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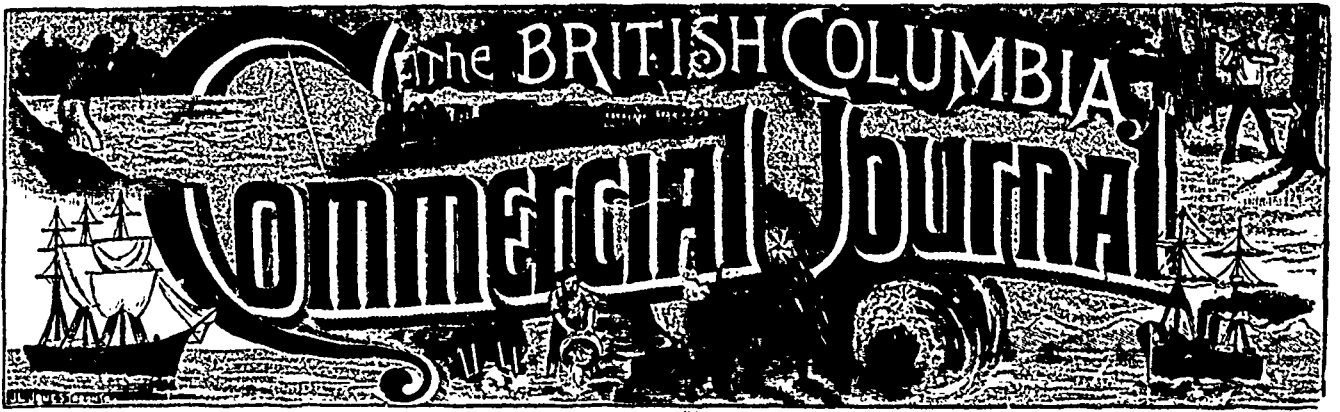
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Vol. IV.

VICTORIA, B. C., TUESDAY, MARCH 13, 1894

No. 1

**WEILER BROS. NATIONAL MILLS, TURNER, BEETON & CO**

HAVE made extensive alterations in improving their mammoth show rooms, and, in order to clear out certain odd lines, have marked them down to such prices as will be sure to move them out rapidly. Comprising, this week and until sold,

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Superfine Flour, Bran & Shorts

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Imperial Bakers,  
Extra and  
\* Low Grade,  
BRAN, SHORTS.

—AND ALL KINDS OF—

**CHOPPED FEED AND GRAIN.**

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Standard Packing Co., Skeena River, Neptune Brand.  
Skeera Packing Co., Skeena River, "Diamond C" Brand.  
Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.  
Cascade Packing Co., Naas River, Cascade Brand.

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Judson Powder manufactured and kept on hand.  
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J. & W. Stuart's Patent Double-Knotted Mesh  
Fishing Nets, Twines, Etc.  
Importers of Havana Cigars, Oilmen's Stores,  
Tin Plates, Portland Cement, Etc.  
British Columbia Salmon:—Ewen & Co., "Lion."  
"Bonnie Dundee"; Bon Accord Fishery Co.  
"Consuls"; Canadian Pacific Packing Co.  
"Flagship" brand.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.  
Tuesday Morning, March 13.

VICTORIA.

Business has been quiet since the beginning of the month. There is a steady volume of trade in staples, but the markets are dull in other lines. Hong Kong exchange is quoted at 50½c.

The excitement caused by the suspension of Green, Worlock & Co., private bankers, has completely abated, and the assignees are proceeding with the work of straightening out the affairs of the bank.

Collections show no change.

The Vancouver *News Advertiser* says: "Business in all lines has been quiet during the past week, and the trading is still chiefly in staples. One failure has occurred here during the week, but it had been expected for some time, and though several people are affected, it was not in many cases through purely business transactions. The failure of Green, Worlock & Co's. bank at Victoria, has caused several firms in that city to be in temporary difficulties, although only one firm has made an actual assignment. Several Vancouver firms are interested though it is thought they will not lose in the end. Collections are still reported as very unsatisfactory. Nearly all the manufacturing industries are still shut down, though one or two smaller ones on the contrary report business as good, and are running overtime. These exceptions are, however, very few and far between, and the lumber trade, the chief industry of the Province, is at present in a very stagnant condition. One small vessel arrived here yesterday to load lumber, but that is the only one in the whole Province. In wholesale business, trade has been very quiet, and retailers don't seem to be carrying nearly as large stocks as a year or couple of years ago. Collections are also reported by wholesale merchants as slow, both from the cities and country districts."

FRUITS AND VEGETABLES.

California oranges and lemons are both slightly lower in price since last week. The yield this season in California is very large, and fruit will probably be quite low in price. Potatoes are in good supply, importations from Washington having been heavy of late. First quality are quoted at \$25 per ton and seconds at \$21. Onions are reported very scarce, and jobbers' quotations are higher than for some time past.

Jobbers' quotations for fruits are as follows:—

Oranges—California navels	2 30 @ 2 75
" seedlings	1 85 @ 2 00
Japanese	50 @ 65
Lemons—California	3 00 @ 3 50
Bananas—New Orleans	3 00 @ 0 00
Apples	bxs 1 25 @ 1 50
Cocoanuts	per 100 8 00 @ 9 00

Vegetables are quoted:

Potatoes	per ton 21 00 @ 25 00
Onions—Silverskins	per lb 3½ @ 4½

GROCERIES AND PROVISIONS.

The general tendency of California butter is toward a reduction in prices. California creamery is quoted at 26c for old stock

from storage and 30c for strictly fresh new season's make. Prices in all lines are reported steady.

Jobbers quote:

Valencia raisins	per lb \$ 7 @ \$ 0
Malaga raisins	per box 3 00 @ 3 25
Currants (barrels)	per lb 5 @ 51
" half bbls.	per lb 5 @ 6
" (cases)	per lb 5½ @ 7½
Sultana raisins	per lb 8 @ 10
Taragona almonds	per lb 11 @ 18
Grenoble walnuts	per lb 11 @ 18
Filberts	per lb 11½ @ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	29 @ 30
Manitoba dairy	00 @ 00
California creamery	26 @ 30
California rolls	28 @ 00
Cheese—Canadian, lb.	13 @ 14
California	16 @ 18
Eggs, pickled, case, per doz	00 @ 20

Smoked meats and lard are quoted:

Hams	13½ @ 14½
Breakfast bacon	11½ @ 13
Short rolls	10½ @ 11½
Dry Salt, long clear	10½ @ 11½
Backs	13½ @ 13½
Pure Lard, 20lbs, pails	11 @ 11½
" " 10lbs, tins	11½ @ 11½
" " 5lbs "	11½ @ 15
" " 3lbs "	11½ @ 15
Lard Compound, 10 lbs.	11½ @ 00
" " 20 lbs.	11 @ 00
" " 5 lbs.	11½ @ 00
" " 3 lbs.	11½ @ 00

Sugar—Jobbers' prices ½-barrels and kegs in each case being ¼c higher:

Dry Granulated (China)	1½
Extra C, China	13
Australian Granulated	12
Dry Granulated (B. C. Refinery)	11
Extra C	1½
Fancy Yellow	11
Yellow	3½
Golden C	3½
Cubes	5½
Powdered	6½
Syrups, per lb.	3
" 1 gal. tins, American (10)	5 50
" ½ " " (16)	5 35
" 1 " Vancouver	5 50
" ½ " "	7 00

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

Helmet brand sugar cured hams, medium	0 16
" " " heavy	0 15½
" " " breakfast bacon	0 16½
Fancy Gold Band hams	0 17½
" " " breakfast bacon	0 15½
White Label pure leaf lard, tierces	0 14
" " " 50-lb tins	0 14½
" " " 20-lb "	0 14½
" " " 10-lb "	0 14½
" " " 5-lb "	0 14½
" " " 3-lb "	0 14½
Lard compound (tierces)	0 11½

FLOUR AND FEED.

