





VOL. II.

VICTORIA, B. C., TUESDAY, OCTOBER 18, 1892.

No. 32

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4 prize medals.

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It is most gratifying, pure or mixed with wine or spirits.

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Other descriptions of wines, brandy,  
whiskey, gin and foreign liqueurs at ship-  
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Spanish brandy, equal in character and  
finish to French, but considerably cheaper,  
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Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.  
Cash security given if required, and satisfaction guaranteed.

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Vancouver

British Columbia

B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of September, 1892:

IMPORTS.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
Dutiable Goods.....	\$213,747 00	\$ 90,877 00	\$ 30,954 00	\$ 12,387 00	\$367,965 00
Free Goods.....	17,107 00	15,150 00	3,541 00	878 00	66,776 00
Total Imports.....	\$280,914 00	\$106,067 00	\$ 34,495 00	\$ 13,265 00	\$434,741 00

REVENUE.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
Duty Collected.....	\$ 77,353 59	\$ 25,503 05	\$ 10,459 88	\$ 3,310 71	\$116,657 23
Other Revenue.....	4,167 84	1,317 76	85 94	552 06	6,123 60
Total Collections.....	\$ 81,521 43	\$ 26,820 81	\$ 10,545 82	\$ 3,892 77	\$122,780 83

EXPORTS.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
The Mine.....	\$ 55,236 00	\$ 2,275 00	\$ 1,296 00	\$500,858 00	\$559,665 00
The Fisheries.....	290,290 00		861 00		290,951 00
The Forest.....		45,200 00	100 00	10,261 00	64,861 00
Animals and their produce.....	23,429 00	558 00	217 00	64 00	24,268 00
Agricultural.....	2,000 00	2,912 00		1 00	4,943 00
Manufactures.....	7,731 00	14,331 00	1,002 00	920 00	23,984 00
Miscellaneous.....	2,926 00	1,818 00			4,744 00
Total Exports.....	\$381,012 00	\$ 67,125 00	\$ 3,576 00	\$521,104 00	\$972,817 00

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, Oct. 18.

VICTORIA.

In the grocery and provision business October will show a great improvement over the previous month. In fact a better feeling seems to prevail in every branch of business. The banks say money is much easier and the wholesale trade report a perceptible improvement in collections. Hong Kong exchange advanced last Friday from 68½ to 69 and 69½. The Coquitlam has been discharged and the skins have gone on the market.

At Vancouver, wet weather has had a depressing influence on trade, especially among dry goods merchants. In the boot and shoe line trade has been good. Wholesale merchants generally report business as looking up, although in some lines trade is reported as being slow. Merchants are engaged in taking stock for the winter trade. Collections are not satisfactory.

FRUITS AND VEGETABLES.

The receipts of California fruits and vegetables from San Francisco by steamship City of Puebla, Oct. 9, comprised the following: For Victoria—617 cs grapes, 14 cs apples, 208 cs pears, 12 cs quinces, 23 cs oranges, 5 sacks peanuts, 6 sacks coconuts, 16 cs tomatoes, 6 cs nutmeg melons, 8 sacks sweet potatoes, 17 cs lemons, 5 crts bananas, 2 bxs pomegranates, 1 bx figs, 84 sacks onions, 1 bx dates, 4 cs peaches, 1 cs peppers; total, 1,030 pkgs. The receipts by previous steamers were as follows: Oct. 4, 1,072 pkgs; Sept. 20, 1,175 pkgs; Sept. 24th, 1,279 pkgs; Sept. 19th, 1,194 pkgs; Sept. 13th, 1,110 pkgs; Sept. 9th, 1,250 pkgs; Sept. 4th, 1,618 pkgs.

Plums are out of the market and the season for peaches can almost be said to be over. Tomatoes are also out of the market. Grapes are still in good demand and prices are a little higher than last week. A local wholesale house received 275 baskets of concord grapes last week

from Pennsylvania which found a ready sale at 85c per basket of 10 lbs. There is a good demand for all the first quality fruit, principally apples and pears, received from country points. Large bunches of bananas are quoted at \$3.75 and small bunches, of which there are usually two in a crate, are sold at \$2.50 each.

Jobbers' quotations for fruits are as follows:

Oranges—Sweet Loretta.....	\$4 00 @ 0 00
Tahiti Seedlings.....	4 50 @ 4 75
Riverside Seedlings.....	0 00 @ 0 00
Lemons—California.....	8 00 @ 8 50
Sicily.....	7 50 @ 9 00
Australian.....	7 00 @ 0 00
Bananas, bunch.....	2 50 @ 3 75
Pears.....	1 75 @ 2 15
Quinces.....	1 50 @ 0 00
Apples—Red.....	1 50 @ 1 75
Green.....	1 25 @ 1 40
Grapes.....	1 50 @ 1 75
Pine Apples, doz.....	5 00 @ 0 00
Coconuts, doz.....	1 00 @ 0 00
Watermelons, crate.....	4 50 @ 0 00
Musk.....	0 00 @ 3 50
Nutmeg.....	1 50 @ 1 65

Vegetables are quoted:

Potatoes—California, sweet.....	21 @
Local.....	per ton 15 00 @ 18 50
Onions—Red California.....	14 @
California Silverskins.....	14 @

FLOUR AND FEED.

Quotations on flour grain and mill products are unchanged. The market is reported quiet and featureless. A steady consumptive demand continues and winter stocks are daily being increased by arrivals from Fraser River and Island points.

The Portland Commercial Review says: "The local flour market continues easy, with liberal stocks of all brands offering for sale. Quotations are soft at \$1.65 per bbl. for Portland and Salem Roller, and same price is listed on Dayton and Cascadia. Receipts are large and shipments heavy."

The Columbia Flouring Mills quote Enderby flour in carload lots:

Premier.....	\$5 20
XXX.....	5 10
Strong Bakers or XX.....	4 80
Superfine.....	3 80

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 5 00 @ 0 00
Lion.....	5 00 @ 0 00
Premier, Enderby mills.....	5 45 @ 0 00
XXX.....	5 35 @ 0 00
XX.....	5 05 @ 0 00
Superfine.....	4 05 @ 0 00
Oglivio's Hungarian.....	5 50 @ 0 00
Strong Bakers.....	5 00 @ 0 00
H. B. C. Fort Garry Hungarian.....	5 50 @ 0 00
Benton County, Oregon.....	5 20 @ 0 00
Portland Roller.....	5 20 @ 0 00
Snowflake.....	5 25 @ 0 00
Royal.....	5 00 @ 0 00
Wheat, per ton.....	28 00 @ 35 00
Oats.....	25 00 @ 30 00
Oil cake meal.....	40 00 @ 45 00
Chop feed.....	28 00 @ 30 00
Shorts.....	26 00 @ 28 00
Bran.....	24 00 @ 25 00
National Mills oatmeal.....	3 50 @ 0 00
rolled oats.....	3 50 @ 0 00
split peas.....	3 50 @ 0 00
pearl barley.....	4 50 @ 0 00
Chop feed.....	30 00 @ 0 00
California oatmeal.....	4 25 @ 4 35
California rolled oats.....	3 75 @ 3 85
Corn, whole.....	per ton 37 50 @ 40 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed.....	per ton 40 00 @ 50 00
Cracked corn.....	40 00 @ 45 00
Hay, per ton.....	17 00 @ 18 00
Straw, per bale.....	80 @ 1 00

RICE.

The Victoria Rice Mills quote wholesale:

Japaprice, per ton.....	\$ 77 50
Best China rice.....	100 00
China rice No. 1.....	70 00
Rice flour.....	70 00
Chit rice.....	25 00
Rice Meal.....	17 50

GROCERIES AND PROVISIONS.

Butter is still reported steady at quotations. Dealers, however, who have shipments of Eastern creamery on the way, state that for late makes they have had to pay 1½c per lb. more in Montreal than for the stocks at present in warehouse here; so that when this arrives it will be quoted at 29c for large and 30c for small. The American meat market shows a slight tendency downwards, and it is expected that prices will continue on the decline until they steady at regular winter prices.

Local wholesale dealers have advanced prices of choice breakfast bacon ½c since last week. Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 15½c per lb; heavy hams, 15½c; choice breakfast bacon, 15½c; short clear sides, 13½c, and dry salt clear sides, 12½c. Armour's white label pure lard, 10 lb. pails, 14c per lb.

Canadian meats are quoted f. o. b. Victoria: Hams 14½c, breakfast bacon 15c, long clear side 10½c; spiced rolls, 12½c; pure lard, tubs, 12½c; do, 3 lb and 5 lb tins, 13½c.

Messrs. R. P. Rithet & Co., Ltd., quote dry granulated in 100 lb sacks at 5½c and extra C at 4½c to the trade.

A small shipment of this season's Valencia rasins has been received by a local importer, which are the first to reach here this season and are held at fancy prices. It will be some time, however, before the wholesale houses receive their stocks for the season. Penderay's soaps are meeting with increased demand. The factory is busy filling shipping orders for country points, as well as supplying the heavy demand from the cities of the province. As dealers better realize that the local factory can turn out an article equal to the best imported goods, they are favoring

it with their trade, and are willing to build up a factory that is a credit to the province.

