STANGER, Inspector.

*Branches and Agencies in Canada.*London, Kingston, Fredericton, N.B.
Branford, Ottawa, Halifax, N.S.,
Paris, Montreal, Victoria, B.C.,
Hamilton, Quebec, Vancouver, B.C.,
Toronto, St. John, N.B., Winnipeg, Man.
Brandon, Man.*Agents in the United States.*NEW YORK—H. Stikeman and F. Brown-
field, Agents.SAN FRANCISCO—W. Lawson and J. C.
Welsh, Agents.Have facilities for collection and exchange in
all parts of the world.**BANK OF MONTREAL.**

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

Capital (all paid up)..... \$12,000,000
Reserve Fund..... 6,000,000

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Hon. G. A. DRUMMOND, Vice-President.

E. S. CLOUSTON... General Manager.

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Belleville, O. Kingston, O. Regina, Ass'n

Branford, O. Lindsay, O. Sarnia, O.

Brockville, O. London, O. Stratford, O.

Calgary, N.W.T. Moncton, N.B. St. John, N.B.

Chatham, N.B. New Westmin. St. Mary's, O.

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of Montreal, 22 Abchurch Lane, E. C.; C. Ash-
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Walter Watson and Alex. Lang, 59 Wall
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Manager; E. M. Shadbolt, Assistant Manager.Buy and sell Sterling Exchange and Cable
Transfers. Grant Commercial and Travelling
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Drafts issued. Collections made at all points.

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BANKERS,

Government Street, Victoria, B. C.

A GENERAL BANKING business trans-
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DEPOSITS received on liberal rates of interest.

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FERS and LETTERS of CREDIT issued direct
on over 10,000 Cities in the United States, Can-
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COLLECTIONS made at every point.

GOLD DUST purchased at highest market
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AGENTS FOR

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BANKERS**

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A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

Chattel Mortgages and all kinds

Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. CAMBIE & CORDOVA STS.,
VANCOUVER.

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Real Estate, Insurance,

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Stocks and Shares,

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TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe
Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident
Insurance Co.

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Risks taken at Moderate Rates and Losses
settled promptly and Liberally.**Findlay, Durham & Brodie****COMMISSION MERCHANTS**

AGENTS FOR

The Northern Fire Assurance Company
of London,The British and Foreign Marine Insur-
ance Company of Liverpool,The Royal Mail Steam Packet Com-
pany of London,The British Columbia Canning Com-
pany (Limited) of London.

CANNERIES:

Deas Island, Fraser River,

Inas River Fishery,

Windsor Cannery, Skeena River,

Rivers Inlet Cannery,

Victoria Cannery,) Rivers Inlet.
Victoria Saw Mills,)

London Office:

43 to 6 Threadneedle Street.

ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & Importers,Represented in London by H. J. Gardiner & Co.,
Gresham Buildings, E. C.ROYAL SWEDISH AND NORWEGIAN
CONSULATE.Execute Indents for every description of
British and Foreign Merchandise,
Lumber, Timber, Spars,
Fish and other products
of British Columbia.**SHIPPING AND INSURANCE AGENTS.**

CHARTERS EFFECTED.

GENERAL AGENTS:

Royal Insurance Company,
London & Lancashire Fire Insurance Co.
Standard Life Assurance Co.
London and Provincial Marine Insurance Co. It'd.
Union Marine Insurance Co.
London Assurance Corporation.

SOLE AGENTS:

Curtis' & Harvey's Sporting and Blasting Powder.
Joseph Kirkman & Son's Gold Medal, Inven-
tions Exhibition, 1885, Pianofortes.
J. & W. Stuart's Patent Double-Knotted Mesh
Fishing Nets, Twines, Etc.Importers of Havana Cigars, Oilmen's Stores,
Tin Plates, Portland Cement, Etc.
Agents for the following brands of British
Columbia Salmon:Ewen & Co., "Lion"; Bon Accord Fishery Co.,
"Consuls"; A. J. McLellan's "Express."**NOTICE OF REMOVAL.****H. CARMICHAEL & CO.**

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Financial and Real Estate**BROKERS,**

Have removed from 52 Government St.

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OFFICE OF THE

BRITISH COLUMBIA**PAPER MANUFACTURING COY.**

THOMAS EARLE, NICHOLLES & RENOUF

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ALERT BAY CANNING CO.
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Pioneer Steam Coffee and
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WHARF ST., VICTORIA.

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CAMPBELL & ANDERSON,

Wholesale

Shelf and Heavy Hardware,
Crockery, Glassware,
Lamp Goods,
Stoves and Tinware.

Catalogues and prices sent on application.
Special attention paid to Interior orders.

616 Columbia Street, New Westminster.

VICTORIA STEAM BAKERY.

M. R. SMITH & CO.,

WHOLESALE AND RETAIL

CRACKER BAKERS,

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Office: 57 Fort St. Factory: 91 Niagara St.

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Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATLS ST, NEAR ORIENTAL HOTEL,

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**HARDWARE, BAR IRON, FARM
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S. E. COR. YATES AND BROAD STS.

TELEPHONE 82. P. O. BOX. 80.

VICTORIA. - B. C.

REPRESENTED BY
Welch & Co., San Francisco.

A. J. Langloy. T. M. Henderson
J. N. Henderson.

LANCLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

REPRESENTED BY
R. D. Welch & Co., Liverpool

R. P. RITHET & CO.,

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.

SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

- Queen (Fire) Insurance Company.
- Maritime (Marine) Insurance Company.
- Reliance (Marine) Insurance Company.
- New Zealand (Marine) Insurance Company.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
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Moodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

- Delta Canning Co's Maple Leaf Brand.
- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

- Warnuck Packing Co's Rivers Inlet Clipper Brand.
- Standard Packing Co., Skeena River, Neptune Brand.
- Skeena Packing Co., Skeena River, "Diamond C" Brand.
- Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and Judson Powder manufactured and kept on hand.

Columbia Flouring Mill Co. of Enderby.

Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

W. H. SOULE.

A. E. STEVENS.

ALEX. M'DERMOTT

**BRITISH COLUMBIA
PIONEER STEVEDORING CO., LTD.**

ESTABLISHED 1871.

Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.
Cash security given if required, and satisfaction guaranteed.

P. O. Box 507. Cable: Soulo.

Vancouver

British Columbia

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Dec. 29.

VICTORIA.

Business is settling down again. The holiday trade, last week, among retailers, is reported ahead of last year, although the weather has been very disagreeable. There has been little doing in wholesale circles, as the end of the year is drawing to a close and new arrangements are under consideration for the New Year's business.

FRUITS AND VEGETABLES.

There are very few grapes now coming in, and the receipts will shortly stop for the season. Oranges are coming in freely, and meet with a good demand. A car of the celebrated Griffin & Skelley brand of Riverside and Washington navels arrived last Thursday evening, and were re-shipped same evening, having been mostly sold to arrive. There is no change in prices to note.

Quotations are: Pears, (winter), \$1.50; grapes, Tokays, Black Ferrara and Verdal in boxes, \$1.75, in crates, \$1.80; Cornichon, in boxes, \$2.00; Oregon apples (greenings), \$1.00; Baldwin, Bellflower, Rose and Blue Pearmain, \$1.10; Santa Barbara oranges, \$3.50; Riverside seedlings, \$3.50; navels, \$5.00; California Messina lemons, \$6.00 to \$6.50; silverskin onions, 1½c. per lb.; island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; sweet potatoes, 3½c. per lb. potatoes, island, \$20 per ton; Chilliwack, \$18 per ton; Fraser River, \$10 per ton; Bonapartes, \$25 per ton; persimmons, \$1.75.

GROCERIES AND PROVISIONS.

The quiet season may be said to have set in. Trade has been excellent for the past year. The holiday trade was brisk, and helped to bring the averages well up all round. Merchants all seem very pleased at the close of the season, for it has been a successful one.

Butter is still firm. Recent reports from Montreal say that there are no more small tubs of creamery that will be shipped to B. C. It is all cleared up.

Quotations are: Eastern creamery, 28½c per lb. for large and 29½c for small; Manitoba creamery, 30c; dairv, 23c; Eastern Townships, first quality, 26c.

Canadian meats are quoted: Hams, 13½c to 14c; breakfast bacon, 13½c; short rolls, 12c; dry salt sides, 11½c.

Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls. 8½c, in half-bbls. 8½c; valencias, 8½c; sultanas, 14c; London layers, \$2.25 a box; California sultanas, \$2.25 a box; dates, 9c; prunes, 9c to 12½c. California evaporated fruits in 25 lb. boxes are quoted as follows: Peaches, 12½c; apricots, 14c; nectarines, 14c; pitted plums, 11c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c per lb. less. New Canadian evaporated apples are quoted at 11c per lb.

The Vancouver refinery dropped the price of dry granulated in bags to 4½c on the 23rd and 24th inst. and raised it again on the 25th to the old figure 5½c in bags or barrels. It is stated that quite a few carloads were sold during the two days the price was low, and this market is supplied

for a few weeks to come, as this is the dull season. Messrs. R. P. Rithet & Co., (ld) are still quoting dry granulated 4c below the refinery prices, and it is to their action together with the move made by the Redpaths' of Montreal, to which can be accounted the drop by the B. C. Refinery. Reports say that Montreal sugars were quoted, delivered at Vancouver, at 4½c for best yellows and 5½ for granulated in bbls., less 2½ per cent. for cash.

