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Vol. III.

VICTORIA, B. C., TUESDAY, NOVEMBER 27 1893.

No. 35

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COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, Nov. 14.

VICTORIA.

There is no change in the general situation. The markets are dull, with only a consumptive trade in general lines of merchandise. Trade is reported fair in nearly all lines, and, although money is still tight and collections reported slow, there seems to be a very fair amount of money moving. The payment of taxes at the end of last month drew in a large sum for a time, but this is gradually going into circulation again. The ss. Warrimoo, arrived Nov. 8, from Sydney and Honolulu, with a general cargo. The wholesale trade report that country buyers are confining their purchases to near by wants which necessitates steady ordering. It is believed that the conservatism which has characterized the retail trade for some time past will continue throughout the winter, and jobbers expect that their trade will be steadier this winter than last. The San Mateo will be repaired at this port and will be the means of putting a considerable sum of ready money in circulating channels.

The Vancouver News-Advertiser says: "Business generally has continued steady, and owing to the change in the weather, a good trade has been done in boots and shoes, and dry goods. The shipping trade has been brisk during the past week. Both the China and Australian steamers are now in port, while there have also been several additions to the lumber fleet. The lumber trade is at last beginning to show some signs of improvement, and four new charters are reported. A large shipment of lumber will be made to Australia by the Warrimoo, while the Eastern demand for lumber and shingles has also increased. Wholesale business remains very fair. The chief feature this week is the arrival of a large shipment of Australian fruit."

#### GROCERIES AND PROVISIONS.

Smoked meats are of a somewhat easier tendency in Eastern Canada, although there have been no changes made in jobbers' quotations here. Orders for carloads

can now be placed with eastern packing houses at slightly less figures than a week ago. Supplies of fresh eastern creamery butter are on the market, and large tubs are quoted at 28c per lb. Five carloads of new season's dried fruits are on the way from the east, and are expected here about the beginning of next week. The range of values in quotations is governed by the quality of the goods.

New season's dried fruits are quoted:

Valencia raisins	per lb	\$ 6	¢ 7
Malaga raisins	per box	3 00	¢ 3 25
Currents (barrel)	per lb	51	¢ 6
" (cases)	per lb	61	¢ 7
Sultana raisins	per lb	10	¢ 12½
Taragona almonds	per lb	11	¢ 15
Filberts	per lb	13	¢ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27	¢ 28
Manitoba creamery, 10-lb tins	28	¢ 28½
" " dairy	20	¢ 23
Cheese—Canadian, lb	12½	¢ 11
California	16	¢ 18
Eggs, case, per doz	22½	¢ 23
Smoked meats and lard are quoted:		
Hams	16	¢ 18
Breakfast bacon	17	¢ 18
Short rolls	11	¢ 15
Dry Salt, long clear	11	¢ 10
Pure Lard, 50-lb	151	¢ 00
" " 20-lb	152	¢ 00
" " 10-lb	153	¢ 00
Lard Compound, 10-lb	13	¢ 13½

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

Dry Granulated (China)	6½
Dry Granulated	6½
Extra C	5½
Fancy Yellow	52
Yellow	52
Golden C	54
Syrups, per lb	3
" 1 gal. tins, American	6 50
" " "	5 75
" 1 " Vancouver	5 50
" 1½ " "	7 00

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

Helmet brand sugar cured hams, medium	0 16½
" " " heavy	0 16
" " " breakfast bacon	0 00
Fancy Gold Band hams	0 15½
" " " breakfast bacon	0 21
White Label pure leaf lard, tierces	0 15
" " " 50-lb tins	0 15½
" " " 20-lb "	0 15½
" " " 10-lb "	0 15½
" " " 5-lb "	0 15½
" " " 3-lb "	0 15½

#### FLOUR AND FEED.

Jobbers' prices for Snowflake flour have been further reduced to \$1.20 per bbl. Wheat is quoted a little lower. California oat meal and rolled oats are also quoted lower than formerly. Jobbers are still quoting Manitoba Hungarian at \$1.65, but a reduction is expected shortly when stocks purchased at the recent decline arrive.

