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Vol. IV.

VICTORIA, B. C., TUESDAY SEPTEMBER 25, 1894.

No 29

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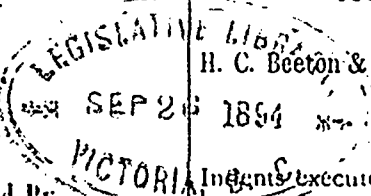
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SUGAR REFINERY.**

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Granulated, in Bbls. or 100-lb Bags.....	4 1/2	per lb
Yellow, according to quality.....	3 1/4 to 4 1/8	"
Paris Lumps in Bbls. or 100-lb. Bags.....	5 1/2	"
Powdered, Icing and Bar, in Bbls.....	6	"

Payment by spot cash. All prices subject to change without notice.

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Their Sugars are superior to any other in the market. Every dealer in Victoria knows this.
Consumers do not obtain more weight of inferior sugar for the dollar than they do of the
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Extra and
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British Columbia Salmon:—Ewen & Co., "Lion"
"Bonnie Dundee"; Bon Accord Fishery Co.'s
"Consuls"; Caudain Pacific Packing Co.
"Flagship" brand.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,

Tuesday Morning, Sept. 20

VICTORIA.

The general trend of business continues steady. As noted in previous issues, the sealers, who are just returning from their season's cruise, are doing considerable trading with retailers, which business being on a cash basis is eagerly sought after.

Collections from the general public are reported as very slow this month by different authorities. The arrivals of vessels from China and Japan during the week at Royal Roads, seeking, is a good sign, indicating that the Pacific coast is looked to as one of the most favored fields for business during the present dull times.

The Vancouver *News-Advertiser* says: "There is very little change in the local situation, business continuing steady. Money is still somewhat scarce, and collections are thus not as good as could be wished. Cannerymen are now preparing for the coboe run, which has already started, and in a few days, fishing operations will be again in full swing. It is hoped that the run will be good, as the cannerymen hope to be able to complete their packs. During the last few days a large number of sealers have returned to port, all of them, with very fair catches. Several large shipments of skins have been made to the London market, in one week about \$125,000 worth having been shipped. The men are now being paid off, and as their wages amount to a considerable sum, quite a little ready money is being put into circulation, the effect of which will be felt throughout the Province. In whole sale business continues steady, and there is but little change to note."

GROCERIES AND PROVISIONS.

The feature of the market is the advance in sugar. The B. C. Refinery announced an advance of 1/2c, and the importers of China sugar did likewise, still keeping 1/2c below the Refinery prices. The American market on smoked meats is reported slightly weaker. Quotations on new Mediterranean dried fruits are being made, and indications are that currants will be about the same figures as last year. Valencias will be a trifle higher than the opening figures of last season as the tendency seems to be to advance figures above those that were asked in the first instance.

The British Columbia Sugar Refinery

quotes prices as follows, payment by spot cash:

Granulated, in bbls. or 100 lb bags	43
Yellow, according to quality	4 to 43
Paris lumps, in bbls. or 100 lb bags	57
Powd. red, lcing and bars, in bbls.	64

Jobbers quote:

Valencia raisins	per lb	\$ 7	or	\$ 0	
Malaga raisins	per box	3 00	or	3 25	
Currants (barrels)	per lb	43	or	51	
"	half bbls.	per lb	5	or	51
"	(cases)	per lb	51	or	71
Sultana raisins	per lb	8	or	10	
Taragona almonds	per lb	11	or	18	
Grenoble walnuts	per lb	11	or	18	
Filberts	per lb	11 1/2	or	11	

Dairy produce is quoted:

Butter - Eastern Creamery	tubs	24	or	24 1/2	
Manitoba dairy	"	18	or	19	
"	creamery	in tins	27 1/2	or	29
Cheese - Canadian	lb	13	or	13 1/2	
Canadian Stilton	"	17	or	18	
Eggs - Canadian	per doz	17	or	18	

Smoked meats and lard are quoted:

Hams	per lb	16	or	17 1/2
Breakfast bacon	"	15	or	16
Short rolls	"	11	or	12
Dry Salt, long clear	"	10 1/2	or	11
Bacon	"	13 1/2	or	13 1/2
White Label pure leaf lard	tierces	0	or	12 1/2
"	50-lb tins	0	or	12 1/2
"	20-lb "	0	or	12 1/2
"	10-lb "	0	or	12 1/2
"	5-lb "	0	or	12 1/2
"	3-lb "	0	or	12 1/2
Lard Compound, 10-lbs	"	10 1/2	or	10 1/2
"	20-lbs	10 1/2	or	10 1/2
"	5-lbs	10 1/2	or	10 1/2
"	3-lbs	10 1/2	or	10 1/2

Sugar - Jobbers prices half-barrels and kegs in each case being 1/2c higher.

Dry Granulated (China)	4 1/2 to 4 1/2
Extra C, China	4 1/2
China, yellow	4 1/2
Dry Granulated (B. C. Refinery)	4 1/2 to 4 1/2
Extra C	4 1/2
Fancy Yellow	4 1/2
Yellow	4 1/2
Golden C	3 1/2
Cubes	6 1/2
Powdered	6 1/2
Syrups, per lb	3
" 1 gal. tins, American (10)	5 50
" 4 "	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 17 1/2
" " " heavy	0 17
" " " breakfast bacon	0 16
Fancy Gold Band hams	0 18 1/2
" " " breakfast bacon	0 18

Jobbers quote as follows:

Liverpool salt, coarse, in 100 lb bags, per ton	12 00
Liverpool salt, fine, in 50 lb bags, per ton	18 00
Portland cement, White's (best) per bbl	3 00
White mottled soap, English, in 112-lb boxes	8 75
" " " quarter boxes	9 00
25 lbs, per cwt	9 00
Malt vinegar, English, 25-gal. bbls	11 25
" " " octaves	6 50
" " " cases of 3 doz., per case	5 50
Matches, block, in tins, Victoria	1 25
" " " California	1 30
Macaroni, No. 1, 10-lb boxes	90
Vermicelli, 10-lb boxes	90
Coal oil, per case	2 80
Nails, per keg - 4d.	\$3.40; 6d., \$3.20; 8d., \$3.05; 10d., \$2.60; 12d., \$3.15; 20d and 30d., \$2.95; 40d., 50d and 60d., \$2.85.

FLOUR AND FEED

The feature of the market is a drop of 10c per bbl. in Manitoba Hungarian and Oregon flours. The Ogilvie Milling Co.

reduced their quotations for car lots 1c per bbl. Jobbers are also quoting in sympathy. Portland Roller and Snowflake have also been reduced 10c. The Victoria Roller Flour Mills are now quoting Victoria XXX at \$3.50 and Superfine at \$3 per bbl., jobbers' prices being 25c higher for small lots.