The Montreal Trade Bulletin says: "The butter market is in a very ticklish position at the present time, and it is a question if prices have not attained their maximum altitude. For a pet September creamery 23c has been paid; but it is said that the purchase would not be repeated. English buyers appear to be out of the market at the moment, as several orders have been cancelled from the other side, and local buyers will not touch creamery at present prices except in small lots to cover immediate wants. Several lots of August creamery have been placed at 22c, and one choice lot at 23c. Early makes, 21c to 22c. The cheese market is dull, and reflects to some extent the weak and unsettled tone of the situation in New York, but more especially on stock below finest. There is quite a difference of opinion regarding values. We quote: Finest Western Sept. 10 3/4c, to 10c; Finest Eastern Sept. 10 3/4c, to 10 1/2c."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27 1/2 @ 23 1/2
Manitoba Creamery, lb.	30 @ 00
Dairy choice	18 @ 22
Cooking	10 1/2 @ 15
Cheese—Canadian, lb.	13 1/2 @ 14 1/2
California	16 @ 00
Eggs, doz.	21 @ 22

Smoked meats and lard are quoted:

Hams	15 1/2 @ 17
Breakfast bacon	15 @ 17 1/2
Short rolls	1 1/2 @ 13
Backs	13 @ 15
Dry Salt, long clear	11 @ 12 1/2
Pure Lard, 50lbs	13 @ 14
20lbs	13 1/2 @ 14 1/2
Lard Compound	10 1/2 @ 11 1/2

Sugar—Jobber's prices 1/2 barrels and kegs in each case being 1/4 higher:

Dry Granulated	5 1/2
Extra C.	5 1/2
Fancy Yellow	5
Yellow	4 1/2
Golden C.	4 1/2
Syrups, per lb.	3

SALMON.

The situation shows no change since last review. The pack of the northern canneries is gradually being brought down to shipping ports. The bark Martha Fisher has completed her cargo and will sail either on the 18th or 19th, for Liverpool with about 32,000 cases.

The market continues strong. Dealers will not quote Sockeye fish for Eastern Canadian market. They report none for sale, and that about every thing will be shipped to the U. K., as previously reported. There is nothing doing in English business as nearly everything packed has already been engaged. Eastern firms are reported to be offering \$5 a case for Sockeye f. o. b. Victoria but there is none for sale.

Cohoos have lately been sold for the Eastern markets from \$4.50 to \$4.75 per case. Some of these are labelled by canners as fall fish, to distinguish them from the standard brands of sockeye fish.

The current quotations in England are reported at 23s ex ship for tails and 27s for flats.

LUMBER.

The British bark Scammell Bros., 1,218 tons, Capt. McFarlane, has completed her cargo at the Hastings Mills, and sailed

October 15 for Wilmington, Del. Her cargo consists of 800,868 feet rough lumber and 4 spars about 90 feet long, measuring 16,088 feet, making a total of 907,554 feet, valued at \$11,763. The cargo is for United States naval shipbuilding contractors. The new schooner Lyman D. Foster is expected at Moodyville at the beginning of this week. The demand for lumber from the Northwest is reported very quiet.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet	\$ 9 00
Deck plank, rough, average length, 35 feet	per M
Dressed T. and G. flooring, per M	19 00
Pickets, rough, per M	17 00
Laths, 4 feet, per M	9 00
Laths, 4 feet, per M	2 00

Loud rumors are current that local lumber dealers are not adhering to the schedule prices. All dealers are supposed to be cutting. Some openly say that the combination is a farce. It is said that certain dealers have given customers quotations in bills, and they go elsewhere for their lumber, all of which plainly goes to show that there is considerable cutting going on. A certain large firm is said to have offered to lay down rough lumber at Caddboro Bay for \$0 per M., and pay cartage charges of \$1.50 per M. The bill amounts to about \$000.

The Victoria Lumber Exchange quotes the following schedule of prices net at yard:

Rough merchantable lumber, per M	\$12 00
Double dressed and edged, per M	22 50
Single	20 00
No. 1 tongue and groove flooring, 1 x 4	22 50
Rough deck plank	14 00
Laths, per M	2 25
Shingles, common, per M	2 25

Eight per cent on all accounts over 30 days standing.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending October 15:—

Date.	Vessel and Destination.	Tons.
11.	Collis, str., Port Townsend	40
12.	Wanderer, str., Port Townsend	41
14.	St. Paul, str., San Francisco	915
14.	Coryphæa, bk, San Francisco	1,133
14.	Havlan Republic, str., Portland	240
14.	R. Holyoke, str., Port Townsend	74
	Total	2,443

The threatened cotton spinners' strike in Lancashire appears to be almost certain; the association having determined to resist the contemplated reduction of wages.

It is said that in view of the rapidity with which the trolley system of electric propulsion is being adopted in Canada and the United States, as well as the increasing use of electric light apparatus in large mercantile, manufacturing and other establishments, insurance managers are considering the advisability of taking concerted action to make special rates for those buildings, and also of having more rigid inspections made. Fire insurance managers consider that not only does the trolley system endanger risks along its line, but those at considerable distance, by the crossing of wires.

BUSINESS CHANGES.

Carter & Tolmie, brewers, Victoria, have assigned.

F. A. Bocklofsky, restaurant, Nelson, has given up business.

Laughlin Jamieson is now operating the Victoria Shingle Mills.

McRae & Co., blacksmiths, Vancouver, succeeded by McRae & Hall.

A. R. Carrington, formerly of Victoria, contemplates opening a general store at Nicola.

John Mahrer takes over the management of the Union Brewing Co., Nanaimo, on Nov. 1st.

Anson Adam Richardson, dry goods, Nanaimo, has assigned to John Ferguson, of Toronto.

The estate of A. Shaw, Nanaimo Electric Light Works, is advertised for sale by sheriff on 29th inst.

E. M. Yarwood and F. McB. Young, barristers, of Nanaimo, have entered into partnership.

J. Smidt has bought from the mortgagee the business of Chas. A. Desky, tobacconist, Victoria.

Hennessey, Winch & Alexander will erect a cannery on Lulu Island above London's Landing, with a capacity of 20,000 cases.

The Coal Hill Kamloops Mineral and Mining Co., Ltd., has been incorporated; capital stock, \$150,000. Henry V. Edmonds, J. A. Webster and J. W. Vaughan, of Vancouver, are trustees.

The New York Life Insurance Co. has opened a general agency in Victoria with Mr. Arthur H. Scelfe as manager for the province. J. Earsman & Co. continue as local agents for Vancouver Island.

The B. C. Cooperage and Jute Co., Ltd., has been incorporated with a capital stock of \$50,000. Vancouver is the principal place of business. B. T. Rogers, Wm. Prentice and Wm. Eastman are trustees.

J. E. Crane & Co., of Victoria, have added a merchantile department to their present business. Mr. John Bennett, of London, Eng., has entered the firm and will have charge of the merchantile interests. He is agent for the following firms. Most of the agencies are for the whole Dominion: Dr. Jaeger's Sanitary Woollen Clothing Co., London Eng., Wiggins, Teape & Co., Ltd., fine linen papers, London, Eng.; Marcus & Co., washable cashmères, Bradford, Eng.; Scott & Co., special Scotch whiskies, Glasgow, Scotland; Miller et Cie, cigars, Grand Canary Islands; Ceylon Tea Plantation Co., Ceylon and English breakfast teas, London, Eng.; Whight & Co., the "Prima Donna" sewing machines, London, Eng. The firm have a representative in London at 11 Bow Lane, Cheapside.

A WONDERFUL ALMANAC.

The publishers of the Montreal Daily and Weekly Star are getting out a magnificent almanac to be known as the Star Almanac, said to be the finest almanac in the world, containing nearly four hundred pages, with colored maps. It is looked forward to with great interest.

# CANADA PERMANENT DALBY & CLAXTON LOAN AND SAVINGS CO.

HEAD OFFICE, CO'S BUILDINGS, TORONTO, ONT

J. HERBERT MASON, PRESIDENT & MANAGING DIRECTOR.

Subscribed Capital.....\$ 5,000,000  
Reserve Fund.....1,502,252  
Total Assets.....P. 12,001,772

This company is now prepared to accept applications for loans upon improved City and Farm Securities at current rates of interest. NO AGENTS' COMMISSION IS CHARGED THE BORROWER. Full particulars on application to

## HEISTERMAN & CO.,

75 GOVERNMENT STREET,

Agents and Appraisers for Victoria District.

BODWELL & IRVING, Solicitors.

Victoria Brewing and Ice Company,

(LIMITED.)

## LAGER BEER.

P. O. Box 216. Telephone 436. Office: Cor. Government and Discovery Sts.

# GREEN & SONS CO'Y,

WHOLESALE

FURS, HATS, CAPS, ETC.

## BRITISH COLUMBIA FALL TRADE, 1892

Men's Furnishings, Merino and Woolen Underwear.

SCARFS, TIES, SHIRTS, COLLARS, WATERPROOF COATS.

WAREHOUSE:

517, 519, 521, 523 AND 525 ST. PAUL STREET,

MONTREAL.