The local jobbers are now carrying full stocks of all the different kinds of jams put up in glass jars by Okel & Morris at the Victoria Preserving Factory, which include apricot, peach, plum, pear, apricot marmalade, etc. Quotations are 1½ lb. size, \$3 per dozen; 3 lb. size, \$5 per doz.

Falconer's Victoria Vinegar Works' goods are now carried by the leading wholesale grocers, comprising pure malt vinegar, tomato catsup, Worcestershire sauce, mushroom catsup, apple and quince cider, lemon and vanilla extracts and fruit syrups—of home manufacture.

FLOUR AND FEED.

There was a drop in Manitoba flour, last week. Ogilvie's Hungarian is now quoted by jobbers at \$6 and Strong Bakers at \$5.75. It is not expected to go any lower, but dealers are very uncertain how the price will remain. It is said that according to the price of wheat, flour should be higher. Portland flour is stronger, and Portland Roller and Snowflake are quoted at \$6.25, an advance of 15c since last week. All the other products are reported unchanged. Enderby flour and Victoria Mills' flour are unchanged in price. "In order to sell in these days," said a Montreal dealer recently, "we have to shade quotations, and those who deny it exaggerate."

The Columbia Flouring Mills quote: For Enderby flour in carload lots, Premier, \$5.60; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations to the trade are:

Delta, Victoria mills	.....	\$5 50 @ 0 00
Lion, " "	.....	5 50 @ 0 00
Premier, Enderby mills	.....	5 85 @ 0 00
XXX., " "	.....	5 65 @ 0 00
XX., " "	.....	5 25 @ 5 50
Superfine, " "	.....	4 25 @ 4 50
Ogilvie's Hungarian	.....	6 00 @ 0 00
Strong Bakers	.....	5 75 @ 0 00
Snowflake	.....	6 25 @ 0 00
Portland Roller	.....	6 25 @ 0 00
Royal	.....	6 00 @ 0 00
Oregon Superfine	.....	4 25 @ 0 00
Wheat, per ton	.....	\$40 00 @ 45 00
Oats	.....	28 00 @ 35 00
Oil cake meal	.....	32 50 @ 35 00
Chop feed	.....	33 00 @ 35 00
Shorts	.....	28 00 @ 30 00
Bran	.....	26 00 @ 27 50
National Mills oatmeal	.....	3 50 @ 0 00
California oatmeal	.....	4 35 @ 0 00
California rolled oats	.....	3 75 @ 4 00
Cornmeal	.....	3 00 @ 3 25
Cracked corn	.....	45 00 @ 50 00
Hay, per ton	.....	18 00 @ 20 00
Straw, per bale	.....	1 00 @ 1 25

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	.....	\$77 50
China rice " "	.....	70 00
Rice flour " "	.....	70 00
Chit rice " "	.....	25 00
Rice Meal " "	.....	17 50

LUMBER.

The British ship Angerona, 1,215 tons,

Capt. Anderson, is reported on the way from San Francisco under charter to load a cargo of lumber from Burrard Inlet or Puget Sound to Valparaiso at 42s.6d. The Titanla is now loading lumber at Vancouver, filling up between decks for London. There are two vessels loading at present at Burrard Inlet: British ship Athlon, 1,371 tons, Capt. Dexter, loading for Adelaide; Nor. ship Morning Light, 1,316 tons, Capt. Johansen loading for Australia. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Assn. ton: Rough merc. table, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

For local trade, the Rock Bay Saw Mill quotes:

Rough lumber, per M	.....	\$10 00
Best quality dressed lumber, per M	.....	00 00
Second " "	.....	00 00
Laths, per M	.....	2 50
Shingles, " "	.....	2 25

SALMON.

The Titanla has completed her cargo of salmon on the Fraser River, and is filling up with lumber at Vancouver. The bark City of Carlisle is loading at Victoria on account of Robert Ward & Co. for London. The *Herald of Trade* says: They are beginning to talk about another season, and the attitude of the association is an important matter for consideration in the current discussions. It is said that should such a course be deemed necessary, the association will limit the Alaska packs next year and so make sale for whatever is left of the pack of last season. There is, however, some feeling that such a course will not be necessary for the reason that some salmon is moving all the time; that steady consumption east at the low prices that have prevailed has very much reduced the stocks, and that there will be a good demand early in the next year for the stocks in the hands of the association.

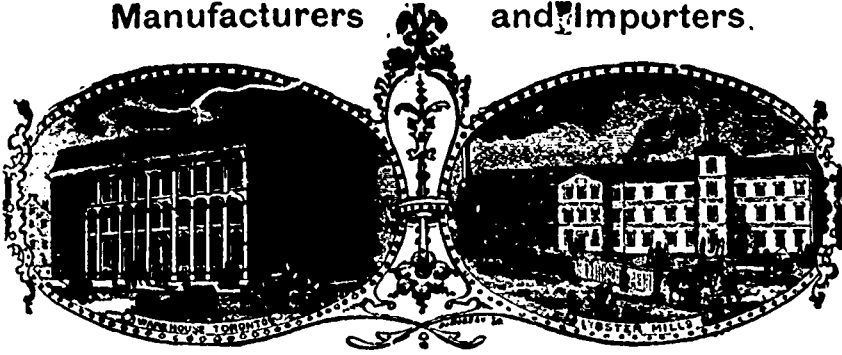
MANIFEST TO ARRIVE.

British bark Glenbervie, 800 tons, Capt. T. F. Groundwater, sailed from London August 21 for Esquimalt and Victoria, R. P. Rithet & Co. (Ld.) consignees—50 cs, 10 cs, 10 cs, A B Gray & Co; 23 cs, H Saunders; 6 cs, T W Fletcher; 10 bbls, T McNeely; 29 bales, M W Waitt & Co; 200 cs, 50 cs, Boucherat & Co; 4000 bxs, 1000 boxes, 50 tons red car pig iron, 500 bbls cement, 5502 sash weights, 100 tons, smithy coal, 9 bags, 4 hhd, 24 bbls, 100 drums, 15 cs, 12 cs, 105 cs, 3 tanks, 10 cs, 5 cs, 20 cs 50 cs, 1 cs, tank, 90 cs, 40 cs, 1 cs, 2 csks, 20 bbls, 10 octaves, 300 cs, 100 cs, 200 cs, 100 cs, 100 cs, 20 cs, 100 cs, 1 cs, R P Rithet & Co. (Ld); 20 cs, Turner, Beeton & Co; 1500 kgs Curtis & Harvey Gunpowder, R Ward & Co; 1 cs, C Harrison; 10 hhd, 27 cs, 2 cs, 2 cs, 2 cs, Boucherat & Co; 35 cs, H Saunders; 268 sashweights, order; 65 cs, Turner, Beeton & Co; 100 cs, A B Gray & Co; 1 cs, 1 cs, Turner, Beeton & Co; 50 cs, 1 cs, A B Gray & Co; 91 slabs, 97 slabs, 190 pigs, Findlay, Durham & Brodie; 25 cs, 10 cs, 20 cs, Baker Bros & Co, (ld); 500 csks, order; 1 cs, L W Dodds; 2 cs Staff Surgeon R N hospital; 103 tins, Naval storekeeper.

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

PROVINCIAL TRADE NOTES.

Sleighing was good at New Westminster on Christmas.

The Elk Creek grist mill turned out its first grist last week. The flour is pronounced first-class.

Mr. Ernest Beaufort, Vancouver, left last Tuesday for England in connection with several business enterprises.

The sealing schooner Beatrice is alongside the C. P. R. wharf at Vancouver taking on supplies. It is expected she will be ready to start for Behring Sea on Monday.

It is stated, on the authority of a high official of the Canadian Pacific Railway that the new railway from Revelstoke to down river districts will be commenced immediately after the holidays.

The people of Sooke are excited over the prospects of greatly increased trade, to be brought about by the building of a substantial wharf which the Provincial Government has at last decided to give them.

Owing to the unprecedented lowness of the Columbia River, the steamer Lytton has had to stop running between Robson and Little Dalles. It is only a month ago she left Revelstoke to run between these down river ports.

The contract for carrying the daily mail between Steveston and Vancouver, including the mail for Lulu, Sea Island, and North Arm post offices, has been awarded to Mr. Walter Steves, the service to begin January 1st, 1892.

In the case of John Latta & Sons, of Port Kells, plaintiffs, vs. Abraham L. Huck, defendant, judgment has been rendered in favor of the plaintiffs for \$183 and costs. The dispute was over an account for goods supplied.

The *Columbian* says that the Canadian Pacific Railway has been experiencing much trouble lately from mud slides between Port Hammond and Port Haney, and a large gang of men are constantly employed keeping the line clear at this point. Scarcely a day passes but a slide of greater or smaller dimensions occurs, and the trains are frequently delayed an hour or two. The unusually heavy rains this fall are the cause of the trouble.

BUSINESS CHANGES.