Since the changes in quotations noted last week prices remain unaltered.

The *Portland Commercial Review* says of flour: "No one outside of the comparatively small local trade has paid much attention to the flour market during the week. A few orders from China and British Columbia have been received but generally speaking the volume of transactions is small. San Francisco is taking about the usual average weekly quantity of inferior brands, but no import export demand can be noted. Values have been fairly well maintained at the late decline; standard brands being price listed at \$2.55 per bbl. for roller and 5 to 10c less for other brands; graham quoted at \$2.10 and superfine at \$2.20 @ 2.25 per bbl."

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

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

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

Premier	\$3 00
XXX	3 75
Strong Bakers or XX	3 30
Superfine	3 05
Bran, per ton	16 50
Shorts	17 50

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

Delta	\$1 00
Victoria XXX	1 00

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 1 25 @ 0 00
Lion	1 25 @ 0 00
XXX	1 25 @ 0 00
Premier, Enderby mills	1 25 @ 0 00
XXX	1 10 @ 0 00
XX	3 65 @ 0 00
Superfine	3 40 @ 0 00
Ogilvie's Hungarian	4 40 @ 0 00
Strong Bakers	1 25 @ 0 00
H. B. C. Fort Garry Hungarian	1 10 @ 0 00
" Strong Bakers	1 25 @ 0 00
Oak Lake Patent Hungarian	1 10 @ 0 00
" Strong Bakers	1 25 @ 0 00
Regina Hungarian	1 10 @ 0 00
" Strong Bakers	1 25 @ 0 00
Benton County, Oregon	3 85 @ 0 00
Portland Roller	3 85 @ 0 00
Snowflake	3 75 @ 0 00
Wheat, per ton	26 00 @ 30 00
Oats	30 00 @ 32 50
Oil cake meal	35 00 @ 40 00
Chop feed	25 00 @ 30 00
Shorts	22 00 @ 28 00
Bran	20 00 @ 25 00
National Mills oatmeal	3 50 @ 0 00
" " rolled oats	3 00 @ 0 00
" " split peas	3 50 @ 0 00
" " pearl barley	1 50 @ 0 00
" " Chop feed	23 00 @ 25 00
California oatmeal	3 75 @ 0 00
California rolled oats	3 75 @ 0 00
Corn, whole	per ton 37 50 @ 40 00
Cornmeal	2 75 @ 3 00
Cornmeal-feed	per ton 40 00 @ 00 00
Cracked corn	40 00 @ 00 00
Hay, per ton	18 00 @ 20 00
Straw, per bale	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$ 75 00 @ 80 00
Best China rice	80 00 @ 100 00
China rice No. 1	65 00 @ 70 00
Rice flour	70 00
Broken rice	30 00
Rice Meal	17 50

LUMBER.

The American schooner *Aida*, 507 tons, Capt. Anderson, arrived March 10, under charter to load at Moodyville for Shanghai at 10s. The British bark *Thermopylae*, 918 tons, Capt. Winchester, has been chartered by R. P. Rithet & Co., Ltd, to load at Moodyville for Shanghai at 37s 6d.

Recent advices from San Francisco are to the effect that brokers are asking 1s 6d more for vessels to load at British Columbia ports than for the usual Puget Sound ports. A few vague reasons are given for the discrimination against British Columbia mills.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment. Rough Merchantable, 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 99  
The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7.50 per M ft; rough clear, \$14; ship lap, \$9 to \$10; flooring and rustic, No. 1, \$16; do., No. 2, \$12; shingles, \$1.50; lath, \$1.50.

**SAN FRANCISCO COAL TRADE.**

J. W. Harrison, coal and metal broker, San Francisco, reports March 9, as follows: "Since the departure of the stmr. Monowai, the Genista, with 2,073 tons of Greta coal has been the only arrival from Australia. There are only three vessels with 8,000 tons that can arrive here in the next 60 days, so that in May and June the quantity of colonial coal here in yard will be very light. If Australian grades are a necessity, i. e. we had not others to substitute, we might look for an immediate advance in price, but we have Japanese, Swansea and Nanaimo for gas producers, and British Columbia and Washington for steam. Sufficient can be shipped from the above sources to more than supply our requirements, but the concentration of output would certainly make our fuel cost higher. Australian coals are the regulators of values here, as the schedule for British Columbian and all our Coast output is based entirely on their (Newcastle) delivery prices here. The writer was in hopes to congratulate our Newcastle shippers that bituminous coal had ceased to be a dutiable article. I have every reason to believe still, that the duty will be abrogated. There is no state in the Union so closely interested as we in California, who paid 85 per cent of all the coal duty collected in 1893, and consumed less than 1 per cent of the fuel consumed. This is a sorry showing for us locally."

**INLAND REVENUE RETURNS.**

The Inland Revenue returns, for the month of February at the port of Victoria were as follows:

*Victoria Division—Comprising all of Vancouver Island:*

WAREHOUSED.		EX-WAREHOUSED.	
Spirits	1,629.63	p. gals	2,365.73
Malt	91,229 lbs		91,229 lbs
Tobacco	2,630 lbs		7,549 lbs
Raw	562 lbs		562 lbs
Cigars	31,600		12,000
Balance in warehouse:			
Spirits		15,692.05	P. gals
Malt		23,000	lbs
Manuf'd Tobacco		11,380	lbs
Cigars			\$7,030
Spirits exported			\$1.03 p. gals

**COLLECTIONS.**

Spirits	\$ 3,519 56
Malt	1,881 48
Tobacco	1,887 27
Cigars	696 60
Meth. spirits	70 43
Petroleum inspection	91 15
Total	\$ 8,162 59

The Act to secure uniform conditions in policies of Fire Insurance will come into force on April 1.

Steamer Warrimoo, which arrived from Australia yesterday, had but a comparatively small freight and passenger list. She reports having had a favorable passage.

**BUSINESS CHANGES.**

H. Lapierre, grocer, Victoria, deceased. Mr. Mathers is erecting a new hotel at Fort Steel.  
Mr. Edson will shortly open a hotel at Fort Steele.  
Davie & Cassidy, barristers, Victoria, have dissolved.  
Richard Curnow, hotelkeeper, Spence's Bridge, deceased.  
F. C. O'Neil, livery, Victoria, has sold out to Jas. Hay.  
Miss Mertz, hotel, Fort Steele, intends opening a fruit store.  
W. R. Roberts, jeweller, Nanaimo, contemplates selling out.  
Miss Lizzie Izen, fruits, etc., Nanaimo, stock sold out by auction.  
S. Graham Campbell, grocer, Victoria; partially damaged by fire.  
D. Douglas, harness, New Westminster, has assigned to J. P. McLeod.  
Alex. McLean, hotel, Vancouver, has admitted N. Allan as partner.  
Peter Dubois, Quebec House, Vancouver; partially destroyed by fire:  
A. McCallum and E. Roland have leased the Opera House bar at Nanaimo  
J. Goudron, shoddy manufacturer, Vancouver, burned out; partially insured.  
H. M. Coursier, general merchant, Revelstoke, has added a tailoring department.  
A. Q. St. George, boots and shoes, Vancouver. Stock advertised for sale by tender.  
A. Uptaker, late of Vancouver, jeweller, stationer and tobaccos, has opened at Courtney.  
Trueman & Caple, photographers, Vancouver, have dissolved. R. H. Trueman continues.  
Morgan & Commerford, tailors, Nanaimo, have dissolved. Thos. Morgan continues.  
John R. McLeod, formerly in livery business at Wellington, has assigned to J. P. Planta.  
A. E. Planta has been appointed agent at Nanaimo for the Provincial Building and Loan Association.  
Henry Saunders, grocers and liquors, Victoria, has assigned to R. P. Rither, Wm. Wilson, and C. F. Todd.  
A. O. Leask, customs broker, Vancouver, has assigned to A. E. Crickmay, and is reported to have left the city.  
J. Wilson & Co., Victoria, have been appointed agents of the Jersey Canning Co., of Halifax, vice Weir & Bremner.  
Campbell, Marshall & Co., banana exporters of Honolulu, have appointed Martin & Roberts agents for this Province.  
C. B. Lantenback & McKinley Co., wholesale and retail feed and commission merchants have opened at Porter's wharf, Victoria.  
The Cannery Association have appointed brokers for British Columbia as follows: John Earsman, Victoria, E. W. Wonder, Vancouver.  
Silas S. Fader, of Vancouver, has trans-