### THE MONETARY CONFERENCE.

At the International Monetary Conference which is to be opened in Brussels on the 22nd November, eighteen powers will be represented. Of these, Great Britain, Germany, Denmark, Sweden, Norway and Portugal use the single gold standard. France, Italy, Belgium, Switzerland and Greece comprise the Latin Union, working under bimetalism, but with certain restrictions regarding silver. Spain, Servia and Roumania have also adopted the money system of the Latin Union. The Netherlands mostly uses silver in circulation, but in 1875 passed a law allowing the unrestricted coinage of gold and suspending silver coinage indefinitely. Russia has the single silver standard. Austria-Hungary has also been a silver country until recently, when legislation was passed looking to the adoption of the gold standard.

Great Britain and Germany are regarded

as being the most strongly committed to the single gold standard. Even with them there is a strong element in favor of rehabilitating silver. This feeling is especially prevalent in English commercial circles. A director of the Bank of England is credited with the assertion that England will stand in with the United States in favor of some monetization scheme for silver. This is contrary to previously received information, and is almost too good to be true. There is, at any rate, room for the belief that the conference will have a decided influence upon international monetary affairs.

The passage through the Suez Canal grows shorter every year. According to the average report the average duration is 24 hours 31 minutes, some 35 minutes less than 12 months ago. The improvement is due to the electric light enabling the vessels to continue their voyage at night.

Real Estate, Insurance,  
Mining & Financial  
**AGENTS.**

-AGENTS FOR-

The Yorkshire Guarantee and Securities Corporation, England.  
Alliance Assurance Company (Fbro), England  
The British Columbia Fire Insurance Company, Victoria.  
The Great West Life Assurance Co., Wimpsey and Victoria.  
The Royal Canadian Packing Company, Claxton, Skeena River.

64 YATES ST., VICTORIA.

## PORTER, TESKEY & CO

210 ST. JAMES ST., MONTREAL.

LIVE DEALERS IN

## FISHING TACKLE

Will find it to their advantage to send their order to us. The largest stock in the Dominion. Agents for H. Milward & Sons, Tackle Manufacturers, Redditch, Eng.

THE BRITISH BARK

## KINKORA

(Substituted for the Valparaiso)

WILL SAIL FROM

## LIVERPOOL

-FOR-

## Victoria AND Vancouver

About the End of OCTOBER.

Freight will be taken at the rate of 12s 6d. per ton measurement; 15s per ton dead weight.

AGENTS: { G. H. FLETCHER & CO.,  
Old Churchyard, Liverpool,  
R. P. RITHEE & CO., L'RD.,  
Wharf Street, Victoria.

## VICTORIA STEAM BAKERY.

### M. R. SMITH & CO.

WHOLESALE AND RETAIL

CRACKER BAKERS,

VICTORIA, B. C.

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

## ALEX. M. LEITCH,

WHOLESALE COMMISSION AGENT,

28 YATES STREET, VICTORIA, B. C.

REPRESENTING:

Erie Preserving Co., St. Catharines; McAlpine Tobacco Co., Toronto; J. & S. Symington, Edinburgh, Scotland; Stanway & Bayley, Toronto.

COMMERCIAL SUMMARY.

The Directors of the Suez Canal have decided to reduce the tolls half a franc on January 1, 1893.

Boise City, Idaho, is now heated with hot water from the hot springs a mile from the city. The cost will be 50 per cent. less than coal.

The medical faculty of Queen's University at Kingston has passed a resolution regretting the action of the medical council in reducing the amount of practical anatomy required of the students.

An extract from the Sydney Morning Herald states that the rock-cutting dredge Possidor, has started work at the entrance of Newcastle Harbor. A trial of the rock-cutter was made and gave every satisfaction. The progress of the work will be watched with interest. The cutters are eight tons each, and remove the rock under water without the use of explosives.

It is said that the new passenger steamer for the World's Fair will be launched about December 1st. Over three hundred men are working on the boat. More than half the frames are up and the steel plates are being put on. She will be the finest passenger boat afloat on the Lakes next season. She will be 362 feet long, 42 feet wide and 25 feet deep.

At present the general merchandise traffic between Chicago and the lower lakes is monopolized by the steamer lines directly owned or in control of the trunk lines. There are over fifty steamers now engaged in it. The announcement that the whalebacks were to compete with the railroad line was made recently by Captain John G. Keith, who had just returned from West Superior.

The Russian duty on foreign-built vessels is 19s to 26 per ton, the rates varying according to size, construction and other details. Hitherto this duty has been made payable immediately. By a recent imperial notification it is now declared that the payment of the duty may be extended over ten years, but must be made in equal annual installments. The unpaid portion of the duty must be treated as a first charge upon the vessel, and this must be secured by a proper insurance upon it. This regulation is declared to be a "temporary measure" enduring only for five years.

A fleet of whaleback steamers will enter into active competition next season with the railroad propeller lines between Chicago and Buffalo for the immense trade in merchandise, flour, pork and other heavy freights which form the bulk of the shipments between Chicago and the seaboard. The steamers for this traffic are now already under construction by the American Steel Barge Company at West Superior, and five or six more will be commenced as soon as there is room in the whaleback yards at that place. These merchandise steamers are 265 feet long and 38 feet wide, and will carry 100,000 bushels of wheat.

The ordinary revenue of the Russian empire for the first six months of this year amounted to 397,500,000 roubles, against 404,000,000, roubles for the same period in 1891. The extraordinary revenue

amounted to 162,000,000, against 19,000,000 roubles in 1891. The ordinary expenditure amounted to 420,000,000 roubles, against 306,000,000 roubles in 1891, and the extra expenditure amounted to 70,000,000 roubles, against 10,000,000 roubles in 1891. The Bourse Gazette says: "The Budget for 1893 will show no deficit. No internal loan will be raised, but credit notes will be issued on the security on the stock of gold. The Finance Minister intends to increase the revenue by indirect taxation."

CLOAKS.

The winter fashions in cloaks have brought no surprises. The novelties visible are in the trimmings and in the modes of using them. The lines of coats exhibited shows an excellent variety, which speaks well for the universal popularity of these garments. Reaser jackets and military coats divide honors. Another favorite is the revised Russian coat with box pleated back. This latter coat is an excellent modification of the Russian garment, for the heavy woolen stuffs suitable for winter do not lend themselves for make up as rigid copies of the original form of this coat.

Capes from thirty-six inches to forty-two inches are still good. It is a garment which is peculiarly fit for early fall wear.

In trimmings for fall, furs, feathers and passementerie are being used in a diversity of ways.

Though there is no lack of varieties in all classes of cloak goods, still nothing distinctly novel is shown.

NOT A GOOD VINTAGE YEAR.

According to the London Wine Trade Review, 1892 will not rank as a good vintage year. The yield promises to be exceptionally small, but generally speaking the quality will be good. The extremes of heat and cold, rather than disease, have caused a diminution in the crop. The scorching of grapes in the claret districts means a small yield of indifferent quality. From Bordeaux it is reported that the vintage is entirely free from mildew. From Rheims it is reported that the champagne will be scarce, but of high quality. A similar report comes respecting Burgundy. The yield of champagne at best will be only one-half of last year's yield, but it will be of excellent quality if the fine weather continues. The Jérez correspondent of that journal expects a rise in the price of the cheaper sherris, the hot weather of August shortening the crop. The Portuguese vintage will be earlier than for several years, and the grapes have a promising appearance. On the Rhine and Moselle the yield will not exceed one-third of the average, but the quality will be good.

The present dull state of the shipping trade in Great Britain is without a precedent.

The iron ferrule, which is now coming into general use for the ends of tubes in the combustion chambers of steamers, is the invention of a British dockyard fitter. He has no patent on the ferrule, and will, therefore, lose a fortune.

FOREIGN MARINE NEWS.

Four steam vessels, the Balena, Diana, Active and Polar Star, will prosecute the South Sea whale fishing. They are being fitted out at Dundee, Scotland.

Excepting her rudder, the Cunard monster steamer Campania is entirely of British construction. The rudder, formed of a single steel plate, is so wide that no British firm possessed the necessary machinery for rolling it, and the work had, in consequence, to be entrusted to Krupp, of Essen, Germany.

An ingenious device was adopted during the recent British naval manoeuvres for the purpose of determining whether or not a torpedo really hits an enemy's vessel and puts her out of action, and thereby avoiding the disputes which have arisen on all previous occasions. Each torpedo boat carried four Flume Mark IV Whiteheads. Instead of the usual wooden heads that are fitted for peace operations, the projectiles were equipped with collision heads weighted with water to represent the explosion charge, and as the new fittings were made of thin copper, they telescoped on impact, and consequently registered the hit. At the rear, a Holme's light was attached, which flamed as soon as the torpedo rose to the surface, and, by indicating the position of the missile, facilitated its recovery.

A WOMAN'S IDEA OF A DRUMMER.

Time was when Sam'l of Posen represented a type of the race known as the drummer, says an exchange. Of course this was to the uninitiated, the woman who was married or in any way related to the drummer himself, knew him for what he was.

Now-a-days, all her ideas have changed, and she thinks of the traveling man as an indescribably fascinating person, who goes about something like the lion of biblical story—not a roaring lion—oh, no! but a lion "seeking whom he may devour." An immaculately attired somebody with nothing to do but be agreeable. A sort of male butterfly that a woman traveling alone must beware of for fear he figuratively and literally sips all her honey.