Ogilvie's Hungarian... \$1 00
Strong Bakers... 3 80

The Columbia Flouring Mills quote Enderby flour in ex-load lots on wharf in Victoria:

Premier	\$1 00
XXX	3 85
Strong Bakers or XX	3 40
Superfine	3 15

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

Delta	\$3 50
Victoria XXX	3 50
Superfine	3 00

Jobbers' quotations to the trade are:

Delta, Victoria Mills	\$ 3 75	or	0 00	
Lion, " "	3 50	or	0 00	
Victoria XXX	3 75	or	0 00	
Superfine	3 25	or	0 00	
Premier, Enderby mills	1 25	or	0 00	
XXX, " "	1 10	or	0 00	
XX, " "	3 65	or	0 00	
Superfine, " "	3 40	or	0 00	
Ogilvie's Hungarian	1 10	or	0 00	
Strong Bakers	1 25	or	0 00	
H. B. C. Fort Garry Hungarian	1 10	or	0 00	
Strong Bakers	1 25	or	0 00	
Oak Lake Patent Hungarian	1 10	or	0 00	
Strong Bakers	1 25	or	0 00	
Rogina Hungarian	1 10	or	0 00	
Strong Bakers	1 25	or	0 00	
Benton County, Oregon	3 75	or	0 00	
Portland Roller	3 75	or	0 00	
Vashon, Washington	3 90	or	0 00	
Snowflake	3 65	or	0 00	
Wheat, per ton	25 00	or	00 00	
Oats	27 00	or	30 00	
Oil cake meal	35 00	or	50 00	
Chop feed - California	27 50	or	00 00	
Shorts	20 00	or	25 00	
Bran	20 00	or	22 50	
National Mills oatmeal	3 50	or	0 00	
" " rolled oats (30-lb. bks)	3 50	or	0 00	
" " " 10 7s, baled	3 00	or	0 00	
" " split peas	3 50	or	0 00	
" " pearl barley	4 75	or	0 00	
" " Chop feed	20 00	or	25 00	
California oatmeal	3 85	or	0 00	
California rolled oats	1 15	or	0 00	
Corn, whole	per ton	37 50	or	00 00
Peas, field	per ton	40 00	or	00 00
Cornmeal	2 50	or	3 00	
Cornmeal-feed	per ton	40 00	or	00 00
Cracked corn	40 00	or	00 00	
Hay, per ton	15 00	or	18 00	
Straw, per bale	1 00	or	0 00	

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$ 75 00	or	80 00
" " (polished)	90 00	or	00 00
Best China rice	80 00	or	00 00
China rice No. 1	68 00	or	00 00
" " (mats)	65 00	or	00 00
" " (sacks)	65 00	or	00 00
Rice flour	70 00		
Broken rice	30 00		
Rice Meal	17 50		

FRUITS AND VEGETABLES.

Concord and Delaware grapes are the latest on the street. About 150 baskets were received Monday, and found a ready sale. The Concord grapes are quoted at 75cts and 55cts, and Delawares at \$1 per

basket. Australian oranges are sold out of jobbers' hands.

Jobbers' quotations for fruits are as follows:

Oranges—Australian.....	0 00 @	0 00
Lemons—California (Johnson's) ..	5 50 @	0 00
" "	3 50 @	4 00
Pineapples.....per doz	2 00 @	3 00
" sugar.....per doz	4 25 @	0 00
Bananas—Honolulu.....crates	3 00 @	0 00
" "	2 25 @	2 50
Apples—California.....	1 15 @	1 50
Oregon.....	1 25 @	1 50
Cocoanuts.....per 100	8 00 @	9 00
Peaches.....	1 00 @	1 10
Plums.....	85 @	1 15
Pears.....	1 00 @	1 25
Grapes.....	1 25 @	1 50
Concord.....	75 @	85
Delaware.....	1 00 @	0 00
Watermelons.....per crate	5 00 @	0 00
Nutmeg melons.....per crate	1 20 @	0 00
Musk melons.....per crate	3 50 @	0 00

Vegetables are quoted:

Onions—Silverskins.....per lb	1 @	1 1
Cabbage.....per lb	2 @	
Potatoes.....per ton	20 @	
Tomatoes.....	75 @	
weet potatoes.....per lb	2 @	

SALMON.

The City of Glasgow, loading for Liverpool, on account of Turner Beeton & Co., has nearly completed her cargo and will probably sail during the week.

A number of canneries on the Fraser will pack cohoes this season, which opens to-day. The latest advices report the run very good. The number that will be packed depends pretty much on how the fish run. If they are running heavy and can be purchased cheap and put up quickly some of the canneries will probably pack considerable, at least fill up the tins already on hand.

Messrs. R. P. Rithet & Co., Ltd., furnished the following estimate of the British Columbia pack for this season to the San Francisco *Herald of Trade*:

Fraser River.....	300,000 cases.
Skeena River.....	60,000 cases.
Nuas River.....	20,000 cases.
Lowie Inlet.....	8,000 cases.
Rivers Inlet.....	10,000 cases.
Alert Bay.....	1,500 cases.

Estimated pack of Prov. 129,700 cases.

The arrivals of Alaska canned salmon at San Francisco amounted to 341,017 cases up to Sept. 15, an increase of 50,024 cases since our last report.

LUMBER.

The British bark Alexandria, 1,297 tons, Capt. Barfield, arrived Sept. 22, from Honolulu, under charter to load at the Hastings Mill for Calais at 63s 9d. The British ship Royal Tar, 538 tons, Capt. Kennedy, arrived Sept. 21 from Honolulu, under charter to load lumber for Sydney. She is awaiting order as to loading port. The Chil. bark India, 953 tons, Capt. Funke, is on the way from Valparaiso to load a return cargo at Moodyville on owners' account. No clearances are reported, nor any new charters since last week.

The following vessels are loading lumber at British Columbia ports for foreign:

At Hastings Mill— Italian bark Cavour, 1,389 tons, for Callac; British ship Lismore, 1,598 tons, for Buenos Ayres; Am. bktne. Irngard, 628 tons, for Iquiqui; Br. bark Alexandria, 1,297 tons, for Calais. At Moodyville—Br. ship Ballachulish, 1,806 tons, for Valparaiso. At Vesuvius Bay — Am. ship Occidental, 1,470 tons, loading mining props for Santa Rosalia. Total 6 vessels, 8,188 tons.

The following are the current city quotations, net i 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 Merchanta 16, ordinary sizes, in lengths to 10 feet inclusive, per M feet.	\$ 8 00
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and-G. flooring, per M.....	15 00
Pickets, rough per M.....	8 00
Laths, 1 feet 6 in. per M.....	1 00

FOREIGN COAL SHIPMENTS.

The following are the New Vancouver Coal Co's shipments for the week ending Sept. 22:

Date.	Vessel and Destination.	Tons.
19.	Tyce, str., Port Townsend.....	71
19.	Crown of England, Prt. Los Angeles	3,602
21.	J. B. Brown, ship, San Francisco	2,471
22.	Pioneer str., Port Townsend.....	61
Total.....		6,211

Diphth-ria is prevalent in Brockville. Vancouver is infested with a gang of burglars.

A committee of reputable colored ministers has been appointed to go from Alabama to Liberia, Africa, to investigate the country with the object of an emigration movement from Alabama to the dark continent.

The construction of the Fraser River bridge is a subject which is exercising the Mainlanders, Mr. C. D. Rand urging the New Westminster Council to adopt his scheme, which he pledges himself to carry out and give all the necessary guarantees. The chances, however, would seem to be against him, as it is said the contracts have been let under a different scheme.

The police investigations in New York have brought out that a woman who opened a coffee sal, which was conducted respectably and without offence to anyone, was pounced upon by the police for "protection" money, and being unable to pay, was sent to prison, her children sent to a charitable home and her effects sold. This is but a sample of the way in which the police treated those who would not pay. There are many other cases showing the police of New York to be the most vicious and degraded of any city in America.