ferred his interest in the Australian Commission and Trading Co. to Arthur Kitt Ledger.

R. P. Freeman, of the late firm of Ogle, Campbell & Freeman, dry goods, New Westminster, is carrying on the business, and has started a sale of the old firm's stock.

H. G. Ross & Co., insurance and real estate agents, New Westminster, have sold out to F. J. Hart, of Barwick & Hart, who opened recently. The transfer of the business has not yet taken place, but application has been made to the companies to have the agencies transferred to F. G. Hart. The agencies comprise United Fire Insurance Co., Alliance Assurance Co., Atlas Assurance Co., Imperial Insurance Co., London and Provincial Marine Insurance Co.

**INCORPORATIONS.**

Thorpe & Co., Ltd., soda water manufacturers, Victoria and Vancouver, capital stock \$25,000. Trustees: Wm. McCombie Hutcheson, Frank H. Price and Wm. Bryce.

Columbia & Kootenay Prospecting and Mining Co., Ltd., Vancouver, capital stock \$100,000. Trustees: Walter H. Kendall, Benjamin J. Cornish, F. M. Robertson, E. E. Penzer and John Williams.

Nanaimo Poultry Society, Ltd., capital stock \$25,000. Trustees: Andrew Haslam, E. A. Praeger, S. W. Lobb, Robt. E. McKechnie and R. Nightingale.

**PROVINCIAL TRADE NOTES.**

The Mainland pottery at New Westminster started operations on March 6.

The Burrard Inlet Cedar Co's mill at Port Moody is rapidly nearing completion. Active operations will probably be begun about May 1.

The well known steamer Coquitlam, which was seized some two years ago in connection with Behring Sea matters, has arrived in port.

The Moodyville Mill Co. are calling for tenders for the construction of a logging railway three miles in length, at Grief Point, Malaspina Straits.

The B. C. Jute and Cooperage Co., Vancouver, whose premises were recently destroyed by fire, have opened again with new buildings and new machinery.

Mr. Watelet, manager of the Tumbo Island Coal Company, has returned from New York, where he has succeeded in raising sufficient eastern capital to work the mine. It is expected that a full force of men will shortly be put to work. The shaft has already been sunk 360 feet.

A London cable of March 7 says: Prices at the Hudson's Bay Company's fur sales this week are showing a marked decline, largely owing to a receipt of unsold furs from New York. This goes to show that London is the only certain fur market. The price of marten has fallen 35 per cent; otter, silver fox, cross fox and red fox have all tumbled 5 per cent, while fisher has dropped 2 1/2 per cent.

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## TRICKY IN TEA.

Chicago *Grocer*: "From all accounts, the wily Chinese are rapidly learning the advantage of adulteration, and quite a quantity of the tea which has been arriving in this country within the past few months is said to be anything but the simon pure article. Within the last three or four months, some 23,000 packages, containing 1,150,000 pounds of Ping Sucey tea, have been rejected by the tea inspector at the United States appraiser's office at New York. It is asserted that the tea shrubs of the Ping Sucey were partially destroyed by the cold weather of last winter, which should naturally reduce the output of this grade very materially, but the fact is that if the shipments so far this season have all been accepted, the amount would show an increase over last year. The tea inspector declares that he will rigidly inspect every pound of this grade which shows the least evidence of adulteration. Rejected teas generally find their way to Canada, and some even to London. So much bad tea has been imported into England lately, either directly or by way of this country, after being rejected here, that the English inspectorship has become more rigid. Already there has been more bad tea sent to Canada this season than she can dispose of."

Last winter was a good season for the cattle about Vernon. The owners hardly lost a hoof.

It is suggested that Kamloops, with its large possible local supplies of coal and iron, might well be made a smelting and manufacturing centre for the West Kootenay mine country.

A meeting of those interested in gold mining was held at Vancouver last Tuesday, and a resolution praying the Government to remove the royalty on gold procured in the Fraser River was passed.

The *Winnipeg Tribune* of the 1st inst. says: "Mr. LaTouche Tupper, head of the Selkirk fish hatchery, is in the city today. He is sending to New Westminster, B. C., two million white fish in a state of incubation. It is the first time that such a shipment has been made across the continent. The white fish, when they have reached the proper age, will be deposited in the rivers of British Columbia."

Steamboat business on the Sound has declined during the past three years. Four years ago there were forty good-sized passenger steamers, all doing a profitable business; but ten of these are left, and, with the exception of five, they are barely paying expenses. With increase of wheat, coal and lumber shipments, the ten large tugs do a profitable business. Coal ships in trade between British Columbia and Sound points and San Francisco are doing fairly well.

W. J. STEIN,

Chartered Accountant and Auditor,  
513 COLUMBIA ST., NEW WESTMINSTER.

-AND-

P. O. Box 636, VANCOUVER.

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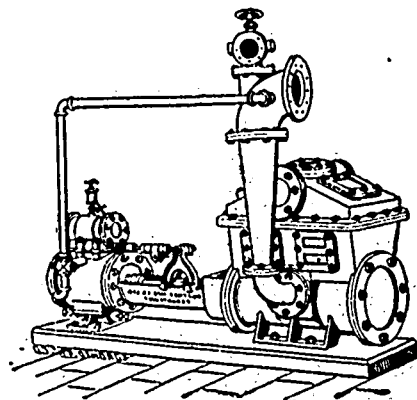
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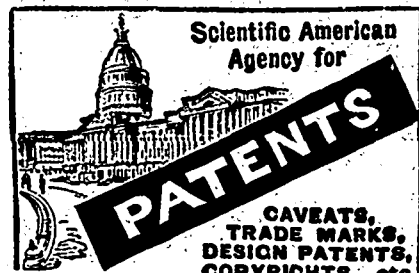
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The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."  
The Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

**64 YATES ST., VICTORIA.**

**FIRE INSURANCE.**

As showing the necessity for fire insurance companies being not unnecessarily taxed and the absolute requirement for them to charge what some people consider to be unnecessarily high rates, the following facts given upon official authority will prove of interest.

During 1893 twenty-seven companies having a premium income of a million dollars or more each, suffered an aggregate reduction of surplus to the extent of \$0,000,000. The losses and expenses of eighteen foreign companies covering fire risks in the United States exceeded the premiums by no less than \$1,000,000 in the twelve months. The loss ratio of the companies operating in Canada last year was 75 per cent. of the premiums. If only 25 per cent. be allowed for expenses—which is below the average rate—it will be seen that policy holders might find difficulty at this rate in getting their money for their losses, if it were not for the reserves.