Barrett & Clime, plumbers, have bought out A. E. Wilson, Yates Street, Victoria. Mr. Barrett has of late been foreman for McLennan & McFeely.

A. Bullock has sold out his interest in the Crescent Dry Goods Store, Nanaimo, to G. S. Stannard.

The British ship Ben Nevis, 1,061 tons, Capt. Pike, is now on the berth at Glasgow loading for British Columbia ports. C. Gardiner Johnson, Vancouver, is her agent.

Mr. W. B. Young, who was manager of the Vancouver office of the C. P. Railroad Telegraph Company, returned last Wednesday from a trip around the world. He left Vancouver in May, 1890, by steamer for Japan.

BEHRING SEA.

NEW YORK, Dec. 28.—The Evening Telegram publishes the following under a Washington date:—"It is believed that the court of arbitrators in the Behring Sea case will be announced soon. Our Government will select France, and it is believed that England will select Italy. These powers will select a third. As the sealing season will not open till June there is no great hurry. A prominent member of the foreign affairs committee of the Senate who has been consulted in every stage of the Behring Sea case, said, this morning that it is not to be expected that the decision made by the commission would be mutually satisfactory to both the United States and England. It is only a question of time, said the senator, until we shall be compelled to go to war with England to settle the question of our Northern boundary. We are not ready for war now with a great power, but we will be obliged to have one sooner or later, and we have no time to lose in establishing a good navy and a system of coast defences. Of course we could whip England on land. Congress, I believe, will appreciate our position towards England and will see the necessity of making liberal appropriations for the immediate improvement of our navy.

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To spend labor and time on a poorly dressed window is that much thrown away. To spend more time and more labor and to have as a result a really attractive window is an investment surpassed only by a good advertisement in a live paper. It will give a great profit.

Geo. Tate Blackstock will oppose M. C. Cameron in West Huron.

Sir Adolphe Caron has been confirmed in his seat, the appeal being dismissed.

The Dominion Parliament has been prorogued, *pro forma*, until January 1st.

Ira Morgan, ex-Warden of Russell, fell under an electric car on Friday night and died next morning.

F. F. Forbes, of Moose river, N. W. T., has been tendered the Liberal nomination for Assinaboia, as Mr. Dawdney will accept the governorship of British Columbia. Mr. Forbes has not yet decided whether he will accept nomination.

The Tacoma Ledger claims that the lumbermen in Minnesota and Wisconsin have been using their influence to prevent the Northern Pacific from giving the Puget Sound lumbermen freight rates low enough to enable them to get into the Eastern markets.

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COMMERCIAL SUMMARY.

The German commercial treaties have been adopted by a vote of 213 to 48.

Bromen is the first city in Germany to operate all its car lines by the electric motor.

The London county council has at last signed a contract for a tunnel under the Thames. It will cost about \$5,000,000.

The Permanent Building and Investment Society, of Melbourne, Australia, has been defrauded of £55,090 by one of its officers.

The Earl of Dudley is, perhaps, the most interesting man to the insurance companies in England. His life is insured for \$6,000,000.

Mr. Fred Hughes, having received a strong French vote, has been re-elected president of the Dominion Commercial Travellers' Association.

Minneapolis insurance agents have been instructed to advance rates on risks from 20 to 40 per cent., owing to the alarming prevalence of fires in jobbing establishments.

The Dominion exports for the five months show the extraordinary increase of six millions over last year. The bountiful harvest is the cause. The revenue has fallen off \$2,117,000.

The treasury department at Washington has ruled that the consolidation of several consignments of foreign goods in one invoice is contrary to law, and that such invoices are not valid for the purposes of entry.

Mr. Dickey was unseated in Cumberland, because an agent paid a voter \$50.

The nomination for Richelieu takes place January 4th; the polling on the 11th.

The comptroller of the currency at Washington has decided to make a dividend of 40 cents to claimants in the insolvent National Bank, of Boston.

A convention of vessel men and merchants, called the Deep Waterways Convention, is in session in Detroit. The subject under consideration is the proposed building of 20-foot canals to connect the great lakes, and resolutions were passed to urge Congress to authorize the immediate commencement and speedy completion of such canals, the improvement of the Hudson river and the maintenance of lighthouses, fog signals, etc. A resolution was also passed favoring convict labor for part of the work.

Some alarm is felt in [British shipping and commercial circles because of the continued resignations of underwriters at Lloyds. Three more gentlemen engaged in the marine insurance business have concluded to withdraw, as their losses have been very heavy, and they have tendered their resignations. This makes a total of 17 underwriters who have withdrawn from the society of Lloyds within a few weeks, and the effect upon ship owners and shippers is not at all reassuring. The extent of the business done at Lloyds may be imagined when it is stated that the value annually insured amounts to more than \$200,000,000.—*Canadian Trade Review.*

All the principal cities in the republic of Colombia are now lighted with electricity.

McDonald Bros., lumbermen and steamboat owners, of Lacrosse, Wis., have assigned, with \$200,000 liabilities; assets, \$300,000.

America is importing less British beer now than a year ago. In October, 1890, 42,330 barrels of British beer were exported and in October, 1891, only 31,711. During the last ten months, the total decline in the export of British beer has been 32,869 barrels.

Notice has been given of an application to Parliament to incorporate a company to build a railway from Carp village, in Carleton county, by way of Almonte and Lanark, to Sharbot Lake, about fifty miles in all, there to connect with the Kingston and Pembroke Railway.

The Blezard nickel mine at Sudbury has been sold to a syndicate of British capitalists for \$2,000,000. The plant is to be largely increased and the most modern machinery and appliances introduced. Less than five years ago, this property was offered for \$25,000 without a purchaser. Machinery was then put in, and before the recent sale enough metal had been sold from the property to recoup the owners for their entire expenditure for property, machinery, buildings, development, etc. If an export duty is imposed upon the nickel contained in the ore and matte, Canada will be largely benefited by the passing of this property into the hands of the British syndicate; otherwise not.—*The Canadian Manufacturer.*

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY EDITOR

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Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, DEC. 29, 1891.

THE NEW YEAR.

"Ring out the old, ring in the new!" will soon be the message borne upon the air by the bells, the mournfulness of whose parting message to the past will soon be almost at once dispelled as, though they may declare that "the King is dead!" they will simultaneously peal out "long live the King!"—"King 1892!" To say that the last twelve months have witnessed wonderful things would be but to repeat what has been said many a time, nevertheless it cannot be questioned that in its succession almost every year has been a more important one in the history of progress than the one which has immediately preceded it. In these days there can be no standing still, for the moment a halt is called, the individual or the nation forges to the front which in the eternal fitness of things is the best able to take the lead. But, if it is a case of "Let them take who have the power," the condition is "Let them keep who can!"

The indications have been of late that we have reached, or are rapidly reaching, British Columbia's day—the day of the Western country. Progress began in the East and, with one unceasing purpose, it goes the way of the suns. Official commercial figures have demonstrated that in almost every one of its substantial interests British Columbia is on the move, and the wise men of the East are continually coming here led by the star of hope and expectation. They are endowing us with their capital and their enterprise which, in addition to that which we already possess are making for us excellent headway. We are not only progressing, but we are prospering. We are not taking two steps forward and one backward, but are going all the time, and everything that is undertaken by our people seems to have about it an amount of real go that shows stability of purpose.

With all this there has been no financial stringency—few business failures—in this Pacific Province. The range of mountains on the one hand seems to have shut us out from the commercial blasts that have caused so many wrecks in the east, while the fiscal policy of the nation has heightened the barrier of national boundary against commercial depression from the south. There is every reason why, with the satisfactory experiences we have had and the encouraging prospects that lie before us, we should be a happy and contented people, and, therefore, it is no mere idle compliment but a

wish that is based upon the very best and most reasonable expectations, when we say "We wish you all a happy New Year!"

THE CATTLE QUARANTINE.

A Calgary correspondent of the *Montreal Gazette*, says that the wise action of the Dominion Government in quarantining cattle from Oregon into British Columbia, and thus preventing the spreading of Texas fever and other diseases into this country, has strengthened prices in Alberta, and to Mr. Davis, the member for this district, the ranchmen give the credit of this measure. Now, were the facts as alleged, there might be something to talk about, and then it would be in order to make the subsequent comment and give credit for the action taken. But it is not true that Oregon cattle have been quarantined on coming into British Columbia the Ottawa Government—Mr. Davis, M.P., and the Calgary ranchers to the contrary notwithstanding—not having enforced the order in Council, because they were not sufficiently posted as to the facts. It was not to prevent the spread of Texas fever and other diseases that pressure was brought to bear upon the Federal authorities, but in order that the trade of the Calgary cattle men might be benefited to the loss of the consumers of this province. The action of Mr. Davis and those in whose interest he was working, was designed to enable them, legally, to prey upon the people of this province whom it was designed to shut out from every other market than their's. The following extract from the article already quoted may serve still further to show the true inwardness of the entire proceeding:

"In 1885, cattle were imported from British Columbia into Alberta, but owing to the rapid growth of Vancouver and Victoria and the other cities of the coast, this district sends cattle yearly to that province, besides a large quantity of mutton. To show the extent of the trade during September and October, over 5,000 cattle were shipped from this point to the Old Country, and about 4,000 head to British Columbia."