BUSINESS NOTES.

The strike of Scotch miners has collapsed.

Hirst Bros., general dealers, Nanaimo, have been granted an extension.

F. Carne, jr., grocer, Victoria, is moving to corner of Yates and Broad streets.

Frank Yorke is acting as harbor master until someone is appointed to fill the vacancy.

J. P. Matthews, formerly grocer in this city, has opened up a second-hand furniture business.

The American Development Co., Chicago, capital stock \$100,000, has been registered as a foreign company.

J. C. Voss and J. B. Perry have leased Queen's Hotel, Victoria, which they are refitting and refurnishing.

The fixtures, scales, etc., of A. J. Rowbotham, late grocer, Victoria, have been sold at auction by order of assignee.

The N. P. ss. Victoria, Capt. Painton, arrived from Japan Sept. 22, and after unloading Victoria cargo passed up to Tacoma.

The British ship Cape York, Cape York, 2,030 tons, Capt. Mitchell, arrived Sept. 19 from Nagasaka, and sailed Sept. 22 for Tacoma, to load grain.

B. Simon, late merchant tailor, of Vancouver, and his son Simon, have been arrested in Seattle for smuggling English woollen goods into the United States.

A small quantity of Leech River gold, which is said to be of excellent quality, has been purchased by Mr. Worlock, agent for Wells, Fargo & Co., the price per ounce being \$17.50. Leech River is another Vancouver Island gold field. The prospects up at Alberni are said to be improving.

The Pacific Club has been incorporated under the Benevolent Societies Act. The trustees are: J. S. Yates, A. B. Gray, Arthur Holmes, Chas. Hayward, Dixie H. Ross, Wm. Wilson and William M. Wilson. The Pacific Club will be a business men's club and will take the place to a great extent of the late Victoria Club.

The price asked by the shareholders in the present Nanaimo waterworks company for their system approximates \$117,000. To lay the new and larger mains would necessitate a further outlay of about \$15,000, bringing the total amount required up over \$130,000. The city council being of the opinion that if so large a sum is to be sent it would be better for the city to secure a source of supply adequate, not only for the city's present requirements, but for that growth which may naturally be anticipated, have instructed Surveyor Heyland to make an estimate of the cost of making Nanaimo River falls the source of the city's water supply.

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M. Strouss, Victoria, sole agent
for British Columbia.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Sept. 15 as follows: "During the week, the following amount of coal has come to hand: From the Northern collieries, 19,682 tons; from foreign sources, 7,150 tons. Among the latter was a cargo of Brymbo, nearly 5,000 tons in 118 days from Liverpool, on the Shemandoah; this ship and Captain Murphy are both record sustainers. There is another cargo of Brymbo, now 175 days out on the Maria Accame, upon which increased insurance is now being offered, as this grade of coal is of a very combustible character. An unlooked for incident occurred this week, viz: The local agent of the Wellington colliery sent out notices to the trade, stating that they had reduced their price 50 cents per ton. This appears to be an inopportune time of year for a reduction, as the fall trade is near at hand, and the small quantity of West Hartley, Scotch and Brymbo on hand and en route, which are the only substitutes for Wellington (Old and New) would have justified at least the maintenance of values. The strictures of the largest dealers in this line are very general, characterizing this as an imprudent move, as domestic consumption will commence increasing next month. Late information from the colonial agencies in London points to an advance in the leading grades of Newcastle coals after January 1st, of at least one shilling per ton."

J. W. Harrison reports per Australian steamer Mariposa, Sept. 20. "Since the sailing of the last Australian steamer the following vessels have arrived from Newcastle, N. S. W., viz: The High fields, 3,457 tons; Hilga, 2,588 tons; Lamorna, 3,770 tons; Primrose Hill, 3,455 tons; Robert Duncan, 3,454 tons; Snaigow, 3,640 tons; Helensburg, 2,480 tons, total 22,836 tons. The liberal arrival from Australia for the past 60 days, combined with engagements already made for over 100,000 tons from Newcastle, the major portion of which must come to hand this year, have a tendency to soften values and deter wholesale dealers and large consumers from buying except for actual needs. The last cabled freight rates from Newcastle are 14s per ton, and freight not plentiful at going rates, yet cargoes are on the market seeking buyers at quotations which leave an assured loss. The coal trade is an enigma, profit in it is an unknown quantity, prestige and publicity are its principal factors. The British Columbia collieries are engaging carriers very freely, evidencing generous stipulations in the face of low prices, of which we are assured all this year. The present low priced fuel (aided by the reduced tariff) will eventually lead to an increased

consumption in the near future, it is yet early to have its benefits demonstrated. This is usually the season of the year when coal prices are established in Newcastle for the coming year; we are anxiously awaiting same, as some changes are anticipated, probably an advance."

IMPERIAL BANK OF CANADA

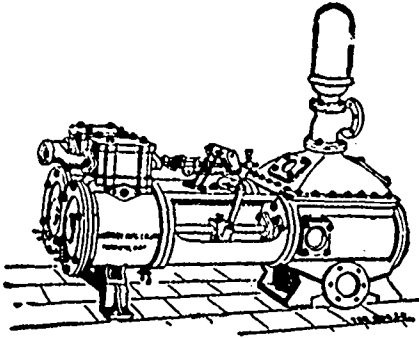
Mr. D. R. Wilkie, Toronto, general manager of the Imperial Bank of Canada, and Mr. W. Morris, the local manager at Calgary, are now in this Province, looking over the field with a view to starting branches of that institution here. The Imperial Bank is one of the best known and established financial institutions in Canada, having its headquarters in Toronto. Its paid up capital amounts to \$1,963,600, being the eighth largest amongst the 39 chartered Canadian banks. Of the seven exceeding it in paid up stock it might be noticed that the Provincial bank (B. C.) stands fifth with \$2,980,000, next to which comes that of British North America with \$4,866,666, while the bank of Montreal leads with \$12,000,000 paid up. The last dividend of the Imperial was at the rate of 8 per cent. and its stock is now quoted at about 185. Throughout the Province of Ontario it has some fifteen branches, while in the west six are found between Winnipeg and Calgary.

TACOMA TRADE.

The *West Coast Trade* of Sept. 19 says: "The past week has been one of general activity in business circles and the careworn look heretofore depicted on the faces of wholesalers, and retailers has given place to smiles of satisfaction and a more hopeful expression of confidence. The harvest of wheat and hops has put many idle men, women and children at work, and while the wages have been small, it has had a marked influence upon trade generally. The principal sales are on staple goods, while the fashionable fancy lines remain in fair demand. The revival of the lumber and shingle business throughout the state is also felt in trade circles, and merchants are congratulating themselves on not being controlled entirely by the low price and slow movement of wheat, but are located in a country of diversified interests that swell the volume of business during the year to satisfactory proportions. The business done so far this month by our local jobbers has considerably exceeded that of the same period last year and the outlook for a continuance during the remainder is encouraging."

Heavy rains have fallen in Alabama turning a good deal of cotton and corn.

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CATALOGUE ON APPLICATION.

MINERAL WEALTH OF B. C.