To come nearer home we notice the report that the total fire insurance business done in Toronto in 1892 amounted to \$1,111,100, in which about thirty companies are represented. The total amount of premiums paid during that period was \$450,000, of which \$112,500 went to agents for commission and \$220,500, was paid out in losses, leaving \$110,891 the total profits of thirty insurance companies. In 1890 the losses even exceeded the amount taken in.

**STUDYING CUSTOMERS.**

Some men who sell goods for themselves, or others, never seem to get into their heads the importance of looking up the financial affairs, business habits and general character of their prospective customers. Selling is everything. Attention has been called recently to the case of two salesmen of a wholesale house, one of whom did not lose a single dollar of his sales last year, while the other sold over \$200,000 worth of goods, with only \$250 in doubt. This is a remarkable showing, and goes to prove the fact that if a man is only careful and uses good judgment in regard to the men he sells, examines their ability to pay the bills they buy, and in other ways posts himself on their general standing, he is sure to make a good record at the end



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of the year. If clerks would give more attention to a customer's character and habits they could largely reduce the percentage of losses which every firm granting credit must stand each year. Although the reference above is to houses doing a wholesale or large retail business, yet the remarks are as applicable to every retail store of any size.

Messrs. Armstrong and Sproull's and J. King's stores at Fort William, have been burned down. No insurance.

Louis Cooper, a London, Ont., cap manufacturer, has absconded, after clearing out all his stock. The employees lose a large amount in wages. Several business firms are also swindled.

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J. G. HENDERSON . . . . . BUSINESS MANAGER.

Office No. 77 Johnson Street.

VICTORIA, TUESDAY, MARCH 13, 1894.

## VOLUME IV., No. 1.

With this issue, THE BRITISH COLUMBIA COMMERCIAL JOURNAL enters upon its fourth volume, and once more it becomes our pleasing duty to return thanks to those who have contributed so liberally towards the maintenance of a paper devoted exclusively to the trade and commercial interests of the Province. The support which this paper has received from the wholesale trade has been most gratifying, there being only a few houses in the city that have absolutely refused to partake of the peculiar advantages which a commercial publication offers as a means of reaching the retail trade.

THE COMMERCIAL JOURNAL is a purely independent publication, and political matters are only discussed in its columns when they have important bearings on trade questions. The great aim of this paper has been to furnish its readers with the most reliable commercial data; and to obtain at as late an hour as possible before going to press the market value of the staple products of the Province and elsewhere. That we have succeeded in filling the field is attested by the fact that while our subscription list is constantly being added to, it is only rarely that a subscriber is lost.

We would be lacking in gratitude were we not to acknowledge the many tokens of recognition we have received from the newspapers throughout the Province, and particularly do we thank the editor of the *Victoria Times* for his frequent references to THE COMMERCIAL JOURNAL in the editorial columns of his widely read and influential newspaper.

### "SHALL WE HAVE MANUFACTURES?"

It is a gratifying sign of the improving times to notice that an agitation has been started in the columns of the *Victoria Times* and elsewhere looking to the establishment among us of some kinds of manufacturing industry which we do not possess. We recall how, in what are now regarded as the great industrial centres of the Dominion, an impetus was given to the subject of manufacturing industries by articles similarly headed to the present. "Where are we to find a market?" was the question propounded on the other side. Why "at home—at our very doors," was the reply, and so those who did not consider that the local woollen and grist mills were all that the country needed

went to work—it is true with some degree of faintheartedness—and by degrees one after another industry started up, which by the time the original reciprocity treaty was abrogated found some relief in the action at that time taken by our American neighbors. They had by this time discovered that Canada could do something in the manufacturing line, moreover, that there was a considerable amount of skilled labor at home which had been trained in the cotton mills of New England, and just about this time sprang up the Canadian cotton industry, which is at present one of very considerable proportions.

Then the policy of protection was inaugurated, and now we have discovered that we can afford to modify to some extent what are felt to be the burdens of the consumers. Most of the industries which grew up alongside that of cotton are now able to stand alone, at least such of them as are worth having, and hence the present action on the part of the Government in endeavoring to prepare a measure of tariff reform by which both manufacturer and consumer will be benefitted. We have favored this tariff revision inasmuch as we regarded it not only as advisable, but necessary. Still, looking at the condition of affairs among our United States neighbors, we would advise the exercise of the utmost caution in this direction, otherwise before we know it we shall find an effort being again made to convert Canada into a slaughter market for the surplus stocks of our neighbors at the South. This, we have no doubt, will be borne in mind by the more cautious of the members of the Canadian Parliament, who will meet this week at Ottawa for the despatch of business.

But, as to local industries, there are numbers of them whose inauguration will at once suggest themselves as perfectly feasible. Manufactures of wood, for instance; then those of iron and steel. Wherever we obtain these latter from, there will always be entailed considerable expense in the way of freights, though in the past their carriage has offered "ballast" one way for vessels which have come out to carry away salmon and other articles from British Columbia and wheat from Oregon and California. By the cheapness of freights on this account our importers have been benefitted. But, as the late Sir John Macdonald pertinently asked, of what use are cheap goods if our people have not the money to buy them with? We must have manufactures. As the *Times* correspondent suggested, there ought to be room for tanneries here, the lack of means for treating them, causing thousands of hides and pelts to be regarded as of comparatively little value. The experiments which have been made with our fruits indicate that if we cultivated them carefully and handled the crop either by canning or preserving in a proper manner, there is a sufficient market both at home and in the eastern provinces for all that we can produce. Indeed, specimen shipments to Great Britain and Australia have shown that there, despite the name and the fame of certain universally known English houses, our own product has been received with general favor.

Then, as for iron and steel, which we

have already mentioned, we have the finest quality of ore as close to Victoria as Sooke, the metal requiring only to be carried away without any expensive process of mining, and taken to the water a distance of only a few hundred yards. Coal and ample supplies of wood for smelting are close at hand, and, in this particular, nothing should stand in the way of the successful prosecution of the enterprise. And there are numerous other developments of the baser metals both on Vancouver Island and on the Mainland, while it is difficult to estimate to how large an extent manufacturing industry may be carried on. By all means let us have manufactures, no matter in how small a way we may begin. We have unlimited national wealth, if capital and labor could only be combined to deal with it.

### COLD STORAGE.

It has been announced that the prospects are excellent for the erection in Westminster at an early date of an ice-making plant and cold storage warehouse, Mr. Harris, president of the Union Ice Co., of Seattle and Tacoma, which operates several ice plants on Puget Sound, having signified his intention of putting up an establishment in that city. Mr. Harris is said to have arrived at this conclusion after having looked over Victoria and Vancouver, and found Westminster the most suitable location for the purposes of his enterprise, it having the advantage of direct railway communication east and south and excellent shipping facilities with up and down river points. It is said the company will manufacture ice on a sufficiently large scale, using Coquitlam water, to supply Westminster, Vancouver, Victoria and Nanaimo. The pure and unlimited quantity of water to be had is another reason why Mr. Harris has decided to make Westminster the company's central business point in British Columbia.

Mr. Harris proposes, it is reported, to apply to the City Council for a lot on the pleasure grounds reserve, east of the oatmeal mill, where will be installed the machinery necessary for ice making and cold storage, while the intention is to supply ice daily to the people of Westminster. The cold storage department will, it is said, supply accommodations for butter, fruit, meat, poultry, eggs, etc., the charge being on a moderate scale, while the Company will also buy these articles and endeavor to do an extensive business in handling them both winter and summer. Mr. Harris is said to be a business man of considerable importance at Tacoma and Seattle, and he with his friends are regarded as reliable men.