If any man on the train looks at all flirtatiously inclined, a woman immediately dubs him a drummer and in a half spiteful, wholly womanly spirit, thinks to herself that he had better be thinking of his wife at home, meanwhile, no doubt, meeting his smiling glances half way.

Every uninitiated woman secretly wonders if it is true that a drummer has a sweetheart or wife in every town. Poor, mangled fellows! what does it really profit them to be strictly virtuous.

And there is another side to the picture for every woman and that is the side of the drummer's wife. She is looked upon with pity by some, envy by others and curiosity by all. The woman who dotes upon her husband and cannot allow him one evening out a week, sighs pityingly, "poor thing." The woman who wants a good time and cares not for propriety, sighs enjoyingly, "happy thing," and so it goes, whether you are a drummer or not you are sure to regret it.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

**SUBSCRIPTION - - \$2.00 PER YEAR.**

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D. M. CARLEY . . . . . EDITOR  
L. G. HENDERSON . . . . . BUSINESS MANAGER.  
Office No 77 Johnson Street.

VICTORIA, TUESDAY, OCTOBER 18, 1892.

## THE LIEUT. GOVERNORSHIP.

Mr. Dewdney is then to be the next Lieut. Governor of British Columbia. The *Times* stated that such was the case, the *Colonist*, in its semi-official dispatches from Ottawa, confirmed the rumor, and on Sunday morning it editorially commended the appointment, which it says "will be acceptable to the people of this Province generally." We are not prepared to go so far as the *Colonist* generally in this matter, but we are convinced that the commercial interest of the Province will pronounce strongly in favor of the appointment. Strong opposition was manifested in many quarters to the appointment of Senator Macdonald, and it is beyond doubt that Mr. Mara was not anxious to serve the Province in the capacity of Lieut. Governor. Since the death of Hon. John Robson the belief has been expressed in more than one quarter that Mr. Dewdney was the next best available man. For years he was closely identified with the interests of this Province, and, while he does not represent a British Columbia constituency at present, he never misses an opportunity of putting in a good word for this Province. Of course, his strongly expressed sentiments in favor of cheap labor will make him unpopular with the opponents of Chinese immigration. On the whole, however, it may be said that the appointment is a fairly good one.

## THE SEALING CATCH.

With the exception of the Maggie Mac, whose whereabouts and fate are matters of very grave doubt, the Victoria sealing schooners have either returned from the sealing grounds or the amount of their catch is known. During the season, 65 B. C. schooners left for the North, of which the Ariel, Carmoite, C. DeRant, Henrietta, Maria, Mountain Chief, Oscar and Hattie, Rosie-Olsen, Winnifred and Willie McGowan have been seized, their aggregate take so far as reported being 1,734. The Lotte and Laura were wrecked and, as has been stated, it is feared the Maggie Mac has gone down. The Carlotta G. Cox had the largest take, 2,737, the E. B. Martin coming next with 2,045 skins, other vessels having as follows: Sea Lion, 1,001; Walter A. Earle, 1,806; C. H. Tupper, 1,817; and Niva, 1,748. The total catch of the Victoria boats was 45,412, taken as follows: Upper coast, 24,528; Asiatic, 11,800; lower coast, 4,578. Five

American schooners brought 3,381 skins to the port of Victoria. These it would, however, be much fairer to credit to four vessels, as the Casco only secured one skin. The Victoria vessels averaged 688 skins each. The following figures relating to the Victoria fleet may be of interest: It employed 952 white men and 491 Indians, the schooners carrying 273 boats and 250 canoes. But few of the vessel owners have made any money, in addition to the loss involved under the *modus vivendi* and the action of the Russians, there having been legal expenses and serious pecuniary sacrifices entailed by the seizure of the Coquitlam, the ultimate amount of which is not yet known.

## U. S. NATIONAL BANKS.

The Comptroller of the U. S. Currency has called for a report of the condition of National banks at the close of business on Friday, Sept. 30th. From what has occurred, this demand on the part of the controller is eminently a proper one. The National Banks, despite the presumed security afforded by their name, are no better than they ought to be, and would appear to be by no means as safe. It was only last week that the Port Angeles Bank suspended, and how it may affect its settlements it is yet impossible to see. It is more than probable that one, if not the main, cause of the Bank's embarrassment has been the amount of its funds which have been diverted from their ordinary channels to keep up the real estate boom, which to all appearance has been a good deal upon paper, judging from the amount of "kittelying," which, it is said, has been indulged in. Ordinary "kittelying" is a harmless amusement, but the kind in question tends to wreck fortunes and demoralize things generally.

## FOOD FOR REFLECTION.

A contemporary notes that there are nine classes of people who do a town no good and retard improvement and progress. These are: (1) Those who go out of the town to do their trading; (2) those who oppose improvement; (3) those who prefer a quiet town to one of push and business; (4) those who imagine they run the town; (5) those who think business can be done slyly without advertising; (6) those who deride public spirited men; (7) those who oppose every improvement that does not originate with themselves; (8) those who oppose every public enterprise which does not appear to benefit them; and (9) those who seek to injure the credit of an individual. In this plain, unvarnished statement there is much food for reflection, and the inhabitants of this Province would most certainly benefit by careful consideration of the suggestions, for in all certainty, every class enumerated is numerously represented here. Without specially singling out any section for comment or enlarging upon the general statement, we may well commend it to consideration, in the full conviction that if it be properly regarded there cannot but be the inquiry respecting some of the counts "Is it it?"

## THE HALCYON.

The name of the schooner Halcyon is no new one to Victorians or, indeed, to marine men on the Pacific coast. She has been a sort of "Flying Dutchman" for years. She was here to-day and gone to-morrow, her papers being invariably made out as vaguely as possible, in order that her commission might be a roving one. Her movements, as far as known, have been suspicious, and recently she lay for months in this port only because, it is said, it was unsafe for her to go out, having committed breaches of American law which rendered her liable to confiscation. In process of time, she changed her owners, and having complied with certain formalities at this port, started out again; but, when out of here, whence she came or whither she went was as much a matter of mystery as ever.

Eight or ten days ago, she came into Royal Roads and failing to "enter" as the law stipulates, was seized by the customs authorities. She claimed to have come in under stress of weather, but after four days of an investigation which proved to be of an utterly unsatisfactory character, was fined \$400 or in default to be confiscated. She is more than suspected of having dealt in opium and contraband Chinamen, and, with her past record, it is certain that upon both sides of the line she will be watched as carefully as possible. She is now registered in the name of well known Victorians, whoever her owners may happen to be.

## THE COQUITLAM MATTER.

It will be remembered that misunderstandings arose between the Union Steamship Company, the owners of the steamer Coquitlam, and the parties to whom the sealskins belonged, for the transference of which in alleged to be American waters, she was libelled by the Alaska authorities. On her release on bonds, the Coquitlam came to Victoria but refused to give up the skins, the cause of the difficulty, on the grounds that their owners were responsible for the trouble to which the vessel had been put and that they ought to give security for all fines and damages that had been incurred. Failing of any arrangement, the owners of several of the sealing schooners brought suit to recover possession of their property, the result being that, after hearing argument, Mr. Justice Drake made an order that upon payment into court by plaintiffs of \$9,000, as security for all freight, passenger money, dead freight and demurrage, the Union Steamship Company could establish against the cargo under its charter, the defendants were to deliver up possession of the skins. Messrs. Cox & Hall, the charterers of the vessel, were, under the order, made parties defendant in the action.

News comes from the east that Canadian sugar refiners are heavy sellers to the United States, being able to lay down both yellows and granulated in New York at a profit; which in the case of yellows is said by the St. John N. B. Sun to be \$3.00 per hundred weight.

## BUSINESS! NOT TALK.

In proposing that hereafter the city council should adjourn at 10:30, Ald. Munro is credited with having made the following sapient remark: "There is no hygienic reason why we should stay longer; even the eloquence of Ald. Humber could not keep people who wish to hear the business of the city transacted, any later." What a pity that this consideration did not strike the aldermen before this! It is the most business like thought that seems to have suggested itself for a long time. If less time be allowed for talk, there ought certainly to be more time for work, and that must be done even should not the aldermen have the opportunity to air their eloquence and get off their little set speeches which, report says, some of them are accustomed to prepare in advance and adapt to any topic that comes up. However, they may find that they are inaugurating this reform a little too late, as the movement for the complete reorganization of the council on business principles, it is reported, is making great headway.

## EDITORIAL NOTES.

"WORK or Bread!" is, it is said, going to be the cry of the unemployed workmen in the British metropolis, who threaten to take part in the Lord Mayor's show on the 9th prox, and subsequently hold a meeting in Trafalgar Square.

At a meeting of the London, Ont., Board of Trade, a communication was read favoring some return by the Government to the people in case of loss or damage to registered letters, or packets of any kind. The idea was endorsed by the members, coupled with the suggestion that the Government be asked to reduce the postage on local or drop letters from two cents to one cent.

THE "Society for the Encouragement of Domestic Industries" is the name of a recently formed organization in Montreal, the object of which is to promote the success of the various industries of the Province of Quebec. Such a society would doubtless find a good field for operations in the Province of British Columbia where organized action of the kind contemplated would have excellent effects.