Ex-Mayor Grant is reported by the Vancouver World as saying: "My own opinion is that the people generally of this Province have but a very meagre conception of the value of that portion of the Kootenay country which I have been describing. What is wanted is capital. If the mines can be worked they will speak for themselves, but without considerable capital mines of that character cannot be worked to any extent. However, they are bound to come to the front in time, capital or no capital; but in the latter case it will take much longer to attain the results that one is warranted in expecting from so rich a country. Those of our people who have capital to spare are losing their opportunities, as nearly all the best properties in these camps are being acquired by our American cousins. They are entitled to their profits because they are not afraid to invest their money. In fact, mining men and speculators on the other side of the line have resident agents in all the camps continually on the lookout for the acquisition of good properties. While the government have done a great deal to enable people to get in and out of the camps, and move their goods and ores, yet, I believe, it is their

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Founders.
PEMBROKE ST. VICTORIA, B. C.

A. LEOFRED,
(Graduate of Laval and McGill.)
MINING ENGINEER.
MAIN OFFICE: Quebec. BRANCH OFFICE:
Sherbrooke. Montreal, 17 Place d'Armes Hill.
MINES. MINERAL PRODUCTS

duty to assist to a still greater extent in the means of transportation."

It has been ascertained that last year's production of gold was the greatest known in the history of the world, having reached in round numbers the enormous sum of \$155,520,000, and those who are giving such matters thought and study claim that the output for this year will reach \$175,000,000. If this be true the total for 1894 will be \$43,000,000 greater than the average product of the years when Australia and California were in their glory.

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THE DRY GOODS REVIEW,

TORONTO.



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D. M. CARLEY EDITOR IN CHIEF.

G. HENDERSON BUSINESS MANAGER.

Office No. 77 Johnson Street.

VICTORIA, TUESDAY, SEPTEMBER 25, 1891.

THE SITUATION.

"When are business matters going to improve?" is the question one hears on every side, and to it the men who are supposed to be the best informed profess their inability to give a reply. On the other side the line, we observe signs of increased confidence, but the people of the United States were struck before we were, and it is only natural to suppose that, intimate as are our relations with them, there must be more of a re-establishment than has yet been experienced before we shall feel beneficial results from it. In their weekly review of business and finance, *Broadstreets* tell us that the condition of general trade last week was an improvement over that of a week ago, the favorable features then reported having been maintained; while *Dun's* says there is plenty of material for encouragement, also for discouragement, business men finding the accounts so far conflicting that it is difficult to strike a balance. There is every reason therefore for us to conclude that if, in the meantime, there is to be an improvement it must be within ourselves. What are we doing?

The outlook for the lumber trade is at present dull; mining prospects, both for the base and precious metals, are said to be tolerably favorable; but, as for coal, it would appear that the best we can do is to remain as we are and live in hopes somewhat Micawber-like. Markets for our fish are, we are glad to think, opening up and widening out. We may mention that the Boston Halibut Company, whose Canadian headquarters are at Vancouver, is in active operation at the fishing grounds, and has made important preparations for extensive shipments to the East. Then a French concern is reported to be arranging for cold storage at Westminster, with the object of making extensive shipments of salmon to the continent of Europe, while, at the Terminal City, there is talk of a new salmon packing concern which will involve the maintenance of an establishment of some proportions. Building operations, too, are generally brisk, the idea

being to supply more commodious and substantial houses to take the place of those which were rushed up after the fire, and not so much to accommodate an augmenting population, though we are glad to hear that there is an increase. Then, as for the Fraser valley, the news which comes from that country is most cheering. Excellent crops have been and are being gathered in, and, to a large extent, though not yet relieved from all their pressing necessities, the farmers have at least a comfortable winter before them, and for whatever they produce that is perishable, as well as for what may be sent along from the interior, the capacious cold storage at Westminster will soon be opened. The Mainland, we may say, has every reason to expect that it will more than hold its own. The Australian trade is growing, both in imports and exports, and, as for the Orient, despite the war the outgoing and incoming cargoes are alike large.

But to look to Vancouver Island, what do we find? In the first place there is a better feeling, and according to many authorities money circulates more freely, still with by no means that amount of liberty which used to obtain, for the reason that there are not a few people wholly out of work or only partially employed and in consequence not only are they unable to pay old bills at the stores, but they are obliged to live on comparatively short commons. Building operations being materially restricted, those who depend upon them or are in any way connected with them are greatly disadvantaged, which has an unfavorable result on almost every one. The moneys which are being expended on the sewerage works and are to be employed on the water works ameliorations will give employment in some directions, while the new Dominion Government buildings have every appearance of being gone on with without much delay. All the people who get jobs on either the Provincial or Dominion buildings will have more money to spend and in one way or another this will improve the flow of currency, which it is sincerely to be hoped, will be circulated to a great extent among people already here rather than among those whom contractors, for reasons of their own, might be disposed to bring from abroad.

For the present it would appear that our business will not be of a very extended character, nevertheless things will be better, provided we are content to make them so and at the same time think so. Meantime, the occasion is fitting to consider more attentively than we have ever done the subject of manufacturers. Hard experience has shown that we cannot live within ourselves alone and there must be a vigorous exhibition of both energy and enterprise

on our part to prevent a recurrence of the disappointing and injurious conditions to which we have of late been subjected. It is foolish to hide from ourselves the fact that our isolation from the mainland prevents our handling a considerable amount of through business, but besides supplying the requirements of our own people there are numerous articles that can be manufactured in Victoria and on Vancouver Island, which also the vessels that come to our port can carry to foreign markets, and these, it is for us to discover and cultivate. Are our capitalists equal to the situation or are they of the same way of thinking as are those of our aldermen, who by their peremptory action recently put the quietus on a scheme to establish iron and steel works here? It is just possible that had they been a little more inclined to come to an arrangement we might have had the works for even a smaller consideration than that asked for, but, as it was there was no room left for any further negotiations whatever.

TUPPER NOT COMING.

Sir Charles H. Tupper has, it is said, concluded not to come this way—at any rate for the present. Sickness in his family is given as the reason. If this be the case, we are very sorry for him, and we are sure that the majority of our readers entertain the same sentiment. There are, however, those who are sufficiently plain spoken—not to use the term ungenerous—to say that this explanation comes to hand most conveniently, and was promptly made available, the gentleman who gained his distinction at the expense of British Columbia not being particularly anxious to be brought face to face with those whom he and the officers of his department have caused to be so grievously wronged—it may be not so much in the immediate present as concerns the sealers, as in the hereafter.

So far, the catches have been very large, despite the regulations that have been passed, while the result bids fair to be that the seals will be "protected off the face of the water" in a much more rapid manner than would have been the case had they been left alone. Sufficiently soon there will be no more seals, and the trouble is that those who appreciate this fact are using every endeavor to take as many of them as they can, despite the fact that they are over-stocking the market with skins and seriously interfering with values. But those whom Sir C. H. Tupper has a special disinclination to see are the salmon canners whom he has prejudiced in every possible way. From them, he has already heard a good deal; but, whether he comes or stops away, he may be sure that he will hear more from them.

VICTORIA'S EXHIBITION.

There is every indication that the exhibition to open on Tuesday next and continue during the week will be the best and most attractive that has yet been held under the auspices of the British Columbia Agricultural Association. In view of the general business experiences and the greater counter attraction at Tacoma, it required, no doubt, the exercise of a great deal of nerve to undertake and develop a show upon the scale of the one to which we refer. However, the enterprise displayed during the last two years by the president and committee rendered it essential that the attractions should be greater than ever, as well from the value of prizes as from the outside features designed to achieve the one grand result.