We have often urged the importance of establishing a cold storage establishment on the Mainland so as to solve the problem of doing away with the unnecessary expense of keeping stock during the winter, subject, too, to all the losses incident to that season. We wish the Westminster scheme every success, assured that its prosperity will tend to the inauguration here of something of the same kind which is urgently needed, particularly for the storage of fruit and vegetable products as well as the perishable articles of all kinds that are continually being consigned here.

**GREEN, WORLOCK & CO.**

In connection with the suspension of Green, Worlock & Co's Bank, announced in our last, there is little new to report except that as an outcome the well known grocery establishment of Henry Saunders has been obliged to make an assignment, the trustees being Messrs. R. P. R. thet, C. F. Todd, and William Wilson. So far no statement of affairs either of the Bank or of Mr. Saunders has been issued, the former having been delayed to a certain extent by the inability of Mr. Worlock to attend to business for several days. However, in both cases everything possible is being done with a view to coming to a conclusion as to the condition of matters. Collections are being made and as much as possible things are being got into the most tangible shape. The trustees named in both cases are gentlemen of excellent business standing in the community and there can be no doubt they will have a statement to submit before long. It is to be hoped that there will arise no difficulties in the way of arriving at an adequate idea of the situation, in which both debtors and creditors can materially assist them, the former by being as prompt as possible with their settlements and the latter by bestowing upon the trustees their utmost confidence and rendering to them their best assistance.

**MORE FISHERY COMPLAINTS.**

The Manitoba fishing industry is reported to be in a very depressed condition. The bulk of the trade is in exporting fish to the United States, but, owing to the depression in that country, the demand has greatly fallen off. There are two distinct seasons for taking fish, the summer and winter seasons. The summer fishing interest is the more important, and this is confined practically to Lake Winnipeg. Four companies operated on the lake last year, making a catch of about 1,800 tons of fish. A large quantity of the fish caught last summer—as much as one-half it is said—are still in cold storage at the points of accumulation. A considerable quantity of winter caught fish are also on hand, and there is considerable risk in the latter class, as the season is now getting on to a date that a thaw might set in.

But the great trouble arises, not from the causes above enumerated, but from the fact as is complained that new regulations have been promulgated at Ottawa. With the falling off in the export trade and the new regulations promulgated, the industry is under a cloud at the moment, and none of the companies will operate next summer unless the regulations are changed. These new regulations mean that the nets now owned by the large fishing companies will be useless, and that new nets will have to be provided before the season of 1894 opens.

**POINT ROBERTS.**

Last week Mr. Horne brought up in the Provincial Legislature the subject of the advisability of Point Roberts, a strip of

United States territory, comprising about four square miles of territory at the mouth of the Fraser River being acquired by the Dominion under the arrangements that are now being made for the settlement of the boundary of Alaska. It was shown that this point was practically governed by no fishing regulations, and that here salmon on their way to the Fraser River were entrapped by means and at times which are illegal in British Columbia, thus seriously interfering with the legitimate B. C. salmon industry. Point Roberts is completely isolated from United States territory, happening however, to be on the American side of the line settled as the international boundary. It is impossible to say how the United States Government would treat any representations made to them either for the actual purchase of the Point or its acquisition as proposed by an exchange for Canadian territory adjoining the Alaskan boundary; but certain is it that it would be to the highest interests of all concerned were the plot of land brought under fishery regulations similar to those which obtain here. It is to be hoped that something will be done in the matter, otherwise a serious blow bids fair to be struck at the great industry of the Fraser River.

**THE CANADIAN ROUTE.**

A despatch from Ottawa announces that a ten years' contract has been entered into between the Government and the well known shipping firm of James Huddart & Co. for a ten years' swift mail steamship service between Canada and Great Britain, the annual subsidy to be paid being \$750,000. The steamships to be employed are, it is understood, to be capable of steaming twenty knots an hour. The idea is by means of the Canadian route to bring Great Britain and Australia within twenty-five days of each other. It is calculated that the Atlantic will be crossed in five days, the continent via C.P.R. trains in something like four days, the time between Vancouver and Sydney being also materially shortened. The Imperial Government will, it is stated, subsidize both lines, and an announcement further says that several of the Australian colonies will extend their assistance to the enlarged scheme. This new undertaking is calculated to largely augment the utilization of Canada as the highway to connect Europe and Australasia, the time expected for the voyage being materially shorter than anything yet accomplished.

**BRAZIL.**

Latterly considerable attention has been paid to the Republic of Brazil and recently an official report, on behalf of the British Government, has been made by Col. Howard Vincent. According to that there are five great staples of commerce in Brazil—coffee and cotton, sugar and India rubber and tobacco. Of coffee, eight million bags (worth over £20,000,000), of 60 kilos each, were exported in 1892 through Rio Janeiro, Santos and Victoria. One-fourth went to Europe, excluding Great Britain, which took about 150,000 bags, and three-eighths to the United States

From the Amazon £5,000,000 worth of India rubber was exported, £1,000,000 worth going to England and double that quantity to America.

But, valuable as are the bearing and possible coffee lands, rich as are the tropical regions in rubber extract and other natural products, they sink, it is thought by competent judges, into insignificance beside the capacity for the production of sugar. The great difficulty, however, in Brazil is the scarcity of manual labor, for though the population is about twelve millions, the former slaves will not work for over a few days at a time. Italians, Spaniards and Portuguese are adapted to the climate, but they, for the most part, accumulate a modest competence and return to their old homes. British imports from Brazil exceed shipments thereto by one-third. Brazil has a few good roads, but communication is mainly confined to the sea, and the 5,000 miles of railway laid down largely by British enterprise and now greatly harassed by Brazilian officialism.

**QUARANTINE.**

It is reported that the whaling bark Horatio which arrived at Honolulu seventy-two days out from San Francisco, had six cases of smallpox on board, while two had died during the passage. This ought to emphasize the inadvisability of any relaxation of the quarantine laws of the Dominion. By an Ottawa despatch, we notice that it is proposed in the interests of immigration, if not to do away with, to be less particular as to the sterilization of European immigrants' baggage, there being, it is said, no cholera in Europe. Next, we suppose, similar proposals will be made with respect to small pox in so far as the Pacific coast is concerned. But these deadly destroyers always exist in what may be termed their habitats and one is never sure when they may break out. Rather have no immigration at all than be subjected to such scourges as have of recent years visited Great Britain, the countries of Europe, and, as far as concerns smallpox, Canada and the United States. The Chinese are not immigrants in any sense, they do not come with any intention to stay, and we therefore hope that at Williams Head at least continued and increased vigilance will be displayed, for that alone is the price of safety.

According to Lloyd's latest statistics, during the last three months twenty-three vessels—nineteen of them laden with timber—have been abandoned in the Atlantic. Now this brings one to the consideration of the question of deck loads. Mr. Plim-soll, after many years of hard work, succeeded in having his mark placed on the side of vessels to show how low it was safe to load them down. But this did not provide against deck loads which are almost invariably carried on lumber ships and which experience has shown to be the most potent factors in causing shipwrecks. Too much cannot be done to render it impossible to send to sea vessels which are unseaworthy, either because of their defective construction and worn out condition or because they have been improperly loaded and are in consequence but little better than floating coffins.