COUNTERFEIT LIFE INSURANCE.

Under this heading, the *Monetary Times* has been discussing the relative merits of the modernized old-time insurance companies and those institutions which have operated both in the United States and Canada as assessment associations. Of these last named some fifty-six have been subjected to scrutiny, the last seven years having been the period considered. The main points for observation have been the increase or diminution in the number of members and the cost per \$1,000 of the insurance. Out of this long list only five show a lower rate of insurance in 1890 over 1889; but with the others the figures have mounted up to such an extent that the conclusion is inevitable in very many instances that if the insurers had purchased real life insurance the payments would, with the accumulation of profits, have grown lighter and lighter as they themselves became older, instead of, as is actually their experience, increasingly heavy and with that might almost be termed diminishing security. In 1881, the cost of insurance with the Mutual Reserve

Fund Association of New York was \$7.10 per \$1,000; to-day it is \$15.80—more than double. With the United Friends, which has a membership of over 22,000, the cost in 1881 was \$11.71 per \$1,000, to-day it is \$16.60. The Mutual Benefit of New York charged \$5.21 in 1881; to-day it exacts \$19.60. And so runs the experience. To average the cost per \$1000 in all the 56 associations under consideration whereas in 1881 the payments that had to be made averaged \$12.07 in 1881, in 1890, the assessment, or whatever, it may be called, was not less than \$20.65. But even with a dozen of the most prosperous of the 56 associations referred to, whereas in 1881 they did the business for an average of \$10.88 per member, it cost them \$15.35 in 1890. From these figures and calculations the reader will draw his own deductions, and it is well that he should do so as almost every one is concerned in life insurance it being the duty of all to make some sort of provision in the manner provided by the life underwriters.

AFFAIRS IN QUEBEC.

No matter what may be thought of the administration of the affairs of the Province of Quebec by dismissed Premier Mercier, few will be disposed to question his individual ability. But he is one of those who have no scruples as to the methods he employs to carry out his objects. It had been hoped by many that with the advent of the Liberals who loudly preached reform and retrenchment something would really have been done to put an end to the time of constantly augmenting deficits in the annual statements of the treasurer. But what did Mr. Mercier accomplish? Like the man who gave his note at three months and then consoled himself with the reflection, "Thank God, that account's settled," he negotiated a loan to square up, thus increasing the permanent liability, and now, it is said, leaves almost another two millions of floating debt. But all this, and more, too, will doubtless be the theme of the Conservative papers in the Dominion, who—like their Liberal contemporaries also—do not unfortunately see their way clear to allow Provincial and Dominion concerns to stand on their own footing. It cannot be for a moment doubted that a change had become necessary in the sister Province. It has long been more or less corrupt, made so by the politicians who, in the days of the United Provinces of Upper and Lower Canada, traded upon its national and religious prejudices, thus rendering impossible that unity of interest and sentiment with the sister Province, which might otherwise have prevailed. Having, in fact, weakened the tie of identity of interest that should have bound French Canada to English speaking Canada, the union being little other than in name, the place-seeking, place-holding politicians proceeded to cajole and treat as a merchantable article the vote of the French habitants. They found them tolerably easy subjects to deal with, and before Confederation it was matter of common remark that John A. Macdonald ruled Upper Canada with the aid of Cartier and his Frenchmen. Matters, how-

ever, were in no sense so reprehensible as they have been since the days of the Chapleau regime at Quebec, and Mercier has gone even further. To whatever extent his desire to maintain himself in place may have influenced Mr. Chapleau in his treatment of the Bishops and clergy it remained for Mr. Mercier, the leader of those whom it had been the custom to describe as the politicians of the infidel school, to make his arrangements with the Pope himself and to obtain from him such considerations as no other layman at the present day enjoys. By making the most of all this the dismissed Quebec premier managed to secure an influence among his compatriots such as no other Quebec politician ever had, and this it would appear that he has utilized not alone for political objects but for the aggrandisement of himself and friends. Mercier had to go in the public interest and though to drive him from office required almost a stretch of authority, it would seem well that it has been exercised. Before the electorate, the Mercierites will fight hard, and it would in no way be surprising if a considerable time did not elapse before what may be termed provincial solidarity be established.

EDITORIAL NOTES.

CHAUNCEY M. DEPEW says that rich men keep neither their money nor securities in their offices. T. Clews says that rich men conduct their business down to a \$2 transaction by checks.

VINSEL underwriting does not seem nowadays to be as promising a line of business as it used to be, no less than 17 underwriters at Lloyd's having withdrawn from the business of that association whose risks annually cover over \$300,000,000.

RECENT fires at Moosejaw, Calgary, Lethbridge, and other Northwest cities, have demonstrated how utterly helpless those towns are in the event of fire. Thousands of dollars worth of property have lately gone up in smoke because of scarcity of water, high winds, and the failure of the engines to work properly.

THE Quebec correspondent of the *Empire* wires that journal that the Quebec legislature was dismissed because if it met "it would probably be asked by Mercier to pronounce upon the causes of the late crisis without having before it the final and complete report of the Royal Commission upon the Baie Des Chaleurs affair."

THE weather indications for some days prior to the ordinary period for making New Year's purchases made everything look blue for those houses which are accustomed to reap their harvests at Christmas and New Year's tide. But the finer conditions that followed cleared the way for a good trade, which was done to the abundant satisfaction of both buyers and sellers.

ST. JOHN, N. B., between which and the port of Halifax there has always been more

or less rivalry, is seeking to secure a portion of the western grain trade, so much of which has latterly been passing to Europe by way of the last-named city. Halifax has elevators, St. John has not, but the latter thinks that chutes could be made at small cost which could transfer the grain to the ocean vessels much more cheaply than it would be possible to do by the aid of elevators.

"A carload containing 30,000 lbs. of fresh salmon," says the *Trade Review*, "has been shipped by the Fraser River Freezing Company, of Port Haney, to Hamburg, Germany. It is going via the Canadian Pacific Railway to New York, thence in the cold storage department of a German steamship. This is the first shipment of fresh salmon from British Columbia to Europe." Fresh salmon has, apparently, no idea of remaining in the continent to which it belongs.

ANYONE who took the trouble to attend the recent school examinations, or rather exhibitions, at the Christmas vacation, must have noticed from the list of subjects taught how comparatively little attention is paid to many matters upon which the boy or the girl who expects some day to have to do with business ought to be best informed. Our school system on general principles is an admirable one, but it is too all-comprehensive, and fewer subjects practically taught would seem to be of much more utility and advantage to the scholars.

A CANADIAN Bankers' Association has been recently formed, the officers being:— President, Mr. Geo. Hague, of the Merchants' Bank; vice-presidents, Messrs. Walker, of the Canadian Bank of Commerce; W. C. Ward, of the Bank of British Columbia; Stephenson, of the Quebec Bank; and Fysh, of the Bank of Nova Scotia. Two honorary presidents were elected—Hon. J. D. Lewin, president of the Bank of New Brunswick, St. John, and R. W. Heneker, president of the Eastern Townships Bank, Sherbrooke. A council was elected, composed of Messrs. Clouston, of the Bank of Montreal; Grindley, of the Bank of British North America; Thomas, of the Molsons' Bank; Burn, of the Bank of Ottawa; Bousquet, of the People's Bank; Schofield, of the Bank of New Brunswick; and Farwell, of the Eastern Townships Bank.

ROBERT WARD & CO. (LIMITED LIABILITY)

The last British Columbia *Gazette* contains the following memorandum of association:—

THE COMPANIES' ACT, 1890.

MEMORANDUM OF ASSOCIATION.

Robert Ward & Company (Limited Liability).

We, the undersigned persons, are desirous of forming ourselves into a Company under the "Companies' Act, 1890."

1. The corporate name of the Company shall be "Robert Ward & Company Limited Liability."

2. The objects for which the Company shall be formed are as follows:—

To acquire and take over as and from the

first day of January, 1892, the business now carried on by Robert Ward trading under the firm name and style of Robert Ward & Company, in Wharf Street, Victoria, in the Province of British Columbia, as general commission merchants, shipping and insurance agents, and to carry on the same.

To carry on a general commission, mercantile, shipping and insurance business, with the following powers:

To charter, acquire, build, own, run, equip, appoint, and operate steamships, tugs, and other vessels of any and every description.

To make advances in cash, goods, or other supplies to other persons, companies or firms, and to take and hold real or personal securities for the same.

To lease, purchase, hold and sell real estate and stocks, bonds, or shares of other corporations, or shares or interests in any other business whether incorporated or not.

To acquire, hold, and operate, fish and fruit canneries, grist mills, saw mills, dredgers, and factories, wharves, warehouses, and piers, and to sell or otherwise dispose of the same.

Generally to make, do, and execute all such acts, deeds, covenants, matters and things, as the Company may deem expedient, necessary, incidental, or otherwise conducive to the attainment of all or any of the above objects, or to the conversion or disposal of any security or property held or acquired by the Company.

3. The capital stock of the Company shall be three hundred thousand dollars divided into three thousand shares of one hundred dollars each.