Tuesday next, the first day of the fair, is to be a civic holiday, America's Day, Canada's Day, Children's Day and Societies' Day following in their succession. Bicycle races, foot races and horse races are down upon the programme, as also football, baseball and lacrosse matches, together with tugs of war, military manoeuvres, etc. There is to be a grand procession of children, who will sing in chorus, while the music each day will be exceptionally fine. All this is outside the exhibition proper, which, as the entries indicate, will be one of the finest collections gathered of animals and their products, field and garden fruits, as well as of the thousand and one articles the work of home industry. We are satisfied that the show will only require to be seen to be appreciated, and we therefore commend it to the attention of the public.

GETTING ACQUAINTED WITH US.

During the last few days Victoria has been visited by a prominent representative of the financial interests of the French Canadian people of the Province of Quebec. Hon. Alphonse Desjardins, who left on Sunday morning on his way home, is president of La Banque Jacques Cartier, an institution which, with the old established Banque du Peuple, and its younger confreres—if such a term may be used—La Banque Nationale, La Banque d'Hochelega and La Banque Ville Maire, has been materially instrumental in assisting the French Canadian trade interests of Lower Canada. But these concerns are not altogether of provincial importance and influence, each of them having branches and direct connections in Manitoba and the Northwest. Mr. Desjardins, who was at one time editor of *Le Nouveau Monde* newspaper, is an observant and enterprising business man, and of the prospects of the North Western and Pacific Coast provinces he is very sanguine, his first visit (th-

present) having convinced him of the solid facts regarding them.

The numerous excursions made by prominent Eastern men to the Rockies and beyond have been productive of much good and may be expected to lead to a more liberal expenditure of the public moneys in these works of development which devolve upon the Dominion authorities, whose necessity and advisability they have been slow to appreciate, particularly since our representative men in Parliament, while doing some kicking in our behalf, have failed to enregister the opinions of their constituencies by giving an adverse vote at a time when its significance could not fail to be appreciated. Some people say that Hon. Mr. Laurier has returned home encouraged by the results of his western visit. Many of our citizens are, it is true, ready to give their votes for candidates in opposition to the present Government because of its sins of omission and commission, and it will be well for them and for those who at present represent this Province to bear this in mind before it is too late.

EDITORIAL COMMENT.

The well known sealer Triumph has returned to port having the distinguished honor of being high liner, having taken no less than 3,100 skins, most of them in Behring Sea. This is said to be the largest number of skins ever taken by any sealer.

Last week's *British Columbia Gazette* announced the addition to schedule A of the Poison List of the Pharmacy Act, 1891, of rough on rats, rat poisons, oil of tansy, preparations of cantharides and chloral hydrate, and, to Schedule B, of carbolic acid.

We have already referred to the annual report of the British Columbia Board of Trade, when it was submitted to the annual meeting. It has now come to hand in attractive pamphlet form, and contains statistics of a varied and instructive character.

The *Northwest Magazine*, of St. Paul, suggests, in order to prevent such disastrous railway strikes as have recently occurred and which have cost the United States over eighty millions of dollars, that the men employed in the railway service be regularly enlisted by the authority of national law.

The sealer Favorite, seized for an alleged violation of the Behring Sea regulations, has been very properly released because it was considered she had been improperly taken into custody. No doubt her owners will find reason for

a suit for damages because of having been thus unjustifiably dealt with.

SIR JOHN THOMPSON, premier of the Dominion, is, it is said, about to visit this Province. We trust he will do so, as we are sure he will discover many wrongs which ought to be righted and many ways in which the administration of the affairs of Canada can be made much more acceptable and beneficial to the inhabitants of this portion of it.

The Board of Trade excursion to the Interstate Fair on Saturday last—British Columbia's Day—was a very successful affair, and every one who went returned highly pleased with what he had seen and the reception which was accorded the visitors. On America's Day at the exhibition here next week, a deputation from Tacoma is expected to arrive. It is to be hoped they will be as well treated and go back as well pleased as those who went from Victoria and Vancouver to the Sound celebration.

The fact of prominent residents of Portland, Oregon, having formed a company with a capital stock of a million dollars to carry on one or more beet root sugar factories in that State raises the question of the possibility of starting such an industry in this Province. The advantages to be derived are numerous. A new departure is offered for our farmers, who might profitably grow beets, the conversion of which into sugar would find employment for a number of people whose wages would be earned in the Province and be likely to be spent here, while the farmer and the rancher would have an additional field for the exercise of his energies. Our climatic conditions are, we believe, favorable to the growth of beets, and it would, we think, be advisable for the Provincial department of agriculture to give the subject attention.

A suit of considerable interest to this Province is at the moment before the New York Courts. The United States Government is suing the North American Commercial Company for \$130,187.50 on account of the failure of the latter to pay the annual rental for the seal islands of \$60,000 a year, and the sum of \$9,62½ for each seal killed by them as stipulated in the contract. On the other hand the Company claim \$283,725 damages against the Government on the ground that under the contract the Company was to be allowed to take 60,000 seals during the first year of the contract and 100,000 each succeeding year for twenty years. Owing to federal regulations the Company were able to kill 20,000 only the first year, and the second year they were allowed to take no seals at all owing to the *modus vivendi*, the contract having, they claim, been practically violated by the Government.

GREATER AND GRANDER THAN EVER. VICTORIA'S EXHIBITION

WILL TAKE PLACE ON

October 2, 3, 4, 5 and 6, 1894.

AT THE AGRICULTURAL EXHIBITION BUILDINGS.

The Exhibition promises to be the Most Attractive that has ever been held in this Province. More Exhibits than in any previous year. More Special Attractions.

TUESDAY, OCT. 2—GRAND OPENING DAY and Civic Holiday—Bicycle Race Meet—Football Match and other interesting contests of strength and skill.
WEDNESDAY, OCT. 3—AMERICA'S DAY. International Baseball Match, Seattle A. C. vs British Columbia—Reception to Visitors from "Over the Line," and many specially pleasing events.
THURSDAY, OCT. 4—CANADA'S DAY. Lacrosse Match and other events.
FRIDAY, OCT. 5—CHILDREN'S DAY. Grand Procession of School Children and Chorus of Five Hundred Children's Voices at the Grounds—Sports and Games for the Little Ones—Horse Racing
SATURDAY, OCT. 6—SOCIETIES DAY. Horse racing Programme continued. Welcome to Visiting Fraternal Organizations. Formal Closing Exercises.

A grand International Tug of War each evening, to conclude Saturday evening, also Tug of War, Chinese, Japanese, and Indians. Most Magnificent Military Manoeuvres by Local and Visiting Companies of the B. C. B. G. A. The fine band of the B. C. B. G. A. and other Bands will furnish Music during the progress of the Exhibition.

The E & N Railway will give return fare from Nanaimo, Wellington, etc., at \$2.00 for the week. The C. P. N. Co. will sell return tickets from Vancouver, New Westminster and river points for \$2.00 for the week, and an Excursion return ticket for the Lacrosse Match for \$1.50 from Vancouver and New Westminster. C. P. Railway, single fare return from all points west of Donald. For all other information in regard to entries, space for exhibits, etc., apply to

DR. G. L. MILNE,
President B. C. Agricultural Association, Victoria.
JNO. LAMBERTON,
Superintendent, Victoria.