## B. C. SHINGLE INDUSTRY.

Mr. H. G. Ross, of New Westminster, has given the *Canada Lumberman* his views of the shingle situation from his point of view. This is what Mr. Ross has to say: "The growth of the trade in British Columbia red cedar shingles with Ontario is probably worthy of notice and will interest some of your readers. In 1892, probably not more than twenty cars left British Columbia for Ontario, last year it jumped up to about 300 cars, and the trade is now regarded as fairly introduced. Mr. A. Tait, of Orillia, who was in this Province recently looking up the shingle interests, said that although he had been running his shingle machines night and day in the past, he would make but few pine shingles in future; he regards our shingles as the coming article. Lumber, he said, had, in the past fifteen years, doubled in value in Ontario, while, to-day, pine shingles were not bringing any more than they were fifteen years ago. He had made a number of tests and had satisfied himself there was no money in running stock, no matter how poor it was, into shingles. A number of practical tests, he said, were to be made this season by Ontario mill men, and he was convinced the results would surprise many of them. We have heard others express the same opinion as Mr. Tait, and are convinced that the only man who has not found this out for himself is the man who does not figure. The British Columbia mill men therefore feel that the invasion of Ontario by British Columbia red cedar shingles need place no hardship on the shoulders of their eastern brethren. Apart from that the people are the judges and they recognize British Columbia cedar shingles are the best and will buy them accordingly, so the Ontario pine man may as well govern himself accordingly. Among the comparative points of merit are. Our shingles will last more than twice as long as pine, will shrink and swell less with heat and moisture, consequently are not as hard on the nails; they are cut from clear stock; are a wider shingle than pine and can therefore be laid faster and cheaper and will not warp or split when laid. We can show you out here roofs thirty and forty years old as water tight as when laid. Some of the Ontario people not familiar with red cedar complain of the dark streaks in the shingles. This is purely the nature of the wood, is no indication whatever of rot and occurs just as frequently in live green trees that are sound to the heart as it does in hollow-hearted trees. The fact that they are kiln dried, we see commented on unfavorably. This is done purely to save freight in precisely the same manner as pine shingles intended for long shipment are dried in Ontario, Michigan, and Wisconsin, and red cedar as it contains no gum and is but very little subject to expansion and contraction with heat and cold will come through a heat without injury that would ruin pine. It has been found that eight to ten days in a hot air kiln at a maximum temperature of 170 degrees will reduce the weight tolerably well without any injury to the fibre of the wood, and when it is considered that at least \$1 per M is saved in freight to

Ontario the necessity for kiln drying is apparent. We have too much rain here to dry naturally excepting during three or four months of the year. Most of the mill men here are Ontario lumbermen, many of whom have already put in several years of patient struggling and waiting, realizing that the time must come when this magnificent wood would find a market. There is a total mill capacity in this Province of fully eight hundred million shingles annually. These shingles will probably find their way into every corner in Ontario next season, that is if the consuming public will realize their value and will be willing to pay a price that will enable the manufacturers to pay wages and live, and if the mills can be run to even one-half their capacity and dispose of their product it will be much better than they have done yet."

## OUR GOLD RESOURCES.

A New Westminster correspondent writes to a Provincial paper as follows in reference to the gold mining outlook in this Province for this year:

Since the big rush of 1858 there has never been such a demand for gold claims in British Columbia as at present. For the last three months there has been a quiet but steady influx of mining men into the Province, mostly from Washington, Oregon and Minnesota, but much English and New York capital is represented. The rush is for all claims on the Fraser river and tributary streams, and during the last 60 days 300 miles of the Fraser banks have been acquired or leased. Hydraulic mining is the object of most of the companies, but a great many are preparing to dredge the bed of the river, for gold. In the gorges the river rises from 20 to 60 feet during the freshest season, washing out the banks and forming numerous bars. These frequent rises have washed the boulders from the coarse gravel forming the glacial drift into the channel of the river, making a bed of about three feet thick of solid boulders, every crevice between them being filled with sand and gravel rich in gold. Underneath this bed of boulders there is a deposit of coarse gravel and sand, intermixed with boulders, from a few inches to 20 feet or more in depth, every yard of which is rich in gold. New enterprises are being formed every day and old claims which have been carried over from year to year on payment of a \$250 fee for "lay over" are being snapped up fast.

Old Cariboo's prosperous days as a gold producer do not by any means belong to the past, and before long her present output of a quarter of a million to the world's stock of gold will be increased very materially. This is the opinion of Mr. John Bowron, gold commissioner at Barkerville; whose position and thirty five years experience in the country entitles him to be a pretty good authority. Quite a number of miners are going into Cariboo this spring, and with the big undertakings that are under way there now, a new era is beginning in that part of the province. The Whittier syndicate are hard at work at Williams' Creek getting ready to operate with the hydraulic lift process,

and the mines on the South Forks and elsewhere are going ahead. It is certain that the use of the dredgers, similar to those now being operated on the Fraser at Yale, will before long be introduced into Cariboo, and there seems no doubt that they will do well. Mr. Cox, an expert who has had considerable experience in other parts of the world, says that they are working dirt in New Zealand, and that only goes five cents to the cubic yard, and making it pay, while, along the Fraser, any quantity of dirt, running fifteen cents, can be had, and from that running up, of course, to very rich pay dirt. People are also looking forward confidently to the day when a railway running into Cariboo will take in supplies cheaply, and serve as a means of bringing in settlers on their way to the fertile Nechaco country to the north. Another year or so will likely double the amount of gold now being annually produced from Cariboo's mines.

## ELECTRIC CARRIAGES.

For several years past the application of electric storage batteries to the driving of ordinary road carriages has attracted attention, and repeated efforts have been made, principally in France, to bring vehicles, propelled in this way, into favor. The latest outcome of French enterprise in this field is a carriage, designed by Paul Ponchain, of Armentieres, with which most satisfactory results are said to have been recently obtained. It has seats for six persons, and electric power is furnished by Dujardin batteries, arranged in six groups of nine cells each. Each group is contained in a box twelve inches high, seventeen inches long and thirteen inches wide, and each cell consists of one positive and two negative plates, mounted in an ebonite shell. The cells of each group are connected in series. The batteries are carried in a large box, coated with asphaltum, and careful provision has been made to avoid spilling the solution. A suitable controlling switch enables the making of various combinations among the batteries so as to make different working speeds possible. The motor is a Rechner's machine of 2,000 watts capacity, capable, in case of need, of developing double that amount of power for a short time. The power is transmitted to the rear carriage axle by link belt and sprocket wheels. Steering is effected by a hand wheel attached to a rod, the lower end of which moves the axle by means of bevel gearing. The electric measuring instruments, switches for lighting the three lamps with which the carriage is equipped, and a reversing switch are carried on the dashboard. The service weight of the whole outfit is about 3,000 pounds, and one charge of the batteries is said to be sufficient for a forty-four-mile trip on a paved street at the rate of about ten miles an hour.

Gendron's shoody factory, Vancouver, was burned last Tuesday morning; the loss is \$1,500, partially insured. The upper story of the Carriere hotel, Richard street, was burned off; loss, \$1,000, no insurance.

# THE JAMES ROBERTSON COMPANY, LIMITED,

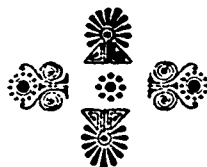
## TORONTO.