4. The time of the existence of the Company shall be fifty years.

5. The stock shall consist of three thousand shares.

6. The trustees, viz.:—Robert Ward, of Victoria, British Columbia, merchant; William Arthur Ward, of Victoria aforesaid, clerk; and John Charles MacIure, of Victoria aforesaid, accountant, shall manage the concern of the Company for the first three months.

7. The principal place of business of the Company is to be located in the City of Victoria, in the Province of British Columbia.

The stock of the B. C. Iron Works Company, Ltd., Vancouver, has been increased to \$250,000.

The business men of Nelson are already receiving benefits through the town having water works. The rate of insurance has been lowered several points, houses formerly carrying \$5,000 insurance now being allowed \$6,500 for the same premium.

The B. C. Draining and Dyking Company is the name of a Vancouver concern which has for its object, primarily, the herculean task of draining and completely reclaiming the Pitt Meadows, a large area of low land which is submerged a portion of each year by the Waters of the Pitt and Fraser rivers. The president of the company is Mayor Oppenheimer. The company is now reclaiming section 1, or that tract of country lying between the North and South Lillooets, comprising about 14,000 acres.

THE METRIC SYSTEM.

There is an attempted revival in the United States of agitation of the project of a uniform system of weights and measures for all civilized nations. It cannot be said to have attracted a great deal of popular attention as yet, though it is bound to continue to be pressed by progressive men until its final adoption, which is certainly only a question of time. Uniformity in the standards which register amounts and values in the exchanges of commerce is so desirable, and in a more extended system of commerce will be so necessary, that it may be regarded as sure to be ultimately brought about.

Bradstreet's favorably discusses the matter at length, and incidentally brings out many facts of interest in connection with its progress in the United States and elsewhere.

While some of the most important commercial states, as the United States and Great Britain, use one system in their ordinary transactions, they have made another, the metric system, optional, as have some other states, while the great majority of the civilized nations of the world have made the system obligatory. The states which have made the use of the metric system obligatory are Germany, Austria, Hungary, Belgium, the Argentine Republic, France, Italy, Peru, Portugal, Roumania, Servia, Sweden, Norway, Switzerland and Venezuela. The countries which have made the use of the metric system optional are the United States, Great Britain and Turkey, while the system has not yet been legalized in Russia and Denmark. The weight of authority, so to speak, may therefore be said to be in favor of the adoption of the metric system, and it is this system which is most energetically advocated, and with reason, when the project of a uniform system of weights and measures is discussed. The use of the metric system in the United States has been optional for a long time, but its adoption has been confined mainly to governmental departments and scientific bodies.

There are always difficulties in the way of the adoption of a new system of any kind. At the same time the advantages of the metric system are so great that they bid fair to overcome even the force of long habit. The system in the first place is decimal, and has the advantage for purposes of computation that decimal systems have over others based on a different principle. Again, the metric units of length, bulk, weight, etc., are simply related to each other, a circumstance which gives the system a great advantage over the irregularly related or unrelated units of other systems. Finally, the system has become an international one, and intercourse between nations has increased to such an extent that it is now as important to have the same weights and measures used in different countries as it was a century ago to have the same weights and measures used in different parts of the same country.—*Manitoba Free Press.*

FARMS AND FARMERS

Comparisons are frequently useful, and especially so when we are told that Canadian interests are bound up with those

of the United States to such an extent that they cannot be severed. God and nature according to a certain school represented by Mr. J. W. Longley, have enjoined them together. It is obvious, therefore, says the *Toronto Empire*, that any advantage to be gained by our farms and farmers under free trade with the States must be similar to those now possessed by the American agriculturist. To claim these privileges, conditions will have to be equalized, and we must be brought up to what the opposition claim to be the fortunate position of our neighboring competitors. If the farmers of both countries were now on a dead level of similarity, free trade or commercial union would be useful; and if our farmers are on a higher level of prosperity than the American it would be injurious. This basis is undeniable, and inferences unanswerable, and the question at once arises as to which is the more prosperous, the Canadian or the American.

Governor Campbell of Ohio observed on October 9 that "year by year farming is growing more unprofitable," while the growth of millionaires proves the existence of many men who have individually added more to their wealth in ten years than has the entire agricultural class of any state in the American union. In 1850 the capitalists in the Republic owned 37½ per cent of her wealth. To-day they own 75 per cent. The cause has been a union of war tariffs and corruption with commercial combinations, trusts and monopolies. As an illustration of this unfortunate tendency to prosper the speculator and schemer at the expense of the farmer, the *Hartford Times* describes a farm of 320 acres in Salem which was worth \$7000 some years ago. A few days ago the whole property and improvements, good farming land and woodland, well fenced and with good buildings, was sold at auction for \$1,400. This speaks for itself. Wealth centering in the hands of a few and being taken away from the hard-working tillers of the soil. The letter recently written to the representatives of Kansas in Congress by the president of the Farmer's Alliance shed further light upon a darksome situation. The wholesale foreclosures of farm mortgages and the consequent threatened extinction of the farming class "to make way for a servile tenantry" is described, while one law firm in Southern Kansas is stated to have a contract to foreclose 1,800 mortgages within a short time. A similar condition exists in Michigan, where the farm mortgages for 1889 are said to amount to over \$64,000,000, and where 50 per cent of the farms are mortgaged with an indebtedness of one half the land value.

The corporation of London, Eng., has voted 2,500 guineas as a wedding present to Prince Albert Victor.

The Canadian Bankers' Association has been formed at Montreal to look after the interests of the banking community.

John I. Ferguson, a bookkeeper in the National Bank of Kansas City, has confessed to the embezzlement of \$20,000.

VITAL STATISTICS OF AMERICAN JEWS.

The United States government certainly deserves credit for the efforts which it is putting forth to make its census publications as complete and valuable as possible. Almost every feature of social or commercial life which could in any way prove useful or even interesting is being investigated and the statistics thereon tabulated. Bulletin No. 10 deals with the vital statistics of 60,030 Jews, belonging to about 10,000 families. It has long been an accepted axiom that for life assurance Jews are desirable customers and for fire insurance they are undesirable. As a class they are looked upon as healthy, temperate and long lived and the results here shown go far to confirm this opinion. The death rate in this section of the Jewish population was found to be only 7.11 per 1,000. This is remarkably low, the rate in the community as a whole being about 15.8. It is probable, however, that the immigration from Europe during recent years of large numbers of Jews in the prime of life may have somewhat affected this figure, for most of the old and feeble would be left behind, while those who faced the long journey to a foreign country would be middle-aged and robust. But even when all due allowance has been made for this, it must be admitted that the Jews are as a race longer lived than Gentiles among whom they reside. Other interesting points are brought out. The average number of children born to each mother was 4.66. But those mothers who were themselves born in the United States averaged only 3.56 children each, while those born in Russia had 5.63, those from Bohemia 5.14 those from Hungary 5.27, and those from Germany 5.24. This is a significant illustration of the American tendency towards small families.

Points with regard to occupation are also noted. Of 18,115 males reported, only 383 were engaged in agricultural pursuits. There is evidently but little use in trying to make a farmer of the Jew. Commercial pursuits, buying and selling, are his delight, and of his skill in disposing of his property to an unwilling fire insurance company, the managers know but too well.—*Insurance and Finance Chronicle.*

The mail contract with the Allan line has been renewed for a year, Halifax to be the winter port.

The telegraph operators of the Atlantic and Pacific Railway, who went on strike recently, have gained all they demanded.

The mill and plant of the Paterson Sanitary Company at Riverside, N. J., was burned recently. Loss \$65,000; insurance \$15,000.

The Rome correspondent of the *London Standard* says that Austria has offered to mediate between the Vatican and the Quirinal.

The Irwin Bank at Irwin, Pa., has suspended and P. S. Pool & Son, proprietors, have assigned. They say every dollar of liability will be paid.

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAME.	TONNAGE.	AGENT OR OWNERS.
July 14	Maggie Mac	71	R. P. Rithet & Co. (Limited)
July 27	Alnoko	75	Capt. Grant
July 27	E. B. Marvin	114	E. B. Marvin & Co.
July 27	Walter L. Rich	79	C. N. Cameron
July 28	Annie E. Paint	82	Robert Irving
July 29	Mary Ellen	69	Capt. Victor Jacobson
August 1	Thistle (steamer)	147	J. Manson
August 1	Sea Lion	50	Geo. Collins
August 3	Mimilo	46	Capt. Victor Jacobson
August 5	Triumph	98	E. B. Marvin & Co.
August 11	Winnifred	13	C. Spring
August 11	Aurora	46	Thos. Harold
August 13	C. H. Tupper	99	Capt. C. J. Kelly
August 14	Henrietta	31	C. Spring
August 21	May Bell	58	Capt. Douglas
August 22	W. P. Sayward	60	Morris Moss
August 24	Laura	19	J. B. Jones
August 28	Labrador	30	Stovenson
August 29	Mary Taylor	43	Carno & Munsie
August 29	Mountain Chief	16	Nawassen
August 29	Rosio Olsen	29	Andrew Gray
August 30	Carlotta G. Cox	76	E. B. Marvin & Co.
August 30	Annie C. Moore	113	C. Hackett
August 30	Geneva	32	Hall, Goepel & Co
August 31	Borealis	37	Thos. Hendry
September 2	Walter A. Earle	63	Thos. Earle
September 2	Sapphiro	124	E. B. Marvin & Co.
September 2	Carmolite	99	J. W. Peppett
September 7	Ariel	91	J. C. Prevost
September 9	Umbrina	98	J. W. Peppett
September 14	City of San Diego	46	Carno & Munsie
September 15	Viva	93	Carno & Munsie
September 17	Pioneer	66	Carno & Munsie
September 17	Wanderer	25	Harry Paxton
September 17	Venture	48	Morris Moss
September 18	Favorite	80	Chas. Spring
September 22	Oscar and Mattie	81	J. L. Penny
September 23	Ocean Belle	83	Hall, Goepel & Co.
September 24	Katherine	81	J. L. Penny
September 26	Maud S.	97	Brown Bros.
September 27	Beatrice	66	Capt. Wm. Grant
September 27	Terisa	63	P. A. Babbington
September 27	Otto	87	Walter Barnes
September 28	Kate	58	C. Spring
October 3	Penolopo	69	Morris Moss
November 16	Mascot	40	Hall Goepel & Co.