THE Order of Fraternal Guardians another American "benefit" organization has decided to give up business. It was organized in 1880, in Philadelphia, and grew with startling success until the troubles in the Iron Hall and other kindred associations came on. It will be interesting to know how the beneficiaries will come out in the present tangle. This is another instance of the promise to pay \$200 for \$100.

It would seem according to Montreal advices that there is a disposition on the part of American tea merchants to clear out stocks of all available parcels of common Japans, and one large Chicago house has become a purchaser of several thousand packages at prices which Montreal firms evidently regard as high.

These teas have been shipped to Chicago by boat, and as the buyers are credited with being shrewd observers and operators, the transaction is accepted as an indication that values are going to advance, especially as the goods are all of last year's growth.

SINCE the passage of the new Canadian Patent Act there was considerable delay in the issuance of the necessary papers, the necessary models for which it stipulates not having been ready. However, during the period from July 29 to August 24 last there were 483 patents issued, of which 292 were to Americans, 86 to Canadians, 58 to people of Great Britain, and 35 to Germans, leaving only 32 to people of other nationalities. It is anticipated at Ottawa that during the fiscal year ending June 30 last there will be issued a thousand more patents than the annual average.

At the quarterly meeting of the Board of Trade the question of more adequate insolvency laws was discussed, and a committee appointed to wait on the Government and ascertain what remedial legislation the province would be in a position to grant so as to protect merchants against dishonest and unfortunate debtors. On Wednesday the committee waited on the Premier and Attorney-General, who was unable to give them much encouragement, his opinion being that a general insolvency and bankrupt law was necessary, which would have to be passed by the Dominion Parliament.

It was announced the other day, but it was almost as soon denied, possibly in hardly as emphatic and convincing a manner as will satisfy everybody, that the president, editor, and one or more of the directors of a paper published in Westminster were in Victoria seeking to be subsidized with a view to converting their serial into a Government immigration organ. This was followed by the subjoined paragraph in the *Colonist*:—"Mayor Townsend of Westminster denies the statement that the *Commonwealth* are going to start a morning paper. The only connection they will have with it is in their capacity as job printers." Does this mean that once more New Westminster is to have a morning Ministerial paper and that the Kennedy Brothers are not to be allowed to have the field altogether to themselves? This may, too, be a notice to quit to Mr. J. C. Brown, M.P.P.

THE official statement of business failures in Canada and the United States for the nine months ending September 30 shows that in Canada during that period there has been a satisfactory diminution in both the number and amount of commercial failures. For the nine months this year the failures reached 1,287, with liabilities \$9,250,000, and assets \$3,900,000, contrasted with 1,326 in 1891, liabilities \$11,000,000, and assets \$4,612,000. It is worthy of note that in the United States the comparison is quite as encouraging, if, indeed, not more so. There the number of failures for the nine months ended September 30 was 7,378, compared with 8,806 in the same period last year, while

the liabilities fell from \$138,811,000 in 1891 to \$78,971,000 at the close of last month, a decrease of about 44 per cent.; the assets decreasing from \$71,781,000 last year to \$30,200,000 in 1892.

DISCUSSING the question of municipal taxation, the *Winnipeg Commercial* referring to the plan in vogue in the Prairie City, says that "the system is exceedingly unjust, because it compels certain citizens to contribute excessively to the civic exchequer and permits others who should contribute quite as largely to escape with a merely nominal tax or perhaps no tax at all. There is no pretence at equality." Something in this sense was the deliverance, the other day, of the organ of the Single Tax Club, which cited a number of business institutions of more or less importance which were all subjected to the same impost as a condition of their doing business in Victoria. To them the *Commercial's* solution of the difficulty would no doubt supply the remedy demanded, which is to compel all to contribute in proportion to income or profits from their business.

MR. JAMES M. MACOUN, who has been up in the Behring Sea, studying seal life in order to present a report representing the Canadian side of the case, has returned to Ottawa, and is to have a statement ready the first week in December, to be presented to the arbitrators, to whom will be submitted the Canadian and American pretensions. It will be a somewhat curious thing to see how far the findings of the American naturalists, who have also been inquiring into the subject, agree with those of Mr. Macoun. It may be well to remark in connection with a statement published from San Francisco that the American observers had discovered a number of new facts, that Hon. Mr. Tupper discredits the story, it having been agreed at the beginning of the season that nothing should be published until after the reports had been formally presented to the arbitrators. It may be remarked that while Mr. Macoun was in Victoria he knew nothing, he was absolutely as dumb as an oyster.

A CASE of more than local interest is likely to come before the courts in Quebec. A clerk in a prominent dry goods house bought a quantity of liquor, for which he paid by means of a promissory note, which is now due and unpaid. The note has been protested, and the holder has decided to place it in suit. The maker has refused to pay it on the grounds that the liquor sold him was smuggled, and should the case go to court important revelations will be made implicating well-known citizens, including it is said a heretofore supposed upright lumber merchant. So much being alleged it is to be hoped that the authorities will take steps to get at the bottom of the business, even though the parties to the original controversy should happen to arrange matters. In cases like this the Government's motto should be "how to the line let the chips fall where they may!" "Upright" commercial scoundrels are far worse than those whom every one is accustomed to suspect.

## MANIFEST TO ARRIVE.

British bark Chile, 678 tons, D. McKenzie, captain, sailed from London May 27 for Victoria, Turner, Beeton & Co. consignees.

## FOR VICTORIA.

13 cks saltpetre, order; 16 cs spirits, Fell & Co; 100 cs beer, 1 cs, A B Gray & Co; 30 bbls, J H Pleace, Nanaimo; 11 bbls, 3 do, order; 10 bbls, 5 bbls, order; 8 cs chicory, J H Todd & Son; 30 cs wine, 10 cs do, Fell & Co, 3 qr cks wine, 2 cs B Gordon, 8 cs wine, H Saunders; 2 butts wine, 8 qr cks wine, Hudson Bay Co; 15 qr cks wine, order, 18 bales, M W Waitt & Co, 25 cs gin, order; 1 pkg 1 N Hibben & Co; 16 cable chains, P McQuade & Son, 50 cs brandy, Boucherat & Co; 8 qr cks Geneva, 250 cs, Boucherat & Co, 6 bbls, 6 greks, 50 octaves, 10 half octaves, 300 cs, 100 cs, Hudson Bay Co, 2 qr cks Geneva, 50 cs, Fell & Co, 50 cs, B Gordon, 250 cs spirits, 300 cs Geneva, Boucherat & Co, 150 tons pig iron, 20 1/2 tons coke, 500 bbls, 30 cks, 100 cs bottled beer, 5 cks, 3 cks 1 crate, 8 crates, 2 bales, 10 oales, 7 bales, order, 150 cs whiskey, Hudson Bay Co; 30 cs Fell & Co, 15 cs bottled beer, 15 cs, 15 cs, H Saunders; 10 qr cks brandy, 5 octaves do, 5 octaves do, Turner Beeton & Co; 18 pkgs, W F Topping; 1 cs order, 2 drums, 20 kegs, 1 cs, 1 csk, 1 cs, Com. E P Jones, "Warspite"; 4 cks, order; 55 cs bottled beer, B Gordon; 1 pipe wine, 10 qr cks do, 2 pipes do, 5 qr cks do, Hudson Bay Co; 4 qr cks wine, 1 cs, B Gordon, 12 cs wine, Boucherat & Co; 3 cs Heisterman & Co, 3 cs gunpowder, Chas E Tisdale, of Vancouver; 30 cs, 1 cs, Fell & Co, 10 qr cks brandy, 25 cs do, 10 cs do, 1 cs, Boucherat & Co; 5 vats brandy, 2 cs, Hudson Bay Co; 10 qr cks spirits, 30 cs, Turner Beeton & Co; 50 cs whiskey, 10 cs brandy, 1 cs whiskey samples, A B Gray & Co, 67 bbls, 3 cks, Fredk Norris; 100 cs Geneva, 50 cs do, 10 cs cordials, 10 octaves Geneva, A B Gray & Co; 10,000 fine bricks, Turner Beeton & Co; 100 cs, 1 crate, 2 crates, 1 csk, 1 pkg, 5 bales, 1 cs, 1 crate, 1 csk, 1 crate, order; 50 pkgs, 22 pkgs, 108 pkgs, 107 pkgs, 1 bale, order; 42 cs, Cowan & Wilson, 6 cs, 1 csk, L Dickinson, 5 cs, 1 csk, 1 crate, 3 cs, 1 roll, 19 cs, 20 cs wine, order; 25 cs wine, H Saunders; 65 cs whiskey, A B Gray & Co; 64 cs, order; 51 cs, 1 keg, 5 cs, 1 csk, Dixi H Ross & Co, 10 cs, 1 csk 20 cs, order; 20 cs brandy, 1 qr cks, 10 pkgs, A B Gray & Co; 3 cs, 1 crate, Mr Clarke, 150 cs, 100 cs, Turner, Beeton & Co; 32 cs, 10 cs, 70 cs, 16 cs, S Leiser, 40 bxs, order, 1 trunk, Mrs Peacock; 5 cs, Langley & Co; 279 bxs, order, 3 bbls secondhand machinery, 2 pcs do, 1 frame do; 5 pcs do, 1 cs do, 1 pcs do, 6 rolls do, 1 fra ne do, 1 cs do, 1 bx do, 1 pcs do, order, 85 cs, 4 cks, 35 cs, 5 cks, 75 cs, 7 cks, 50 cs, 1 csk, 5 cs 2 cks, 7 cs, 40 cs, 1 csk, 5 cs, 1 cs, 1 csk, 2 cks, 3 cks, 35 cs, Hudson's Bay Co, Vancouver; 182 cs, 26 cks, Hudson's Bay Co, 2,246 bars iron, 65 bars do, 28 steel sheets, 10 bbls do, 1 crate, Albion Iron Works Co; 30 cks, 1 ca, T. S. Fletcher, 1 bale, order, 1,500 pkgs gunpowder, 135 pkgs do, Robt Ward & Co, Ltd; 4 cks, 35 bxs, 10 cs, 25 bales, F G Prior & Co; 110 cks, 18 anvils, 18 do, 20 bbls, 1 do, 1 cs, 24 camp ovens, 24 covers, 126 grindstones, 124 bbls, 588 bars