C. E. RENOUF,
Secretary, B. C. Agricultural Ass'n., Yates St., Victoria.
BEAUMONT B. GGS.
General Secretary, Citizens' Committee.

YOUR PARTNER'S SON.

BY A PARTNER.

My partner had a son, a fellow without tact or "gumption," a failure at school among boys of his own age, and yet without the sense to know that he was a failure. His father said to me: "I want to bring John here where I can make something out of him. He is doing no good at school and I want to have him where I can make him toe the scratch every time. There will be no charge for his work and I'll make him begin at the bottom.

We are jobbers of hardware with a good business. It has been my part to look after the running of the store more than it has my partner's. I felt that the burden of the boy's training was coming on me. I did not like the plan at all, yet it seemed unkind to object, and I thought if I had a boy I would probably want him in my own store.

So John came. He was a failure in himself and he made trouble with the others. He was pushed along into the order department long before he had shown any fitness as a packer and shipper, and he rarely got out an order but that he made a blunder.

His father was either too harsh with him one day, so that we could not help but pity him, or passed over his blunders

the next day as if they were of no consequence. He was with us two years before I finally insisted on his being sent away, and those two years were as harmful to him as they were annoying to the rest of us.

He went to work for another house, had to do his work as it should be done, was advanced very slowly and is now a successful salesman on the road. That is to say he is paid a moderate salary and earns it.

When one member of a firm brings a son or other relative into the store, he is taking unfair advantage of his partner, unless the young man is going into a department in charge of his father, where no one else will be annoyed by his failures.

The parent cannot in the very nature of things, deal with his son as he does with other clerks, and the boy is rare who does not assume airs because he is the son of his father, rather than because he has proven himself to have ability.

A man cannot have one rule for his son and another rule for other clerks in the same department, consequently if the boy is not up to the average demanded hitherto, the average is allowed to fall because of him.

Whether your partner shall bring his son into the store or not it is a question

that you should decide, not he. You have been watching the boy and have made your estimate of his disposition and ability. If you see that his coming will not lower the discipline of the store, that he will not assume liberties because of his connection with one of the firms, you ought to suggest to your partner that you are willing the boy should be given a place.

It is a delicate question for you to answer if you wait for him to ask you if you would rather not have the boy; but it will cause vastly less trouble if you say, then and there, that you would rather not see the boy brought into the store, for if he is what you think it will make more trouble between you later.

Many partnerships are dissolved because of trouble growing out of partners' children. The sore spot having once started it rarely ever heals of itself, but grows larger until no physician can cure it.

If you agree with me thus far, how is it, supposing that it is you and not your partner who has the son? Are you sure that you are not imposing upon his good nature and that you are not overlooking the young man because he is your son that you would not think of doing if he was not? Are you sure the boy is getting the training that would be his if in another store? Put yourself in your partner's place while you consider the situation, and then act.—*Iron Age.*

PREFERENTIAL TRADE.

In the course of a communication entitled "Why Great Britain should join in the colonies to bring about preferential trade," a correspondent of the Montreal *Gazette* remarks:

"An excellent reason why Great Britain should join with her colonies in a preferential trade policy is the depressed condition of the agricultural interests of the British Empire. There is no doubt about the fact of this depression, and it is as severe in free trade Britain as in her protected colonies. In looking for the cause of this depression, it is impossible to escape the conclusion that it is caused by Britain's free trade policy of unrestricted competition. That policy invites foreign competition to make the price of her agricultural products, instead of allowing cost of production to regulate them. The result of that policy is that the farmers of the Empire have been selling their products during the past few years at a price which has not covered the cost of producing them. There should not be any difference of opinion about such a policy. The only sound basis upon which the price of farm products should be made is the cost of their production in Great Britain, not foreign competition. The agricultural interests of the Empire are of too much importance to allow themselves to be deceived by foreign competition. Farming in the British Empire is not a hot house industry. It is as legitimate a business as mining or manufacturing. All that it needs to make it prosperous is remunerative prices for its products, and it is because unrestricted competition has made her farming unprofitable that it should not be tolerated.

"The most natural as well as the most efficient arrangement to restrict that competition would be a preferential trade policy within the British Empire. We have had the policy of unrestricted competition long enough to know just what it can do for us. As long as it did not reduce the price of farm products below the cost of producing them, it did us no harm; but, ever since prices have fallen below cost of production, it has done us incalculable harm, without any compensating advantages. While the farmers of the Empire were not harmed by unrestricted competition, there was very little attention given to the workings of that policy. A preferential trade policy would make farming a profitable business within the British Empire. Making farming a profitable business within the Empire would stop the exodus from the farm to the city, and from the Dominion to the United States. It would send very emigrant from the British Isles to British colony. It would make the money we have spent in acquiring our

Northwest and furnishing it with transportation facilities a good investment. It would make the St. Lawrence the favorite route to Europe for the provision trade of this continent. It would place Great Britain at the head of a great English-speaking confederation, bound to each other by ties of blood, a common language and mutual interests. It would be possible to fill a volume with the benefits which would flow from such a policy, but the greatest benefit would be the relieving of the agricultural portion of the Empire from the competition which is degrading them."

DAIRY PRODUCE.

The Montreal *Trade Bulletin* says: Butter receipts during the past week were 5,817 pkgs against 2,966 pkgs for the week previous. The market is steady, and sales have been made of about 1,000 pkgs of August creamery at 19½c to 19¾c delivered here, most at the outside figure, and the greater part on English account. A lot of early made creamery was sold at 18¾c, supposed to be June. In dairy butter there has been some business in Eastern Townships, a large lot of choice selected having changed hands on p. t., but believed to be in the vicinity of 17½c or 18c. Western has also been dealt in, about 700 packages having changed hands at 15c to 15½c, a lot of closely selected bringing 16c. We quote prices as follows: Creamery, fresh..... 19 c to 19½ c per lb Eastern Townships dairy..... 16 c to 18 c " Western..... 14 c to 16 c " Add 1c to above for single packages of selected.

Cheese receipts during the past week were 64,283 boxes, against 49,364 for the week previous. The market has evidently had the boom edge rubbed off, and there is a quieter feeling both here and in the country, notwithstanding the further advance in the Liverpool cable to 51s. Sales, however, have been made of several thousand boxes of August goods in this market at 10½c to 10¾c for finest Western, white and colored, and 10½c to 10¾c for finest Quebec, white and colored. Finest Western September are not offering on spot, but they are nominally quoted at 11c to 11½c. We have heard of no more contracting since our last issue. Letters received from England this week refer to the large English make, which is considerably ahead of that of last year. We quote prices as follows:

Finest Western colored.....	10½c to 10¾c
" " white.....	10½c to 10¾c
" Quebec colored.....	10½c to 10¾c
" " white.....	10½c
Under grades.....	9½c to 10½c
Cable.....	51s

POWER FROM THE FALLS.