VANCOUVER.

Eliza Edwards	37	Pacific Trailing and Navigation Co
Vancouver Belle	73	Vancouver Shipbuilding, S. & T. Co.
C. D. Rand	52	B. I. Seuling and Trading Co.
August 29 Beatrice	49	C. G. Doering

A CANNED GOODS BOOM.

As a rule, the boomer in any line of industrial pursuits and the boom he helps to create does no good for the industry, yet we have no hesitancy in saying just now that we look for a boom in canned goods of all descriptions.

It is just possible that we shall be charged with all the criminality in the editorial calendar, but we shall state our position now, regardless of the consequences, in the way of editorial aspersions, and place ourselves on record as firm adherents to the belief that for the packs of 1891 low prices are a thing of the past.

All along through a dull spell of wearying length, an unusually conservative policy has been followed by the distributors of canned goods. Jobbers all through the country have bought in small blocks, but they have bought frequently. The notion has spread that this small order has left packers with unusually heavy stocks on hand for this season of the year. But it is the continuity of this small order of buying that has been lost sight of, and the fact that the aggregate of these frequent small sales is of larger proportions than would have been shown with occasional movements of entire packs is not generally known, or at least is not generally admitted.

We are of the opinion that the stock of canned goods of all descriptions in the

United States to-day is much lighter than it is generally understood to be, and we propose to show the basis of our belief. It is known that through the east, for weeks past, there has been an urgent demand for standard brands of corn. The two largest packers in America, whose combined capacity does not exceed 200,000 cases, have sold out. The Western States packer, a round million cases of corn. Sixty-three canneries that packed 800,000 cases of this million have not 20,000 cases on hand.

The stock of tomatoes still on hand is larger than that of corn, but not larger proportionately. The pack was larger, and the same rate of distribution in tomatoes as in corn has been made.

The position of peaches statistically is undeniably favorable to the holders of choice packs. The small fruits have moved rapidly in the small order of trade commented on above, and the berry packs in some lines of standards have all passed from the hands of packers. The salmon peck is in a unique position. A combination of Alaska packers holds the stock and has fixed equitable prices for its holdings. It has ample capital to carry out its undertaking to market the goods at a fair price, and so we may say in a general way that the entire goods pack of the country is fully protected against any further decline in prices.

It is the steady, quiet reduction of stocks

SHEET MUSIC

GIVEN AWAY!

For every \$1 spent in cash at our store till the New Year we give away a piece of Sheet Music FREE.

M. W. WAITT & CO.,

64 Government Street.

which has escaped general observation and comment that will bring what seems to be a sudden change in the tendency of the market for canned goods, but the conditions which will create a firmer market and advance prices have been growing stronger and stronger for weeks past, and when prices begin to advance it will be on the general simultaneous discovery that stocks are much lighter than had been supposed.

From now on to the commencement of a new packing season prices will advance rapidly enough to cover all expenses of warehousing, and the longer stocks are held the greater the gains of the holders.—*Herald of Trade.*

AUSTRALIAN WOOL SCOUR.

Messrs. Theo. H. Eaton & Son, importers of and dealers in dyes, dyestuffs, chemicals, woolen factory supplies, etc., Windsor, Ont., are manufacturing a concentrated Australian wool scour which they describe as being the strongest, cheapest and best wool scour in the market—that wool scoured with it is left clean, soft and lofty. Regarding this article Messrs. Eaton say: "In no department of a woolen or knitting mill should greater care be exercised in the selection of supplies than in the scouring-room, and yet in many mills this is entirely overlooked. Alkalies and soaps of all kinds are used, and the result is the wool is half scoured, or, if clean, is harsh and heavy. The Australian Wool Scour does the work quickly and perfectly, does not injure the fibre, and leaves the wool soft, silky and lofty. It will scour wool cheaper than any wool scour, compound or soap ever made." One of the largest mills in the West recently wrote them:—"We find the Australian Wool Scour the very best article we have ever used. Do not hesitate to say too much in its favor. It is the best and at the same time cheapest wool scour in the market." The article comes packed in casks, barrels and kegs.—*The Canadian Manufacturer.*

Diseased mutton is being sold on the London, Ont., market.

The schooner Flora Carveth, loaded with coal, went ashore near the Whitley, Ont., lighthouse, one night last week, and is lying in ten feet of water.

The Czar's gift horses to the Emperor of Germany have killed three coachmen and are so muderous that His Majesty shuns them as dynamite.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	
Br bark	Callao	978	James	Oct. 6	Victoria	London	41,610	\$212,090	
Br bark	Lebu	729	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,421	
Br bark	Rothsday Bay	759	Partridge	Nov. 18	A	Westminster	32,179	159,553	
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	
Br ship	Titania	579	W. Selby		London	London			
Br bark	City of Carlisle	823	Kendall		Victoria	London			

A—Sailed from this port Nov. 29; also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$500.

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVE D.	RATE
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	960,300	\$ 9,600	April 2	30s
Chil bark	India	953	Franke	Feb 1	Moodyville	Valparaiso	751,396	8,318	April 20	65s
Br bark	Nineveh	1174	Broadfoot	Feb 28	Vancouver	Sydney	855,352	9,335	April 21	owners ac
Br bark	Fortosa	915	Kain	Mar 21	Vancouver	Arica	741,000	6,000	July 5	55s
Am bkt	Catharine Sudden	363	Thompson	Mar 31	Moodyville	Tientsin	427,539	5,177	June 19	77s
Am ship	Geo F Manson	1333	Crack	May 11	Moodyville	Sydney	868,151	9,752	Aug 5	55s
Br ss	Eton	1746	Newcomb	May 15	Moodyville	Port Pirie	1,765,714	15,891	June 26	Private
Am sch	Oiga	478	Atwood	May 22	Moodyville	Shanghai	531,133	5,990	Aug 7	65s
Am sch	Golden Shore	961	Henderson	June 3	Moodyville	Sydney	799,658	8,063	Aug 7	55s
Br ship	Forest King	1602	Morris	June 3	Vancouver	Callao	1,221,816	14,221	Sept. 1	47s
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	809,132	8,892	Oct. 2	65s
Am bark	Spartan	749	Anderson	June 14	Vancouver	Melbourne	502,000	5,276	Sept 22	60s
Am bark	Hesper	661	Sodergren	July 4	Moodyville	Shanghai	688,511	8,365	Aug 27	62s
Swed bark	Svea	603	Afzelius	July 5	Vancouver	Callao	138,913	4,709	Sept 17	47s
Am ship	Great Admiral	1497	Rowell	July 18	Vancouver	Melbourne	919,586	8,716	Oct. 2	62s
Chil bark	Luisa Marta	715	Meyer	July 19	Westminster	Sydney	551,789	5,596	Oct. 9	52s
Chil bark	Leonard	801	Harken	July 22	Westminster	Melbourne	609,333	5,705	Oct. 6	60s
Nor bark	Bonhold	757	Haugeland	July 25	Vancouver	Melbourne	561,556	6,000	Oct. 6	65s
Br ship	Duke of Abercorn	1096	MelDongall	July 29	Vancouver	Adelaide	688,393	8,213	Oct. 10	62s
Ger bark	Cassandra	733	Steir	July 31	Moodyville	Hq. Zul.	515,619	6,917	Nov. 12	47s
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Mel'ourne	763,443	8,430	Oct. 27	60s
Chil bark	Aniotta	985	Stack	Aug 8	Moodyville	Valparaiso	613,214	9,631		owners ac
Br bark	Ontario	825	Austin	Aug 9	Vancouver	Callao	613,390	6,516		50s
Chil ship	Hindustan	1513	Welsh	Aug 14	Moodyville	Valparaiso	1,200,419	11,869		owners ac
Br bark	H B Cann	1299	Foote	Aug 21	Moodyville	Sydney	1,011,172	12,214	Nov. 2	50s
Nor ship	Saga	1413	Aftedahl	Sept. 3	Moodyville	Sydney	960,251	8,777	Nov. 20	50s
Nor bark	Lotus	718	Salvesen	Sept. 25	Vancouver	Adelaide	528,821	5,035		65s
Per bark	Pisagua	980	Jenvenuto	Oct. 10	Moodyville	Pisagua	1,483,583	4,618		owners ac
Am bark	Newport	539	Jenison	Oct. 1	Westminster	Sydney	615,792	6,510	Nov. 21	52s
Chil ship	Ena Luisa	1180	Beaueoe	Sept. 20	Moodyville	Port Pirie	2,013,269	18,389	Oct. 29	Private
Nor bark	Alfred Hawley	412	Llewellyn	Oct. 2	Westminster	Port Pirie	300,661	2,858		52s
Nor bark	Flora	766	Anderson	Nov. 21	Vancouver	Melbourne	557,932	2,858		57s
Nor bark	Dominion	1256	Eriksen	Nov. 28	Vancouver	Adelaide	978,392	9,272		65s
Am bkt	Willie R. Hume	632	Brigman	Nov. 17	Vancouver	Callao	791,201	7,975		50s
Am ship	Benj. Sewall	1361	Sewall	Dec. 2	Vancouver	Valparaiso	755,657	10,230		45s
Am schr	Oiga	478	Rodin	Nov 12	Moodyville	Sydney	512,658	4,413		41s
Chil ship	Atacama	1235	Caballero	Dec. 15	Moodyville	Valparaiso	1,800,001	9,454		owners ac
Br bark	Navech	1174	Broadfoot	Dec. 15	Vancouver	Sydney	710,945	9,225		owners ac
Am schr	P. S. Redfield	146	Birkholm	Dec. 10	Chemainus	Sydney	579,485	5,233		45s
Br ship	Athlon	1371	Dexter		Vancouver	Adelaide				47s
Nor ship	Morning Light	1316	Johansen		Vancouver	Melbourne				6d