iron, 21 bbls bar iron, 2,750 sashweights, 5 bags do, E G Prior & Co; 25 cs, Baker Bros & Co, Ltd; 1 cs, Mr Brooke.

## FOR ESQUIMAULT.

6,000 fire bricks, naval storekeeper.

## FOR VANCOUVER.

Five cs bottled beer, 5 cs do, 6 kilderkins ale, 6 do, MacIver Campbell; 1 cs tobacco, Baker Bros & Co, Ltd; 1,131 cks, H Abbott; 25 cs gin, 10 cs bitters, order; 21 cs wine, Hudson's Bay Co; 60 cs, Holmes & Grace; 20 cs whiskey, Hudson's Bay Co; 115 ingots, order; 35 cs bottled beer, Baker Bros & Co, Ltd; 25 cs spirits, 12 cs cordials, order; 2 bxs, Miss Orchard, 20 cs beer, Holmes & Grace; 30 kegs, 110 cs, Baker Bros & Co, Ltd; 50 cs, Baker Bros & Co, Ltd; 5 bbls, 4 cks, Baker Bros & Co, Ltd.

*Victoria Consignees*—Turner, Beeton and Co; Hudson's Bay Co; Boucherat and Co, A B Gray and Co; Fell and Co; B Gordon, H Saunders, M W Waitt and Co, T N Hibben and Co, W F Topping; Com E P Jones, Warspite, Heisterman and Co, Frederick Norris, Cowan and Wilson, L Dickinson; Dixi H Ross and Co, Mr Clark, S Leiser; Mrs Peacock; Langley and Co; T S Fletcher; Robert Ward and Co, Ltd; E G Prior and Co; Baker Bros and Co, Ltd, Mr Brooke; Naval storekeeper, J H Todd and Son; Geo Powell and Co, Vancouver Coal Mining and Land Co, Chas Russell, McDonald and Co, Albion Iron Works Co; Robt Lettice; J D Rae, New Westminster, Mrs Rennie; J H Pleace, of Nanaimo; P McQuade and Son; A Keating; M T Johnson; J Sears.

*Vancouver Consignees*—Hudson's Bay Co; Baker Bros and Co, Ltd; H Abbott; Holmes and Grace; M I Campbell; Miss Orchard; Chas E Tisdale.

## MISDIRECTED ENERGY.

As a general rule, all great instances of success in business enterprise have been the result of what is commonly called vim or push; and, while it is true that these qualities are essential in carrying on business where competition is keen, or where the public must be brought to a sensible knowledge of its needs in a new direction, yet due regard must be paid to the conditions existing or liable to be encountered.

Energy, in its abstract sense, or in its application to business, generally implies a commendable trait as in contrast to slothfulness or laziness, but in some cases, persons endowed with the latter quality come out relatively better than their lively colleagues who happen to be on the wrong track.

A man once planted a large tract of ground with potatoes and produced a most bountiful crop. The location was remote from any market, too far from any possible conveyance. He dug his potatoes, piled them up in a large, long ridge and let them lie and rot. His bodily energy and means would have produced better results in some other locality. The power to comprehend business conditions is just as important as the proper combination of mechanical movements or elements in a successful machine.

Brantford's population is placed by the assessors at 15,236.

## WHOM TO TRUST.

In a most interesting paper recently given to the public, Mr. Kimball, the "credit man" of the big firm of Marshall, Field & Co., Chicago, very aptly explains the reason why some men are worthy of credit while others are not. He shows conclusively why ability and honesty are of more importance in commercial enterprise than capital. At the outset, he takes the ground that commerce and credit are inseparable. When a dealer sells a bill of goods, he sells for either cash or on credit, and sometimes what are frequently looked upon as cash transactions are in reality credit transactions. In no country in the world is credit so generally as lavishly given as in the United States, and therefore every large wholesale establishment employs a person whose special work is to look after the credits of that house. According to Mr. Kimball, the very first point that the credit man wishes to settle in his own mind is that the person applying for credit is honest. That "an honest man is the noblest work of God" is just as true to-day as when those words were first uttered. A dishonest man believes this, although he may not be able to speak from experience, but he learns it by observation. Perhaps the most convincing proof of the correctness of this statement was a remark made by an old merchant to a young man just entering a business career. Said he: "My young friend, honesty is the best policy. I've tried both ways, and I know what I am talking about." The president of the First National Bank of Chicago in a recent address laid down the following axiom: "All good men love the approval of the good, and all bad men are held in check in fear of a good man's reproach." Integrity is the rock on which the vast commercial interests of this world are resting. Unless we have faith and confidence in each other's honesty, there can be no credit, and without credit there can be but little business. A man's ability to conduct successfully the kind of business in which he is engaged is also of very great importance. Ability in the abstract is one thing; ability in the special line of our undertakings is another. Statistics show that out of every 100 men engaged in business less than ten are successful throughout their whole lives, and this is convincing proof that something is radically wrong some where.

"I think," Mr. Kimball says, "that the trouble is that there are so many 'misfits' in business. I have known a good farmer to sell his farm and invest the proceeds in a store, and then make a miserable failure as a merchant, simply because he knew nothing of mercantile life. In order to be a success in any department of life, a person should choose that profession or vocation which is suited to his particular ability. Mercantile life is often entered into by people without any preparatory schooling, and with no reference to fitness. A man with a few dollars can become a merchant. How, then, can it be expected that these men will succeed when they are incompetent? The law of the 'survival of the fittest' dooms most of them to failure."

## A REMARKABLE MINERAL.

Litho carbon, which is a mineral somewhat resembling asphalt, is the most remarkable mineral of its class known. It is claimed that it makes a perfect insulator; that as a paint it will resist heat or gases of any kind; that it is capable of being rolled into a tissue free from odor, and practically indestructible when employed in the production of mackintoshes, canvas belting, waterproof tents, etc. It possesses peculiar powers, enabling it to enter and fill the pores of iron and steel, rendering these metals impervious to acids, etc. It is also said to make common leather waterproof, and it can be applied to wood pulp for the transformation of that material into what looks and acts like ebony or horn.

The saturation of a ship's plates with hot litho carbon frustrates the attack of barnacles, and the plate will neither rust nor foul. A portion of the smokestack of the steamer Dean Richmond, where the heat, through the use of a blower, rises to 300 degrees Fahrenheit, was painted with litho carbon several months ago, and remains undisturbed and unblistered, while other parts of the vessel have necessarily been painted many times.

A piece of sheet-iron covered with litho carbon japan is stated to have been subjected to an actual heat of 115 degrees Fahrenheit, without crack or blister, and remained so tenacious that the iron could be bent at any angle without disturbing the glossy surface. For varnishing railway and private carriages, painting iron bridges, roofs, steamships, houses, etc., this material acts as an insulator, and it is reported that it will neither crack nor blister under any known atmospheric temperature. At great heat, litho carbon will soften, but it will not take fire at any point. If all that we hear of this mineral be true, it will form one of the most widely useful substances of its class known.

## INVESTMENTS OF THE LIFE COMPANIES.

As we have repeatedly pointed out, it is a matter of very grave concern that the life insurance companies of the United States seem to find it necessary to invest their funds so largely in miscellaneous stocks and bonds. Railway and telegraph and transportation companies securities, and bank stocks, are not the most desirable securities for trust-funds designed for the protection of the distant future to tie to. Municipal debentures, school bonds and kindred securities are comparatively safe, while real estate loans, properly made, are also of the same character. We appreciate the difficulty of investing more than eight hundred millions of dollars of assets in gilt edged securities, but the importance of the subject is not lessened by that fact. It will be found on examination that about 40 per cent. of the total assets of the United States companies are invested in first mortgages on real estate, about 0.5 per cent. in municipal and kindred bonds and government securities, while about 27 per cent. is invested in miscellaneous stocks and bonds subject to

daily quotation and fluctuation in the money market. About 6 per cent. is loaned on collateral securities, largely of the latter class, and approximately 10 per cent. is in real estate owned. It requires no superior financial genius to understand that 27 per cent. of the total assets of the companies being in fluctuating securities might, under certain entirely possible circumstances, cause such a shrinkage as to seriously imperil the surplus held. We do not lose sight of the fact—and it is a very important one—that great care and much vigilance is exercised by the executives of the companies in the selection of these miscellaneous securities, but still no man's sagacity is sufficient to tell what the condition of a given railway, or the realizable value of its bonds a year hence may be.