The Niagara Falls Power Co., claims that soon the electric power developed by them at Niagara Falls will supersede

steam power in the cities round about, lighting them and running their street cars, and will probably be used for a large extent in the manufactories of New York city. The company has transformed the appearance of the place. In the latter part of 1890, Niagara Falls was quite a little village. Now it is incorporated as a city, having a population of 17,000, a mayor and council. The company also bought up 1,000 acres of land round about in anticipation of the rise in the price of real estate. The working premises of the company extend for two and a half miles along the river front and then run eastward for a mile. One of the most notable buildings is the great limestone power house, which is over the wheelpits containing the turbines and shafting for the electrical dynamos. An inlet canal has been dug from the Niagara river, about two miles above the Falls, 1,500 feet long, 180 feet wide and 12 feet deep. After passing through the turbines and driving the immense machinery the water will return to the river below the Falls by a tunnel, 7,300 feet long and twenty-one feet high. One of the largest paper mills in the United States has been erected on the spot and is already in operation, deriving its power from the Power Company's canal.

ELECTRICITY ON C. P. R.

Curiosity as to how the almost unlimited power that will be conserved at Keewatin by the dam now in course of construction across the Winnipeg river is to be utilized has given rise to the belief that the C. P. R. company have in view a scheme to run their trains between Port Arthur and Moosejaw by electricity, and that the intention is to use the Keewatin power to generate electric energy for that purpose. A *Free Press* reporter recently discussed the possibility of such a great innovation being introduced on the road with an official of the company. He did not ridicule the idea, but said there was no intention of making any change so radical in the near future. He thought, however, that when the storage system had been perfected for long runs and heavy pulls, electricity as a motive power might take the place of steam locomotives on the line. The trolley system involves features that render it impracticable for railway purposes, so that before the patrons of Canada's national highway are given an electric service this mysterious and wonderful agency of nature will have to yield up more of its latent and as yet unhidden power, or electrical inventors will have to improve on their mechanical contrivances so that the knowledge already in their possession can be developed to the attainment of a perfect, long-distance storage battery—*Manitoba Free Press*.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

B. C. LUMBER FLEET, 1894.

FLAG.	NAME.	TONS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Am ship.	Eclipse	1336	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720	June 7	60s
Nor ship	Beaconsfield	1159	Bastiansen	Feb. 5	Vancouver	Amsterdam	1,055,111	13,191	July 8	Private
Am schr.	Pioneer	397	Hughes	Feb. 28	Victoria	Santa Rosalia, A.	57,711	161	arrived	Private
Am schr.	Aida	597	Anderson	March 25	Moodyville	Shanghai	689,562	6,562	June 10	40s
Chil. bark.	India	934	Funk	April 7	Moodyville	Valparaiso	761,104	5,955	July 2	owners ac
Br bark	Thermopylae	918	Winchester	May 2	New Westminster	Shanghai	581,831	6,112	July 7	37s 6d
Chil. ship.	Hindustan	1532	Webb	May 12	Moodyville	Valparaiso	1,207,552	9,378		owners ac
Br ship	Astoria	1335	Dagwell	June 21	Vancouver	Antwerp	740,684	17,115		63s 9d
Ger bark	Gutenberg	627	Zepfen	May 12	Moodyville	Valparaiso Co.	591,705	5,392		12s 6d
Am bktnr	Modoc	152	Bosch	May 5	Victoria	Santa Rosalia, C.	101,211	2,246	arrived	Private
Am bktnr	Katie Flickinger	119	McRae	May 5	Vancouver	Santa Rosalia, B.	399,148	3,258	May 29	Private
Br ship	East Craft	1312	Rammer	May 25	Moodyville	Valparaiso Co.	1,058,681	9,067		49s
Br ship	Bemmore	1469	Scott	Aug. 2	Victoria	Adelaide	1,086,479	8,710		10s
Br scpr	Grace Hartwar	1759	Hunt	June 27	Vancouver	Queenstown for E.	1,308,871	12,190		62s 6d
Br bktnr	Nautique	360	Falconer	June 11	Vancouver	Queenstown for	811,219	12,214		Private
Am bktnr	Chehalis	656	Watts	May 31	Vancouver	Adelaide	722,463	6,197		40s
Br ship	Largo Law	1397	Furacany	June 29	Moodyville	Valparaiso Co.	1,358,471	12,477		37s 2d
Br bark	Gainsborough	985	McPhail	June 21	Moodyville	Melbourne	716,890	5,630		37s 6d
Am ship	Guardian	1073	Marden	July 3	Victoria	Santa Rosalia, D	179,357	4,000	Aug 1	Private
Am bark	Olympic	1112	Gibbs	July 12	Vancouver	Callao	1,368,752	11,010		35s
Nic bark	Don Carlo	691	Tobey	July 14	Vancouver	Noumea	536,091	1,819		40s
Br ship	Borrowdale	1195	Bolderston	July 28	Moodyville	Caleta Buena	910,683	6,830		10s
Am bark	Hesper	661	Sodergren	June 30	Vancouver	Sydney	711,691	5,957		30s
Br bark	Villal	863	Harland	July 9	Vancouver	Melbourne	656,795	1,860		37s 6d
Am bark	Southern Chief	1219	Svensen	July 12	Vancouver	Santa Rosalia F	891,436	6,982		Private
Am schr	Wm. Bowden	728	Ejeren	July 8	Moodyville	Sydney	676,072	8,192		29s
Ital. bark	Elsa	915	Harken	July 16	Moodyville	Autofogasta	761,952	7,011		owners ac
Nor ship	Drummen	1317	Anderson	Aug. 21	Vancouver	Amsterdam	991,910	12,430		Private
Br ship	Vergajan	1821	Crowley	Aug. 29	Vancouver	Alexandria	1,622,470	19,161		70s
Am schr	Aida	597	Anderson	Aug. 29	Moodyville	Shanghai	691,981	6,162		42s 6d
Am ship	Ocidental	1470	Morse		Victoria	Santa Rosalia				Private
Am bark	Newsboy	559	Molsted	Sept. 11	Vancouver	Sydney	662,600	5,201		31s 3d
Ital. bark	Cavour	1389	San Menter		Vancouver	Callao				32s 6d
Br ship	Balachulish	1897	Gowley		Moodyville	Valparaiso				32s 6d
Br ship	Lismore	1598	Ferguson		Vancouver	Buenos Ayres				78s 6d
Am bktnr	Irmgard	628	Schmidt		Vancouver	Iquiqui				37s 6d

A - Also 68,913 lineal feet of props valued at \$1,020. B - Also 20 cord of slabs and 100 poles. C - Lineal feet of poles. D - Mining props. E - Also 770 lineal feet spars. F - Also 255M shingles and 45 cords slabs.

VESSELS IN PORT.

(September 21, 1894.)

VICTORIA.

Am. bark Wrestler, 117 tons; wrecked Feb. 7 and floated July 6.

Br. bark Northernhay, 1,221 tons, Capt. Frame, loading salmon for U. K., on account of R. P. Rihet & Co., Ltd.

Br. ship City of Glasgow, 1,168 tons, Capt. Morrison, arrived July 22, loading salmon for United Kingdom on account Turner, Beeton & Co.

Am. ship Occidental, 1,470 tons, Capt. Morse, arrived Aug. 11, loading mining props at Vesuvius Bay for Santa Rosalia.

Am. ship Inquons, 2,025 tons, Capt. Nickells, arrived Aug. 17, chartered for wheat from Port land.

Nic. ss. Costa Rica, 1,271 tons, Capt. McIntyre, taking in new boilers at Albion Iron Works.