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

Ogilvie's Hungarian	\$1 25
" Strong Bakers	1 05
The Columbia Flouring Mills quote	
Enderby flour in carload lots on wharf	
Premier	\$1 15
XXX	1 00
Strong Bakers or XX	3 65
Superfine	3 30

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 1 50	¢ 0 00
Lion, " "	1 50	¢ 0 00
Premier, Enderby mills	1 50	¢ 0 00
XXX, " "	1 35	¢ 0 00
XX, " "	1 00	¢ 0 00
Superfine, " "	3 65	¢ 0 00
Ogilvie's Hungarian	1 65	¢ 0 00
" Strong Bakers	1 50	¢ 0 00
H. B. C. Fort Garry Hungarian	1	¢ 0 00
" " Strong Bakers	1 50	¢ 0 00
Oak Lake Patent Hungarian	1 65	¢ 0 00
" " Strong Bakers	1 50	¢ 0 00
Regina Hungarian	1 65	¢ 0 00
" " Strong Bakers	1 50	¢ 0 00
Benton County, Oregon	1 25	¢ 0 00
Portland Roller	1 25	¢ 0 00
Snowflake	1 20	¢ 0 00
Itoyal	1 25	¢ 0 00
Wheat, per ton	29 00	¢ 30 00
Oats	30 00	¢ 32 50
Oil cake meal	15 00	¢ 00 00
Chop feed	28 00	¢ 30 00
Shorts	28 00	¢ 30 00
Bran	25 00	¢ 27 50
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	25 00	¢ 28 00
California oatmeal	3 75	¢ 0 00
California rolled oats	3 80	¢ 0 00
Corn, whole	per ton	37 50
Corneal	2 75	¢ 3 00
Cornmeal-feed	per ton	40 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	\$ 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

#### FRUITS AND VEGETABLES.

The feature of the market was the arrival of the ss. Warrimoo, on Oct. 8, with supplies of Australian and Hawaiian fruit. There was only a small lot of Australian oranges and lemons received which were all sold the day of arrival at \$2.50 a case, and the wholesale market is now bare again. Bananas are in good supply, and down again to \$1.75 and \$2.00 for prime bunches. Pine apples are quoted from \$3.50 to \$4.00 per dozen, but demand is light. Eastern Canadian apples are shortly expected. California lemons are somewhat cheaper and pears are a little higher. Silverskin onions are also reported firmer.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian	2 50	¢ 0 00
California	3 25	¢ 0 00
Lemons—California	3 50	¢ 4 50
Australian	2 50	¢ 0 00
Bananas	1 75	¢ 2 00
Apples	bxs 1 25	¢ 1 50
Pears	1 50	¢ 1 75
Grapes, California	1 00	¢ 1 25
Cocoanuts	per 100	8 00
Pineapples—sugar	per doz	3 50
Hawaiian	per doz	0 00

Vegetables are quoted:

Potatoes—Local	per ton	17 00
Onions—Silverskins	per lb	2

#### LUMBER.

There have been two arrivals: The Am ship Benj. Sewell, 1,361 tons, Capt. Sewell, arrived Nov. 8 at Vancouver to load for U. K. at 55s., and the Am. ship Snow & Burgess, 1,578 tons, Capt. Mortenson, arrived Nov. 11 at Vancouver, to load for

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 October, 1893:

IMPORTS.

	VICTORIA	VANCOUVER	WESTMINSTER	NANAIMO	TOTAL
Dutiable Goods	\$204,251 00	\$ 87,736 00	\$ 17,653 00	\$ 11,703 00	\$350,343 00
Free Goods	21,017 00	50,953 00	12,710 00	5,032 00	92,712 00
<b>Total Imports</b>	<b>\$225,268 00</b>	<b>\$138,689 00</b>	<b>\$ 30,363 00</b>	<b>\$ 16,735 00</b>	<b>\$411,055 00</b>

REVENUE.

Duty Collected	\$ 70,835 03	\$ 30,986 51	\$ 14,787 63	\$ 4,551 62	\$121,160 81
Other Revenue	1,383 36	3,936 48	70 90	461 62	8,855 36
<b>Total Collections</b>	<b>\$ 72,218 41</b>	<b>\$ 34,922 99</b>	<b>\$ 14,858 53</b>	<b>\$ 5,016 21</b>	<b>\$137,016 20</b>

EXPORTS.

The Mine	\$ 32,425 00		\$ 75,105 00	\$212,981 00	\$350,511 00
The Fisheries	513,853 00	\$ 77,302 00	176,290 00		1,067,355 00
The Forest	11,763 90	25,711 00	845 00		41,322 00
Animals and their produce	10,267 00	237 00	700 00	10 00	17,250 00
Agricultural	6,495 00	3,606 00	12 00	13 00	12,027 00
Manufactures	12,830 00	1,916 00	2,803 00	205 00	17,754 00
Miscellaneous	66,267 00	103 00			66,370 00
<b>Total Exports</b>	<b>\$662,801 00</b>	<b>\$110,944 00</b>	<b>\$555,665 00</b>	<b>\$243,212 00</b>	<b>\$1572,622 00</b>

\$109 gold coin and \$130 silver coin.

INLAND REVENUE RETURNS.

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

Victoria Division—Comprising all of Vancouver Island:

Spirits	\$ 8,391 01
Malt	2,380 80
Tobacco	4,562 63
Cigars	915 90
Petroleum Inspection	103 28

Total.....\$16,146 62

WAREHOUSED. EX-WAREHOUSED.