In this connection, it is important to notice, that during the last dozen years the item of real estate mortgages in the schedule of assets has decreased about three per cent., while that of stocks, bonds, etc., has actually doubled its percentage, or gone from 18.5 per cent. in 1880 to 36.5 in 1891. As before stated, over nine per cent. of the latter is in municipal and similar desirable securities, however. This increase has gone on steadily each year for many years, while for the last five or six years real estate loans have varied but little either way. The tendency which we have noted toward increase for a term of years of miscellaneous bonds, etc., and the decrease of real estate loans among the United States companies is also found among the British life companies, though in a less degree. Thus we find that in 1872 the item of "railway and other stocks and bonds and debentures" constituted about 13 per cent. of the assets, while in 1880 it constituted over 16 per cent. On the other hand, first mortgage loans in 1872 were 48 per cent. and in 1880 only 43 per cent. of the assets. The much less rapid accumulation of assets calling for investment among the British than among the American companies of course helps to account for the less marked increase and decrease in the holdings compared.

It is with considerable satisfaction that we note the improved condition rather than the reverse in the investments of the Canadian life companies during the past few years. Thus we find that, while in 1880 first mortgage loans constituted but 24 per cent. of the total assets, in 1886 they had grown to 33 per cent., and in 1891 to 43 per cent. Debentures and bonds and stocks of various kinds made up 47 per cent. of the assets in 1880, 34 per cent. in 1886, and 22 per cent. in 1891. The greater portion of the Canadian companies now have no investments whatever in railway or bank stocks or kindred securities, so that, with one or two exceptions, the above 22 per cent. represents very desirable holdings in first class municipal and town debentures and government securities. That securities of these latter varieties are growing in favor, and careful loans sought on real estate security, is a tendency among Canadian companies to be noted with satisfaction. Too much caution cannot be exercised by the companies in this matter of investment, for it is the bridge to carry safely over an increasing throng of widows and orphans.—*Insurance and Finance Chronicle.*

## WORTHY OF YOUR CONSIDERATION

The *Northwest Trader*, in a recent issue draws a pen picture which many retail merchants might with profit to themselves put into practice. It says Smith and Jones buy their goods at the same place. They are both consumers; they are both "good customers;" there isn't 75 cents difference in the total amount of the goods they buy each week, both pay their debts—always, Smith pays cash on delivery; Jones pays—when he gets ready. Which is the better customer? Now, can there be any doubt on this score? You will all say Smith is, because he pays spot cash. Why that? Because the dealer gets the immediate use of his money, while Jones has the use of the dealer's money. That is true, isn't it? Very well, what does the dealer do, does he charge Jones interest in any way, shape or manner? No, he even sells him goods at the same price he sells Smith. Then the dealer encourages the credit customer and discourages the cash customer, doesn't he? Smith pays cash and pays as much as Jones, who pays in one, two or three months and meanwhile enjoys the use of the money he owes the dealer—another man's money. That is the way, only on a larger scale, that some men get rich on the interest of what they owe.

Now you are a dealer. Figure this up—on an ordinarily good customer and see what it amounts to in a year in your own business. "But I can't sell for cash," you say. Of course you can't and you never will so long as you put cash Smith and credit Jones on the same basis, for Smith is no fool. He learns after a while that he might just as well have the use of your money as neighbor Jones, especially if he doesn't gain anything over Jones (actually loses) by giving you spot cash. Jones gets the "unearned increment" with a vengeance.

Now, grocer, butcher, baker, hardware man, or whatever you may be, is this fair to Smith or fair to yourself? Let Smith pay cash—it is your due and his duty—and let him pay the prevailing market price if possible, but let Jones pay too—something more than Smith pays, to cover interest. In a small business on a small loan for short time money is worth a great deal more than bank interest. It is worth it to you, and Jones is the fellow who ought to make it up to you.

Suppose you don't do this, and suddenly all the Smiths stop paying cash. Then, where are you at? You, of course, go into banks and pay interest yourself on not only the principal that is due you from the Smith and Jones families, but you pay interest also on the interest they owe you. In other words, you pay compound interest for the pleasure of doing business. Now, as business men, are we not chumps—great big, first-class chumps—if we manage our financial affairs in this fashion? And yet how many are there of us who do just this thing. Can't you see any way out of it? Have you thought and toiled and prayed over it? If not, you would better.

It is stated at Buenos Ayres that Dr. Pelligrini will succeed Senor Plaza as Argentine representative in London.

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Martha Fisher	811	Meadowcroft.		Victoria	Liverpool			
Br bark	Glengarry	802	Davidson		Fraser River				

### B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO. FT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	1,485,128	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	1,001,171	9,183	March 25	60s
Am bark	He-per	664	Soderstrom	Feb. 20	Vancouver	Shanghai	754,924	7,781	April 23	50s
Br ship	Angurona	1215	Anderson	Feb. 28	Vancouver	Valparaiso	834,937	7,085	May 20	42s 6d
or bark	Czar	1324	Christophers'n	March 4	Vancouver	Adelaide	1,046,611	10,476	June 7	57s 6d
Nor bark	Agnes	844	Hofgaard	Feb. 20	Chemainus	Antofagasta	602,509	6,415	May 11	40s
Nor ship	Kathinka	1463	Klovenberg	March 12	Vancouver	Melbourne	1,228,925	9,251	May 28	60s
Chil bark	Jadla	953	Funke	Feb. 22	Vancouver	Valparaiso	803,291	7,018	May 10	owners ac
Br bark	Glenbervie	800	Grundwater	March 24	Vancouver	Iquiqui	634,810	7,689	June 8	37s 6d
Br ship	British India	1199	Lines	March 31	Vancouver	Valparaiso	863,868	9,315	July 11	37s 6d
Am schr	W. H. Talbot	776	Ruhm	March 14	Vancouver	Tientsin	1,024,876	10,272	May 28	67s 6d
Am schr	Reporter	333	Droyer	March 3	Chemainus	San Pedro	418,386	3,476	March	Private
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 28	47s 6d
Br bark	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	70,275	7,866	Aug. 31	\$16.00
Br bark	Craigend	2218	Lewthwaite	April 18	Vancouver	Iquiqui-Callao	1,808,000	19,351	July 11	27s 6d & 30s
Br barktn	Toboggan	676	Porter	May 20	Vancouver	Wilmington	682,828	9,330	Sept. 11	\$15.00
Br bark	Thermopylae	948	Winchester	June 2	Vancouver	Yokahama	828,578	8,949	July 22	Private
Nor bprk	Fritzo	1078	Rolfson	May 29	Chemainus	Melbourne	853,121	8,072	Aug. 9	45s
Br ship	Burmah	1617	Newcombe	June 2	Moodyville	Valparaiso	1,289,359	9,833	Aug. 23	35s
Br ship	Crown of Denmark	2029	Smith	June 24	Vancouver	Melbourne	1,850,725	15,435	Sept. 23	37s 6d
Nor bark	Ursus Minor	305	Johnson	June 1	New Westminster	Sydney	481,214	4,393	Aug. 5	37s 6d
Br ship	Karl Granville	1149	Flack	June 16	Cowichan	London	853,857	12,388		62s 6d
Chil bark	Antonietta	889	Stack	June 27	Chemainus	Valparaiso	686,358	9,015		owners ac
Ger bark	Palawan	867	Van Heuvel	July 8	Vancouver	Iquiqui	688,631	7,521		38s 9d
Chil bark	Leonor	801	Jenatsch	July 8	Moodyville	Valparaiso	637,375	6,520		owners ac
Chil bark	Guinevere	960	Glennie	Aug. 6	Chemainus	Valparaiso	762,062	7,612		owners ac
Am bktn	Robert Sudden	585	Uhlberg	Aug. 3	Vancouver	Valparaiso	771,140	8,797		40s
Chil ship	Hindostan	1543	Walsh	Aug. 7	Moodyville	Valparaiso	1,232,386	11,471		owners ac
Br bark	Zebina Gowdy	1087	Manning	Sept. 5	Vancouver	Wilmington	853,218	10,125		\$13.00
Chil ship	Atacama	1235	Caaballero	Aug. 24	Moodyville	Valparaiso	994,491	2,069		owners ac
Br ship	City of Quebec	708	Carnegie	Sept. 6	Vancouver	Adelaide	517,409	4,048		40s
Br bark	Nineveh	1174	Broadfoot	Sept. 3	Vancouver	Sydney	851,900	9,287		owners ac
Am schr	Robert Searles	570	Piltz	Sept. 8	Vancouver	Port Pirie	815,321	5,962		41s 3d
Am ship	George Skolfield	1278	Dunning	Sept. 20	Vancouver	Valparaiso	931,946	81,781		40s
Chil bark	Lake Leman	1035	Bozzo	Sept. 22	Moodyville	Valparaiso	763,839	6,810		owners ac
Br bark	Scamille Bros.	1218	McFarlane	Oct. 15	Vancouver	Wilmington	907,554	11,763		\$11.00
Am schr	Allice Cook	732	Penhallow	Oct. 5	Vancouver	Sydney	919,800	8,338		30s
Nor ship	Morning Light	1310	Johansen		Vancouver	Liverpool				58s 9d
Br bark	Columbus	694	Melhuish		Vancouver	Adelaide				37s 6d
Am schr	Lyman D. Foster	730			Moodyville	Sydney				30s
Nor bark	Benj. Bangs	1118	Bjonnese		Vancouver	Sydney				

VESSELS IN PORT.