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 BRONZES.  
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 COLORS IN OIL.  
 COLORS IN JAPAN.  
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**WRITE FOR PRICES.**

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

#### LOCKED UP RESOURCES.

On February 1st, the New York banks are reported to have held \$107,000,000 in excess of their legal reserve. This means so much of the currency of the country withdrawn from circulation and a large number of people who are ordinarily employed by its investment being deprived of their accustomed means of earning the livelihood of themselves and their wives and families. The position at the present time over the line is any amount of unproductive capital and many thousands of people starving or on the verge of it. Capital can as a rule afford to wait for better times; but labor, much of which has nothing behind it save the intelligence and the muscle by which it is implemented, is not in that position, the result, in the event of crises, being sorrow and suffering in the families dependent upon it.

We are not looking upon this question from the point of view of the fiscal policy of the country, but are regarding it from the aspect of the actual facts of the case. The position is extremely strained, and it is to be feared that the worst is not yet. The stagnation and depression have thus far been caused by the uncertainty as to what was going to be done; but, hereafter, when once the new condition of things becomes an established thing, the trouble will arise in the different industries accommodating themselves to it. We are

inclined to think that before equilibrium is restored, there will be times over yonder that will be as bad, if not worse than those which have already been experienced.

How will it be in Canada may, at this time, be asked. We are in a condition of fiscal transition, and it will require all the wisdom of the Canadian parliament to steer a steady course between the channels pointed out by the ultra protectionists on the one hand and the ultra free traders, as they call themselves, on the other. Now is a time during which it is possible for us to study and take profit from the experiences of our neighbors. Times are also bad enough in the Mother Land, although many people say that they are on the improve. The bank rate is now down to three per cent., but even that low figure, unless capitalists take better heart, is not unlikely to be sufficiently attractive to prevent many people investing their means where it would, under better assured conditions, make much better returns to those who own it.

A combination of Eastern capitalists has become interested in the salmon business on the Columbia River, and they are about to organize what will be known as the Columbia River Canning Co. It is understood that all of the salmon canners on the Columbia will join this new company, taking stock in payment for their plants. Some \$500,000 of Eastern capital will be

put into the enterprise. If the scheme succeeds, the combination will concentrate the Columbia salmon pack, a minimum price will be made, and, in future, salmon will be sold at a profit to the packers. The fishing season on the Columbia will open April 10th. — *California Fruit Grower.*

We observe that Eastern shoe manufacturers are complaining of the reprehensible practices of certain retailers in Ontario who ordered goods which were made to their specifications, which, in the one case, were returned, on the ground that the person who had made the purchase had, in the interval between giving the order and its completion, been able to purchase a bankrupt stock of much the same class of goods at 67c on the dollar. This is certainly an unbusinesslike course on the part of the retailer whom the Montreal manufacturers propose to hold to his order. In the other case, a claim is made that the goods supplied were not up to sample, and, upon this plea, it is sought to invalidate what is claimed to have been a perfectly straightforward transaction. It is only by adherence to the principles of honor and honesty that commercial transactions can be successfully carried on, and it is to be hoped that as they propose to bring the matter before the courts the aggrieved wholesalers will be sustained in the course that they deem due to the vindication of themselves and business men generally.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck	930	Russell	October 9	Victoria	Liverpool	33,800	\$201,875	
Ger ship...	Sirene	1437	Sauerlich	October 19	Victoria	London	56,538	282,790	
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark.	Jessie Stowe	615	Blanche	October 14	New Westm'r.	London	30,000	137,112	
Br bark.	Ladstock	810	Williams	October 19	New Westm'r.	Liverpool	33,773	178,865	
Br bark	Forinosa	915	Kain	November 18	Victoria	London	38,126	191,850	
Br bark...	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	
Br ship...	Caudida	1222	Kee	December 22	Victoria	Liverpool	A 50,318	219,523	
Br bark	Harold	1307	King	January 18	New Westm'r.	Liverpool	61,091	321,511	
Br bark.	Primera	597	Gardner	December 17	Victoria	London	24,666	123,350	

A—Other cargo value \$1,346. B—Spoken Nov. 8 in lat. 23 deg. N., long. 121 deg. W.

## B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark...	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,938	7,844	March 21	owners ac
Br bark.	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Plymouth	924,058	9,882	May 20	52s 6d
Nor. bark.	Fritzoe	1378	Rolfesen	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am. bark.	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	332,657	7,077	April 27	37s 6d
Br bark...	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private.
Chil. bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	793,782	7,169	March 30	owners ac
Br bktn.	Bittern	399	Stronach	Jan. 20	Vancouver	Freimantle, Au	302,950	4,201	May 16	owners ac
Ger. ship.	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br. ship...	County of Yarmouth	2154	Swanson	March 23	Vancouver	Cork	1,028,530	17,500	July 17	50s
Chil. ship.	Hindostan	1542	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,242	July 24	owners ac
Am. bark.	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,966	April	Private...
Am. ship.	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 23	Private...
Br bark.	Assel	795	Gilmour	March 6	Moodyville	Antofagasta	631,163	6,577	June 23	35s
Br ship	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	961,868	7,718	Sept. 22	42s 6d
Am. bark.	Hurry Morse	1313	Hughes	April 19	Moodyville	Shanghai	923,219	8,900	July 18	45s
Haw. bark	John Ena	960	Schnauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	49s
Br bark	Blairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	663,000	5,296	Aug. 26	45s
Nor. bark.	Sigurd	1530	Aase	May 21	Vancouver	Port Pirie	1,425,000	10,639	Aug. 31	40s
Chil. ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Wythop	1248	Edwards	May 28	Vancouver	Sydney	1,019,667	8,363	Aug. 15	31s 3d
Br ship	Gryfe	1069	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark.	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,968	Oct. 4	55s
Br bark	Dochra	966	McJerrrow	June 28	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,436,128	12,465	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,982	Oct. 14	39s
Am bark.	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,008	7,896	Aug.	Private...
Am schr.	Puritan	584	Warner	Aug. 4	Moodyville	Tientsin	725,951	8,625	Sept.	35s
Am bark.	Sonoma	998	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 26	30s
Am bark.	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,531	Dec. 8	37s 6d
Am ship.	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,554	10,900	Jan 20	32s 6d
Nor bark.	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288		36s 3d
Br bark	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	792,153	5,524		33s 9d
Chil. bark	India	953	Funke	Sept. 10	Moodyville	Valparaiso	799,297	7,000	arrived	owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,214	6,000		owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916	Nov. 28	37s 6d
Am bktn.	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private...
Am bktn.	Hilo	642	LeBallister	Se. v. 26	Westminster	Sydney	688,652	6,619	Nov. 18	28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 14	Cowichan	Sydney	871,305	7,614	arrived	27s
Am bark.	Hesper	664	Underwood	Oct. 12	Vancouver	Adelaide	779,398	5,886		35s
Am schr.	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,692	6,031		37s 6d
Br bark	Elizabeth Graham	598	Anderson	Oct. 24	Moodyville	Melbourne	521,631	3,969		Private...
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	511,228	4,157	Dec. 19	27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	67,974	6,060	arrived	40s
Am bktn.	Robert Sudden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,898	4,646	Jan 23	37s 6d
Am schr.	Salvator	414	Wells	Oct. 29	Westminster	Port Pirie	527,000	4,216		37s 6d
Am schr.	Louis	820	Hatch	Nov. 8	Westminster	Iquiqui	863,415	8,601	Jan. 28	40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	765,862	10,800	Jan 21	26s
Nor ship	Germanic	1289	Sunde	Dec. 29	Vancouver	Cork, U.K. f.o.	910,483	9,973		60s
Am schr.	Reporter	333	Mackie	Nov. 21	Vancouver	Nganski	A 368,294	10,000	arrived	Private
Am bark.	Snow & Burgess	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private.
Am ship.	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U.K. f.o.	1,021,624	13,135		55s
Am bark.	Colorado	1360	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656		37s 6d
Am bark.	Templar	910	Leo	Dec. 26	Vancouver	Callao	567,001	4,911		38s
Am schr.	W. H. Talbot	776	Blum	Dec. 28	Vancouver	Cape Colony	801,183	6,031		75s

A—Also 100 spars.