A Also 360,900 laths. B Composed of 45,000 feet telegraph poles, 410,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 387,571 feet rough lumber, 31,663 feet dressed lumber, and 587 bundles laths. D Composed of 23,355 feet dressed and 811,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. E—Also 2,875 bundles laths. F—Composed of 1,111,286 feet rough, 89,560 feet t & g flooring, 21,000 feet box shooks, (5,000 boxes). G Also 1,078 bundles pickets, 1,416 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring. J—47,059 feet is on deck. K—Of which 78,616 feet is on deck; also 11,925 feet pickets and 2,091 bundles laths. L—Also 3,500 bundles laths. M—Also 1,053 bundles laths and 163 bundles pickets; deck load 72,052 feet. N Also 90,411 feet dressed, 2,488 bundles pickets, and 1,131 bundles laths. O Comprising 182,638 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet flooring; deck load 53,729 feet rough. Q—Also 139,164 t & g flooring, 1,129 bundles laths and 47 spars, deck load 41,912 feet. R—Composed of 181,996 feet rough and 123,301 feet flooring; deck load 53,729 feet rough. S—Also 2,001 bundles laths, deck load 106,197 feet. T Also 2,138 bundles staves and 1,131 bundles laths. U Also 22,461 feet t and g flooring. V—Also 712 bds laths and 1,463 bds pickets. W—Also 315 bds laths and 1,780 bds pickets. Y—Also 21,757 feet pick from Nanaimo Sept. 21. Z Deck load 32,366 feet rough. AA Also 148,000 feet rough. BB Also 922 bds laths. CC—Composed of 15,634 ft T ets and 56,000 feet lath. DD—Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 21. EE—Also 1047 bds pickets and 1606 bds laths returned to Esquimalt Dec. 9 strained and leaking badly, being discharged for repairs. FF—Also 151,237 ft t and g flooring. GG—Also 167,555 ft t and g flooring and 3,596 bds laths. HH—Also 127 bds laths. II—Also 48 bds laths.

SHIPPING INTELLIGENCE.

The ss. Empress of India, which sailed from Yokohama Dec. 17, is due to-day.

The Upton line steamship Zambesi sails early this week for the Orient with a full cargo.

The British bark Martha Fisher, 811 tons, Capt. Lee, which sailed from Alaska July 2, arrived at Liverpool Dec. 8.

The Upton steamship Batavia, Capt. Hill, which sailed from Yokohama December 10, is now due if direct. It is believed

that she is coming via Honolulu, and may not arrive for another week.

The British bark Banffshire, 899 tons, Capt. McDonald, sailed from Liverpool Dec. 18 for Vancouver with a general cargo consigned to Bell-Irving & Paterson.

A new method of ship signalling at night has an arrangement of electric lights in the shape of the letters desired, each group constituting a system by itself by which it can shine alone.

The British ship Angerma, 1,215 tons, Capt. Anderson, has been chartered to load a cargo of lumber from Burrard Inlet or

Puget Sound to Valparaiso at 42s 6d. She is now on the way to Royal Roads for orders, having left San Francisco either last Saturday or Sunday.

It is said in England that the cargo ship of the future will be a five-masted vessel, with auxiliary steam, and will be large enough to carry 6,000 tons of cargo. The demand is certainly for big cargo carriers, but the success with auxiliary steam vessels in the past has not been so great as to make that class of vessels attractive.

Revelstoke is to have a waterworks system.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	Glonbervio	800	Groundwater	August 21	R London	Victoria	R. P. Rithet & Co. (Limited)	130
Br bark	Lizzie Bell	1036	Edwards	Sept. 23	A Liverpool	Victoria	R. P. Rithet & Co. (Limited)	92
Br bark	Argyleshire	1208	Stevens	Sept. 16	I Glasgow	Victoria	C. Gardner Johnson	101
Ger bark	Katinka	816	Kohler	Oct. 6	M La Plata	Moodyville	Moodyville Sawmill Company	81
Am bark	Colorado	1036	Gibson	July 21	P New York	Chemainus	Victoria Lumber and Manufacturing Co	158
Port bark	Quiteria	353	Leite	July 5	R Rio Janeiro	Victoria		177
Br ss	Landana	985	Bales		A Antwerp	Victoria		
Nor bark	Czar	1314	Ch'stopherson	Oct. 15	T Rio Janeiro	Vancouver		75
Br ship	British India	1190	Lines	Sept. 26	N Samarang	Vancouver		94
Br ship	Moun: Carmel	1536	Livingstone	Nov. 16	S Sourabaya	Vancouver		43
Br bark	Ariadne	1167	Croot	November 28	L London	Victoria	Robt. Ward & Co.	31
Nor bark	Orion	1231	Wistrup	Oct. 20	K London	Vancouver		70
Br ship	Thermopylae	918	Winchester	Dec. 10	G Bangkok	Victoria	Victoria Rice Mills	19
Br bark	Irvine	865	Jones	Nov. 28	L Liverpool	Victoria	Turner Beeton & Co.	31
Br bark	Bandishire	829	McDonald	Dec. 18	E Liverpool	Vancouver	Bell-Irving & Paterson	11
Br ship	Mary L. Burrell	1156	Kinney	Sept. 15	D Bahia	Royal Roads		105
Br ss	Batavia	1028	Hill	Nov. 20	B Hong Kong	Victoria	E. C. Davidge & Co.	39
Br schr	Mermaid	198	Crim	Nov. 14	S London	Victoria	Robt. Ward & Co.	47
Br bkt	Bittern	383	Stronach	Oct. 23	H Hong Kong	Royal Roads		68
Br ss	Bushmills	1588	Vanning		H Glasgow	Vancouver	Baker Bros. & Co., (ld)	
Br ship	Aristomene	1750	Jones	Sept 21	J Sourabaya	Vancouver		
Br bark	Mistletoe	821	Smith	Nov. 23	F Buenos Ayres	Vancouver		36
Br ss	Empress of India	3000	Marshall	Dec 8	H Hong Kong	Vancouver	C. P. S. S. Co.	21

via San Pedro, chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. I—Passed Torrhead Sept. 17. M—Chartered for M. A. or P. P., rate 62s 6d, option Sydney 52s 6d. P—Arrived Bahia Sept. 16, and sailed Oct. 2. Cargo of blacksmiths' coal for San Francisco, thence to load lumber for Valparaiso. T—Chartered for M. A. or P. P., at 57s 6d, option Sydney 47s 6d. A—Spoken Oct. 8, lat. 46 N, long 10 W. H—via Liverpool, to sail in February. N—Passed New Ajer Oct. 2. D—For orders. G—Cargo of mat rice. R—Spoken Sept. 25, lat. 11 N., 26 W. S—Cargo of salt and sealing outfit, passed Deal Nov. 17. B—Via Honolulu. C—Dec. 8, towed into Gravesend. She lost two anchors and chains in the Downs, and damaged windlass. F—to load lumber for the Delaware ship yard, U. S. Navy. E—arrived at Holyhead Dec. 19. J—via Pasurvan.

VESSELS IN PORT.

(December 28, 1891.)

VICTORIA.

British bark City of Carlisle, 823 tons, Capt. Kendall, loading salmon and naval stores for London, Robert Ward & Co., consignors.

VANCOUVER.

British ship Athlon, 1,371 tons Capt. Dexter, loading lumber for Adelaide.
Nor. ship Morning Light, 1,316 tons, Capt. Johansen, loading lumber for Melbourne.