(October 17, 1892.)

VICTORIA.

Br. bark Martha Fisher, 811 tons, Capt. Meadowcroft, arrived July 17, loading salmon for U. K. on account of R. P. Rithet & Co., Ltd. Sails Oct. 18 or 19.

Br. ship Persian Empire, 1,532 tons, Capt. Hay, arrived Sept. 23 from Callao for orders.

Br. bark Grasmere, 1,240 tons, Capt. Carter, arrived Oct. 8, from Coquimbo in 57 days, seeking.

Br. bark Archer, 765 tons, Capt. Dawson, arrived Oct. 14, from Santa Barbara, seeking.

VANCOUVER.

Br. bark Fernbank, 1,338 tons, Capt. Boyd, from Glasgow, arrived Sept. 7, with a cargo of general merchandise and water pipes. Bell-Irving & Paterson consignees. Awaiting orders.

Nor. ship Morning Light, 1,310 tons,

Capt. Johansen, arrived Sept. 13, loading lumber for U. K.

Am. bark Highland Light, 1,265 tons, Capt. Herriman.

Br. bark Columbus, 604 tons, Capt. Melhuish, arrived Oct. 9, from Pisagua, loading lumber for Adelaide or Port Pirie.

Am. bark Colorado, 1,080 tons, Capt. Gibson, arrived Oct. 12, discharging bituminous rock.

Nor. bark Benj. Bangs, 1,118 tons, Capt. Bjonnese, loading lumber for Sydney.

Am. schr. Lyman D. Foster, 730 tons, arrived Oct. , loading lumber for Sydney.

NEW WESTMINSTER.

Br. bark Glengarry, 802 tons, Capt. Davidson, arrived Oct. 3, loading salmon for U. K. at Phoenix cannery, on account of Bell-Irving & Paterson.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

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

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

Am. ship Eclipse, 1,536 tons, Capt. Peterson.

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

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

Am. ship Louis Walsh, 1,497 tons, Capt. Gammons.

WELLINGTON SHIPPING.

Am. bark Richard III., 854 tons, Capt. McIntyre.

Haw. bark R. P. Rithet, 1,019 tons, Capt. Morrison, loading lumber for Honolulu.

EAST WELLINGTON SHIPPING.

Am. bark Melrose, 944 tons, Capt. Kalb.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	4,354
Vancouver	7	7,491
Westminster	1	802
Nanaimo	9	11,794
Total	21	24,441
Previous week	20	26,748

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNERS OR AGENTS.	DAYS OUT.
Br bark	Chili	678	McKenzie	May 27	E London	Victoria	Furner, Beeton & Co	144
Chil. bark	Eritrea	1069	Serra	Aug. 20	P Lebu	Moodyville.	R. P. Rithet & Co., Ltd	59
Br bark	River Ganges	842	Budge	July 27	F Rio de Janeiro	Victoria	Findlay, Durham & Brodie	83
Br bark	The Frederick	812	Simpson.	Sept. 2	C Talcahuano	Victoria	Robert Ward & Co., Ltd	46
Br bark	Assel	795	Gilmour	Aug. 19	S London	Victoria	R. P. Rithet & Co., Ltd	60
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver	Bell-Irving & Paterson	103
Br bark	Thermopylae	948	Winchester	Oct. 10	O Hong Kong	Victoria	Victoria Rice Mills	8
Br bark	Mary Low	813	Robertson.	Oct. 5	L Liverpool	Victoria	R. P. Rithet & Co., Ltd	13
Br ship	Kinkora	1799	Lawrence		L Liverpool	Victoria & Van	R. Ward & Co. & Bell-Irving & Paterson	
Br ship	Morayshire	1428	Swinton	Sept.	Q Java	Vancouver		
Br ship	Dynomeno	1920	Walker	July 24	A Rio Janeiro	Vancouver		86
Br schr	Americana (new)	1250			T Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	
Am ship	Topgallant	1229	Jackson	Aug. 17	H Honolulu	Nanaimo		62
Br ss	Empress of Japan.	3003	Lee	Sept. 7	B Hong Kong	Vancouver	C. P. S. S. Co	10
Br bark	Lebu	726	Thorburn		Rio Janeiro	Royal Roads		
Br atr	Salado	1405	Crouch	Sept. 13	Newport, Eng.	Victoria		35
Br ss	Tacoma (ex Batavia)	1862	Hill		I Hong Kong	Victoria	N. P. S. S. Co.	
Br ss	Zambesi	1580	Edwards	Oct. 6	J Hong Kong	Victoria	N. P. S. S. Co.	12
Br ss	Empress of China	3003	Tillot		K Hong Kong	Vancouver	C. P. S. S. Co	
Br ship	Blair Athole	1097	Taylor		Java	Vancouver		
Br ship	Abeona	970	Black	July 31	D Taltal	Vancouver		79
Br bark	Java	890	Harder	Oct. 3	Cardiff	Esquimalt	Naval Storekeeper	15
Br bark	Geo. Thompson	1128	Young	Aug. 27	H Sydney	Royal Roads		52
Br ss	Victoria	1992	Panton		M Hong Kong	Victoria	N. P. S. S. Co	

P—To load lumber for Valparaiso on owners' account. S—Aug. 21 passed Beechy Head. T—To sail about October 15. Going into the Pacific coast trade. E—Passed Deal May 29, spoken July 2, lat. 3° N., long. 24° W., chartered for salmon to London. F—Spoken July 28 lat. 29° S., long. 48° W. Chartered for salmon to London at 37s 6d. To arrive in November. B—Sailed from Yokohama Sept. 20. I—To sail Dec. 1. Via Yokohama Dec. 15. C—Salmon to London at 35s, Sept-Oct. loading. N—July 9 passed Dover. Cargo of raw material for Canada Paint Company. J—Via Yokohama Oct. 18. O—Cargo of 1,150 tons rice paddy. L—To sail about the end of October. Q—Cargo of 2,000 tons raw sugar. A—To load lumber. D—Chartered to load lumber for Port Pirie. G—Via Yokohama Oct. 17. H—To load lumber at Westminster. K—To sail Nov. 2. Via Yokohama Nov. 11. M—To sail Nov. 3. Via Yokohama Nov. 17.

#### SHIPPING INTELLIGENCE.

The Fingal, 2,485 tons, has gone from Vancouver to Tacoma to load wheat for Cork, U.K., Havre, Antwerp or Dunkirk at 26s 3d.

The British ship Chili, 678 tons, Capt. McKenzie, from London, is now out 144 days, and is expected shortly.

#### FREIGHTS.

The situation in the freight market is much the same as last week, almost nothing doing in lumber freights.

Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 37s 6d; Sydney, 30s; Melbourne, Adelaide or Port Pirie, 35s to 37s 6d; United Kingdom, calling at Cork for orders, 56s; Shanghai, 45s nominal and Yokohama, 40s nominal.

Grain freights from San Francisco to the U. K., Cork for orders, continue steady

at 25s. There has lately been a brisk demand in the Columbia River, and rates have advanced closing at 6s; Tacoma, 27s 6d nominal.

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

The statistics of the Newfoundland fire are published. The number of families burned out was 1,874; the number of persons, 10,234; the number of houses destroyed, 1,550.

Mr. Russ. H. McMillen, has been appointed agent for Bradbury, Greatorex & Co., Ltd., general dry goods, of London, England. Leaf & Co., Ltd., of London, his former agency, have amalgamated with Pawson & Co., Ltd., which firm is withdrawing all colonial representatives, and in future will only trade with wholesale houses.

#### BRITISH BARK MARTHA FISHER.

Outward manifest from Victoria to Liverpool

CASES.	Value.
S. D. Neptune Brand	4,387
Laidlaw & Co., Dominion brand	2,109
C., Cascade Packing Co.	2,500
W. K., Wannuck Packing Co.	4,802
F. D. B., London, Fraser River Cannery	1,706
E. T., H.	1,700
Harlock Packing Co.	1,715
E. T., W.	1,704
C., Cascade Packing Co.	1,452
Wellington Packing Co.	1,704
Low Inlet Packing Co.	1,999
Diamond C., Skeena Packing Co.	2,390
L. I. C., Lowe Inlet Packing Co.	1,131
S. C., Skeena Packing Co.	640
S. P., C. Skeena Packing Co.	878
S. C., Skeena Packing Co.	3,365
Total	24,002
Value of salmon cargo	\$163,454.
Also 2 bxs personal effects, 1 bx syphons, 6 ox whalebone—value	\$906.
Total value of cargo	\$164,360.



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