## B. C. LUMBER FLEET, 1894.

Am ship.	Eclipse	1536	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720		60s
Nor ship	Beaconsfield	1450	Rastiansen	Feb. 5	Vancouver	Cork, U.K. f.o.	1,055,411	13,491		
Am schr.	Pioneer	507	Hughes	Feb. 28	Victoria	Santa Rosalia	A 57,714	461		Private...
Am schr.	Aida	357	Anderson		Moodyville	Shanghai				40s
Br bark...	Thermopylae	918	Winchester		Moodyville	Shanghai				37s 6d

A—Also 66,443 lineal feet of props valued at \$1,030.



# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship.	Astoria	1335	Dagwell.	Nov 11.	G Liverpool.	Victoria & Van	Turner, Beeton & Co. and H. Bell-I. & Co	122
Br ship.	Benmore	1160	Scott	Dec. 22	L Liverpool.	Victoria & Van	R. P. Rithet & Co. and B.C. Iron Works	81
Br ship.	Borrowdale	1197	Bolderston	Dec. 22	L Liverpool.	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	81
Br ship.	Hallacluh	1806	Gowdev		A Java.	Vancouver.	B. C. Sugar Refinery Co.	
Br bark.	Northernhay	1221	Miller	Dec 5	C Cardiff.	Esquimalt.	Naval Storekeeper	98
Br ship.	Astracana	1572	Jones	Dec. 21.	I London.	Vancouver	Evans, Coleman & Evans.	82
Br ship.	Eaton Hall	1779	Lowrison.		K London.	Vic and Van.	Robt. Ward & Co., Ltd and Evans, C. & E.	
Br schr.	Norma	53	Walker.					
Chil. bark.	India	953	Funke			Pentryn Island	Royal Roads.	
Br ship.	Lismore	1598	Ferguson			Valparaiso.	Moodyville.	
Br ss.	Empress of India	3003	Marshall	Feb. 21	E Hong Kong.	Victoria & Van	C. P. S. S. Co.	20
Br ss.	Tacoma	1602	Hill	Feb. 27	H Hong Kong.	Victoria	Dodwell, Carill & Co.	14
Chil. ship.	Hindostan	1542	Welsh		F Valparaiso.	Moodyville	R. P. Rithet & Co., Ltd	
Chil. ship.	Atacama	1235	Caballero.		F Valparaiso.	Moodyville	R. P. Rithet & Co., Ltd	
Am. ship.	C. F. Sargent	1638	Boyd		H Honolulu.	Nanaimo.	Geo. Plummer.	
Br ss.	Empress of Japan	2093	Lee		M Hong Kong.	Victoria & Van	C. P. S. S. Co.	
Br ss.	Mogul	1827	Johnson		D Hong Kong.	Victoria	Dodwell, Carill & Co.	
Br ship.	Clan Robertson	1625	Lane		H Hogo.	Royal Roads.		

G—Spoken Dec. 13 lat. 4° 35' N., long. 28° W. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13° N., long. 26° W. A—To sail in March with sugar. C—Dec. 14 put into Falmouth with loss of some sails; Dec. 30, sailed again. G—Spoken Dec. 13 lat. 4° 35' N., long. 28° W. To load grain at Tacoma I—Dec. 23, passed Deal. Spoken Jan. 18 lat 3° N., long. 28° W. To load grain at Tacoma. K—Jan. and Feb. loading. L—Dec. 26 arrived at Holyhead. Jan. 3rd sailed. Spoken Feb. 9 lat. 4° S., long. 30° W. E—Via Yokohama March 2. H—Via Yokohama March 10. F—To load a return cargo of lumber. M—To sail March 21. Via Yokohama March 30. D—To sail March 20. Via Yokohama March 31.

### FREIGHTS.

After the activity shown at the end of last month, the market has settled down into its almost normal dullness. Rates remain unchanged at 25s from San Francisco. From Portland, 33s 9d is quoted, and from Tacoma 31s 3d.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 37s; 6d; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie; 37s 6d; United Kingdom, calling at Cork for orders, 60s Shanghai, 40s; Tientsin 55s, nominal, South Africa 60s.

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

### VESSELS IN PORT.

(March, 12, 1891.)

#### VICTORIA.

Am. bark Wrestler, 447 tons, Capt. Bergman, went ashore during the gale. Br. bark Thermopylae, 948 tons, Capt. Winchester, from Hong Kong with paddy, Victoria Rice Mills, consignees. Chartered to load lumber at Moodyville for Shanghai.

Br. ship Ainsdale, 1,725 tons, Captain Owens, arrived Feb. 26, from Liverpool, with general cargo. R. P. Rithet & Co., Ltd., consignees. Chartered to load grain for Cork, U. K., f. o.

Ger. bark Gutenberg, 627 tons, Capt. Zeplien, arrived Feb. 28, from Glasgow, with general cargo.

Br. steamship Warrimoo, 1,707 tons,

Capt. Perry, arrived March 12 from Sydney with general cargo.

#### VANCOUVER.

Br ship British General, 1,754 tons, Capt. Tulloch, from Java with raw sugar, chartered to load lumber on Puget Sound for West Coast South America.

Am. schr. Aida, 507 tons, Capt. Anderson, arrived March 10, loading lumber for Shanghai at Moodyville.

#### NANAIMO.

##### UNION SHIPPING.

Am. ship Richard III., 954 tons, Capt. Howard.

Am. ship Oriental, 1,625 tons, Capt. Parks.

##### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	5	5,544
Vancouver.....	2	2,261
Nanaimo.....	2	2,579
Total.....	9	10,384
Previous week.....	11	12,754
Correspond'g week last year. 18	18	24,561
“ “ 1892.....	10	13,091

### FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending March 10:

Date.	Vessel and Destination.	Tons.
7.	Sea King, San Francisco.....	2,282
7.	Sea Lion, str., Port Townsend.....	54
8.	Carrollton, bk. San Francisco.....	2,318
9.	Montserrat, str., San Francisco.....	1,500
Total.....		6,152

L. Lawrence, Eureka soda water works, Nanaimo and Courtney, is advertised for sale.

### INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Feb. 20, 1891, is reported expressly for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

Geo. C. Bateman, Halifax, game counter, assignor of one-half to Richard Sheppard, same place.

Fergus Black, Uxbridge, air pump. Nazaire Bouvier and Isai Belair, Montreal, fire escape.

Romaine Callender, Brantford, electrical circuit controller.

Romaine Callender, Brantford, automatic signaling transmitter.

Louis Cote, St. Hyacinthe, heel stiffening machine.

William Houghton, Paris, wrench.

Arthur W. Heen, Montreal, belt fastener.

Robert B. Ormiston, Winnipeg, planter.

Louis Primeau, Beauharnois, hay press.

Daniel K. Slawson, Maniton, car coupling.

The Montreal Canning Co. are reported to have secured a site for their cannery on Sea Island, and active building operations will be commenced at once.

In Honolulu, according to latest advices, several arrivals by the steamer Warrimoo, which arrived here yesterday, were refused a landing under the provisions of the new law which requires each newcomer to have \$50 in money before being allowed to enter the country.

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# THE BRITISH COLUMBIA

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