Br. ship Eaton Hall, 1,779 tons, Capt. Laurison, arrived Sept. 15, from London with general cargo, Robt. Ward & Co., Ltd., consignees.

Br. bark Carryreehan, 1,299 tons, Capt. Abbott, arrived Sept. 17, from Cardiff with coal for Naval storekeeper, to load salmon

for London.

Br. ship Lauriston, 2,133 tons, Capt. Latta, arrived Sept. 19, awaiting orders. R. P. Rihet & Co., Ltd., agents.

Br. ship Royal Tar, 528 tons, Capt. Kennedy, arrived Sept. 21, from Honolulu, chartered to load lumber for Sydney. Awaiting orders.

Br. ship Windsor Park, 1,692 tons, Capt. Lambir, arrived Sept. 22, from Kobe in 37 days, seeking.

Br. bark Alexandria, 1,297 tons, Capt. Barfield, arrived Sept. 22, chartered to load lumber at Hastings Mill for Calais.

Br. ship Greystoke Castle, 1,759 tons, Capt. Griffiths, arrived Sept. 22, from Shanghai, seeking.

CHEMAMINUS.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Aug. 29, laid up.

VANCOUVER.

Br. ship Ballachulish, 1,806 tons, Capt. Goudey, arrived July 2, loading lumber at Moodyville for Valparaiso.

Ital. bark Cavour, 1,389 tons, Capt. San Meter, arrived Aug. 19, for orders, loading lumber at Hastings mill for Callao.

Br. ship Lismore, 1,598 tons, Capt. Ferguson, arrived Aug. 10. Loading lumber for Buenos Ayres.

A. S. bktnr. Irmgard, 628 tons, Capt. Schmidt, loading lumber for Iquiqui.

NEW WESTMINSTER.

Br. ship Clan Robertson, 1,510 tons, Capt. Lane, loading salmon at Phoenix Cannery for U. K., on account Robt. Ward & Co., Ltd.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
Am. bark Oregon, 1,361 tons, Capt. Meehan.

WELLINGTON SHIPPING.

Am. bark Undaunted, 1,722 tons, Capt. Lewis.

UNION SHIPPING.

Am. bark Detroit, 1,438 tons, Capt. Darrah.
Am. bark Richard III, 951 tons, Capt. Howard.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	13	18,102
Chemainus	1	1,036
Vancouver	4	5,421
Nanaimo	4	5,478
Westminster	1	1,540
Total	23	31,577
Previous week	20	27,550
Correspond'g week last year 20	20	20,783
1892	18	23,241

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	430	Russell	October 9	Victoria	Liverpool	78,800	\$201,875	March 25
Ger ship	Sirene	1437	Sauermilch	October 13	Victoria	London	66,558	282,790	April 4
Br bark	Grandholm	871	Masson	October 13	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	615	Blanche	October 14	New Westminster	London	30,000	137,112	April 22
Br bark	Ladstock	816	Williams	October 19	New Westminster	Liverpool	35,773	178,865	March 20
Br bark	Formosa	915	Kain	November 13	Victoria	London	38,126	191,880	April 25
Br bark	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	May 30
Br ship	Gaudida	1222	Keo	December 22	Victoria	Liverpool	50,313	249,523	May 12
Br bark	Harold	1307	King	January 18	New Westminster	Liverpool	61,600	321,510	May 26
Br bark	Primera	597	Gardner	December 17	Victoria	London	21,690	123,350	Aug. 11

A Other cargo value \$1,316. B—Arrived in distress at Taleahuana, March 13. Sailed again April 25.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark	Ladstock	816	Williams	May 26	A Liverpool	Victoria	R. P. Rithet & Co., Ltd	123
Ger bark	Senta	1037	Thiemann		L Honolulu	Westminster	A. B. C. P. Co.	45
Br bark	Carmony	1235	Smyth	Aug. 11	C Liverpool	Victoria	R. P. Rithet & Co., Ltd	
Br bark	Thermopylae	918	Winchester	Sept	H Hong Kong	Victoria	Victoria Rice Mill	
Br sch	Itimac	883	Warn		M Santos	Victoria	Findlay Durham & Brodie	20
Br ss	Empress of India	3093	Marshall	Sept. 5	G Hong Kong	Victoria & Van	C. P. S. S. Co.	5
Br ss	Tacoma	1663	Perkes	Sept. 25	D Hong Kong	Victoria & Van	D. C. & Co.	21
Br ss	Arawa	3268	Stewart	Sept. 20	E Sydney	Victoria & Van	C. A. S. S. Co.	
Br bars	Prince Rupert	351	Frank	Sept. 1	G Greenock	Victoria		
Br ship	Aighburth	1788	Jones		L Liverpool	Victoria	R. P. Rithet & Co., Ltd	
Chil. bark	India	1433	Funk		E Valparaiso	Moolyville	R. P. Rithet & Co., Ltd	
Br ss	Empress of Japan	3093	Lee		H Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br ss	Sikh	1376	Rowley		H Hong Kong	Victoria & Tac.	Dodwell, Carlill & Co.	

F To load a return cargo of lumber on owners account. L—Chartered for salmon to U. K. at 36s 3d. September loading. M—Chartered for salmon, to London or Liverpool 38s 9d. A—Spoken June 27 equator 27 W. Spoken July 5 lat. 5° S. long 30° W. G Via Yokohama Sept. 11. Via Yokohama, Oct. 6. E—Via Suva and Honolulu, Sept. 30. C—Spoken Aug. 30 lat. 11° N. long. 27° W. H—To sail Oct. 3. Via Yokohama, Oct. 12. I—To sail Oct. 46. Via Yokohama, Oct. 27.

FREIGHTS.

Grain freights are steady at 25s net, to Cork for orders, and the market is a little more lively. The demand for lumber continues slow, and rates have rather a downward tendency.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 35s; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie, 29s 3d to 37s 6d; United Kingdom, calling at Cork for orders, 45s; Shanghai,

45s asked, 42s 6d offered; Tientsin 55s, nominal; South Africa 60s; Noumea, 40s; Calais, 63s 9d.

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

A cubic foot of pure gold weighs 1,203 pounds.

Chinese house servants are gradually coming into favor in England.

The carriages used by the German Emperor are lighted by electricity.

Napoleon's campaigns made one million French women widows, and three million children fatherless.

Ald Quinn, of Vancouver, will at the next meeting of the council move that Solicitor Hammersley be notified that after 30 days his services will no longer be required. Neglect of duty is alleged.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL. | THE SOUTH FIELD COAL

(Used principally for Gas and Domestic Purposes.)

(Steam Fuel.)

THE NEW WELLINGTON COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL

Which was introduced a short time ago, has already become the favorite fuel for domestic purposes. It is a clean, hard coal, makes a bright and cheerful fire, and its lasting qualities make it the most economical fuel in the market.

PROTECTION ISLAND COAL. Upper Seam.

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

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

SAMUEL M. ROBINS, Superintendent.

THE BRITISH COLUMBIA

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Manufactured Solely under the Super-
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LANGLEY ST.,

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World's Columbian Exhibition,
Chicago, 1893.

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

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CANADIAN GROCERIES,
AMERICAN GROCERIES.

STAPLE DRY GOODS
BLANKETS,
FIRE ARMS,
AMMUNITION.

AGENTS FOR:

Fort Garry Flour Mills, Benton County Flouring Mills.