British bark Titania, 879 tons, Capt. T. W. Selby, loading salmon for London, Bell Irving Paterson & Co., consignors.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Nic. bark Bundaleer, 921 tons, Capt. Williams, loading.

Am. bark Oregon, 1,361 tons, Capt. Boyd, loading.

Am. ship Commodore, 1,970 tons, Capt. Davidson, waiting to load.

EAST WELLINGTON SHIPPING.

Am. bark Melrose, 913 tons, Capt. Kalb, loading.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	1	823
Vancouver	3	3,560
Nanaimo	4	5,204
Total	8	9,593

FREIGHTS.

Lumber freights remain almost without change. There has been, however, a decline of 2s 6d to Valparaiso. The owners of several lumber vessels at San Francisco, rather than charter vessels at the prevailing rates, have laid them

up in Oakland Creek, awaiting better times.

Quotations are as follows: From Burrard Inlet or Puget Sound to Sydney, 40s; Melbourne, Adelaide or Port Pirie, 50s; Valparaiso, 42s 6d; Cork for orders, 63s, Shanghai, 55s. For grain from San Francisco to the U. K. the rate has declined 2s since last week, and is now 23s 9d. The San Francisco market is being relieved by the diversion of vessels chartered for grain to other markets, principally for lumber. From Tacoma and Portland, in the absence of business, no quotations can be given. Coal freights are unchanged. Nanaimo or Departure Bay to San Francisco, \$2.25; from Puget Sound to San Francisco, \$2.00 per ton.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending Dec. 26:

Date.	Vessel and Destination.	Tons.
21.	Rapid Transit, ss, Port Town'd	261
22.	Rufus E. Wood, bk., San Frisco	2,218
22.	Wanderer, ss, Port Townsend	30
21.	Kennebec, ship, San Pedro	3,269
21.	Mogul, ss, Port Townsend	60
	Total	5,829

A locomotive for the Union Colliery at Comox has arrived at Vancouver for trans shipment.

The annual meeting of the Canadian Commercial Travellers' Association was lately held in Toronto. A satisfactory arrangement was reported as having been made with the London Guarantee Accident Insurance Company, providing for members a payment of \$5,000 at death, or a payment of \$25 per week during illness, for a premium per annum of \$72. This is regarded as the lowest rate given anywhere.

FINANCIAL.

In the local situation there is no notable change. Money continues in ample supply for all commercial and speculative demands. Easy rates of interest still rule, and are not likely to be changed from now on to the end of the year. There have been one or two large commercial failures, but the general position of mercantile interests at the end of the year is a good one. We look for no important developments between now and the end of the year.—S. F. Herald of Trade.

The Liverpool Chamber of Commerce declares that Liverpool, as a British centre of trade and traffic, should not take part in the Chicago exhibition.

A forged cheque for \$45 was uttered and changed at Messrs. Shadwell & Co's store (Bon Marche), New Westminster, on Thursday, drawn on H. Bentley & Co., N. W. T., to a man called Hamilton.

Messrs. Robt. Ward & Co. are getting a shipment of 200 tons of No. 1 hard wheat from Brandon, Manitoba, for shipment by the City of Carlisle. The freight from Brandon to Victoria by the C. P. R. is 60c per 100 lbs. This will be an interesting experiment from the absence of other merchandise. Vessels can fill up with Manitoba wheat for the home voyage.

Some time ago, Captain Thain, harbor master at Vancouver, received instructions to have the Brockton Point Lighthouse moved back to more solid ground. The face of the bank has been slowly falling away, and there is danger that eventually the lighthouse would be undermined. Tenders were privately invited, with the result that Mr. McGillivray was awarded the contract. The lighthouse will be removed to 35 feet southward of the road.



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The Committee of Lloyd's beg to call the at-
tention of merchants to the fact that, in all
cases when they may have to make claims for
loss or average on their Policies, it would very
much facilitate a settlement by their Under-
writers if they would instruct their consignees,
in the absence of special provision in the Policy,
to call in Lloyd's Agent at the port of arrival,
with a view to his conducting the necessary
surveys and assessing the damage sustained.

It is believed that a clause, insisting on the
employment of surveyors appointed by Under-
writers, has been inserted in the policies of most
American and Continental Marine Insurance
Companies. While English Underwriters do
not make this measure compulsory, consignees
should be aware that claims will probably be
settled in this country with greater readiness
if they are properly supported by the certifi-
cates of a Lloyd's Agent.

LLOYD'S, London, February, 1891.

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Mill Supplies always on hand.

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Brands of Tea. Try them.

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 Totake effect at 8.00 a.m. on Tuesday, Octo-
 ber 20th, 1891. Trains run on Pa-
 cific Standard Time.

GOING SOUTH HEAD UP		STATIONS		GOING NORTH HEAD DOWN.	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Sundays	VICTORIA A.	RUSSELL'S VIC. W.	No. 2 Passenger Daily	No. 4 Passenger Saturdays Sundays
Ar 12:24	Ar 5:58	VICTORIA A.	RUSSELL'S VIC. W.	De 8:00 A.M.	De 2:30 P.M.
" " 12:10 P.M.	" " 5:54	ESQUIMALT.	ESQUIMALT.	" 8:04	" 2:34
" " 10:50	" " 5:49	GOLDSTREAM.	GOLDSTREAM.	" 8:14	" 2:44
" " 10:40	" " 5:19	SHAWNIGAN L.	SHAWNIGAN L.	" 8:30	" 3:00
" " 10:17	" " 4:24	COBBLE HILL.	COBBLE HILL.	" 9:34	" 4:04
" " 10:12	" " 4:14	MCPHERSON'S.	MCPHERSON'S.	" 9:44	" 4:14
" " 10:09	" " 3:59	KOKSILAH.	KOKSILAH.	" 10:07	" 4:30
" " 9:36	" " 3:49	DUNCAN'S.	DUNCAN'S.	" 10:12	" 4:44
" " 8:34	" " 3:44	SOMENOS.	SOMENOS.	" 10:22	" 4:54
" " 8:12	" " 3:42	CHEMAINUS.	CHEMAINUS.	" 10:46	" 5:16
" " 7:50	" " 2:14	NANAIMO.	NANAIMO.	Ar 11:50	" 0:14
" " 7:25	" " 1:50 P.M.	WELLINGTON.	WELLINGTON.	De 11:50	" 0:14
" " 6:50	" " 1:50 P.M.			Ar 12:14 P.M.	Ar 0:20

On Saturdays and Sundays

Return Tickets will be issued between
 all points for a single fare, good for return
 not later than Monday.

Return Tickets for one and a half ordi-
 nary fare may be purchased daily to all
 points good for three days, including day
 of issue.

No Return Tickets issued for a Single
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B. C., (LIMITED.)

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SS. CUTCH leaves Vancouver daily at 1:00 p.
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 Nanaimo 7 a. m., daily, arriving at Vancouver
 10:30 a. m.

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Carrying freight and passengers—SS. GRAND-
 HOUM (1,300 tons). This steamer makes fort-
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 Co's Wharf daily at 2:30 p. m., calling at Stev-
 erton and Way Landings. Leave Ladner's Land-
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 Wharf.

Ferry steamer plies at regular intervals be-
 tween Vancouver and Moodyville from 7 a. m.
 to 6 p. m. Excursion steamers are always avail-
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Puget Sound and Alaska Steamship Co

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STEAMSHIP CITY OF KINGSTON. Victoria Route.

8:00 a.m. Lv Tacoma Ar. 5:15 a
 10:15 a.m. " Seattle Lv. 3:00 a.m
 1:30 p.m. " Pt Towns'd " 11:45 p.m
 4:30 p.m. Ar Victoria ↑ " 8:30 p.m

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

6:45 p.m. ↑ Lv Tacoma Ar. 4:30 p.m
 9:00 p.m. " Seattle Lv. 2:30 p.m
 12:15 a.m. " Pt Towns'd " 11:30 a.m
 2:45 a.m. " Anacortes " 9:15 a.m
 7:45 a.m. Ar Fairhaven " 8:00 a.m
 6:10 a.m. " Sehome " 7:30 a.m
 4:30 a.m. " Whatcom " 6:00 a.m

Snohomish River Route.

7:00 a.m. * Lv Seattle Ar. 2:00 p.m
 8:45 a.m. " Edmonds Lv. 12:30 p.m
 10:30 a.m. " Muckelteo " 10:45 p.m
 12:00 p.m. " Marysville " 9:30 a.m
 2:00 p.m. " Lowell " 8:00 a.m
 3:00 p.m. Ar Snohomish " 7:00 a.m

STEAMER EDITH.

Pt Townsend Mail Route.

11:00 p.m. * Lv Seattle Ar. 6:00 p.m
 p.m. " Kingston Lv. 2:30 p.m
 12:30 a.m. Lv Pt Madison " 4:10 p.m
 3:00 a.m. " Pt Gamble " 1:00 p.m
 4:00 a.m. " Pt Ludlow " 12:00 m
 6:00 a.m. Ar Pt Townsend ↑ " 10:00 a.m
 * Daily ex. Sunday. ↑ Daily ex. Saturday.

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THE NANAIMO COAL.
(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.
(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

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THE "NEW WELLINGTON" COAL,

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