Spirits	5,682 84	p. gals	5,595 89
Malt	155,010	lbs	119,040
Tobacco	12,889	lbs	18,250
Raw	2,069	lbs	2,068
Cigars	21,450		16,250

Balance in warehouse:	
Spirits	16,127 72 P. gals
Malt	62,000 lbs
Tobacco	12,389 lbs
Cigars	92,850

Page's interest in the firm of Page & Winnett. The firm will hereafter be known as Winnett & Cooper.

The Hotel Mission, Mission City, has been completely destroyed by fire. Loss on building \$11,000, furniture \$4,000. John Morrison was manager of the house, which was owned by H. B. French.

The Albion Iron Works have secured the contract for the repairs to the damaged collier, San Mateo, which are to be completed in 21 days.

S. M. Okell, of the Okell & Morris Fruit Preserving Co., Victoria, has been appointed the delegate of the B. C. Fruit Growers' Association to the Pacific Northwest Fruit Growers' Convention, which will be held at Spokane Feb. 7, 1894.

D. W. Gillies, formerly book-keeper for the B. C. Cattle Co. at Vancouver, has been promoted to be manager of the company at Victoria and Vancouver. R. L. Cawson will confine his attention to the companies ranches in the Okanagan district.

The barks Formosa and City of Carlisle have almost completed their cargoes of salmon for England, and will probably sail this week. The Steveston Canning Co. shipped 7,300 cases of salmon to Tacoma on Nov. 9 for transhipment to Liverpool, via sailing ship.

Scotland has a bank, or branch bank, to about every 4,000 population, the depositors who have not more than \$500 to their credit on deposit receipt or current account number 25 per cent. of the total, yet the aggregate deposits amount to \$460,000,000, which is \$120 per head of the whole population.

The ss. Warrimoo, Capt. Arundell, arrived Nov. 8, from Sydney, and Honolulu with the following cargo for Victoria: 1,300 crates, 400 bunches bananas, 15 crates pines, 11 cases honey, 24 cases wine, 60 cases of fruit, 7 cases meats and 27 bundles skins. For Vancouver—509 cases of meat, 145 cases fruit, 20 carcasses mutton, 8 bales skins, 172 bales wool, 29 cases wine, 187 bunches of bananas, 362 boxes do, 18 boxes pines, 12 boxes honey, 150 bags sugar, 2,000 bags rice and 85 sacks bran. In this list there is included the imperishable cargo of the stranded Miowera, taken on at Honolulu,

BUSINESS CHANGES.

F. Stirsky, watches, has again opened in Westminster.

John Peterson, hotel, Kamloops, succeeded by M. McCarty.

J. Harling, cigar manufacturer, Vancouver, is out of business.

Cash & Ellery, hotel, Westminster, have sold out to A. Vachon.

J. D. Ross, tannery, Kamloops, advertised for sale by the sheriff.

Geo. J. Kanares, restaurant, Victoria, sold out to Wm. H. Shjured.

The Burrard Inlet Red Cedar Lumber Co., are seeking incorporation.

Cornell & Burnyeat, civil engineers, are opening a branch at Fairview.

Spink & Atkinson, hotel, Blaine, have dissolved. J. B. Atkinson continues.

Rahy Bros., fancy goods, have opened in Victoria, at 160 Government street.

Stradthagen & Garland, grocers, have opened in Victoria at 165½ Douglas street.

Verdeau & Co., fish peddlers, Victoria, have dissolved. John Anestaew continues.

The furniture and fittings of the Colonial Metropole hotel are advertised for sale by auction.

H. V. Wier and E. W. Bremner, produce and fruits, have opened in Victoria, at 19 Yates street.

Joseph McAllan, shoemaker, from Marysville, Cal., has opened in Victoria, at 81½ Yates street.

J. W. Creighton, tailor, Victoria, has bought the stock of J. C. Leask, who was closed by mortgagee.

A. R. Exley, & Co., grocers, Nanaimo, have sold out to John Nicholson, who is closing out the business.

J. D. Pemberton, of Pemberton & Son, Victoria, is dead. The firm are owners of a large block of land in Victoria city and district.

W. R. Megaw, has sold out his interest in the Vernon News to John A. McKelvie. The publishers are now Henderson & McKelvie.

George Cooper has purchased C. M.

Santa Rosalia. The Am. schr. Louis, 420 tons, Capt. Hatch, sailed from Vancouver Nov. 7 for Iquiqui with a cargo of lumber. The Salvator has also sailed again from Royal Roads to Port Pirle. There are no new charters to report.

There are at present five vessels aggregating 5,074 tons, loading at British Columbia ports for foreign.

At Victoria—American schooner John D. Lallant, 53 tons, for Australia. At Vancouver—Nor. ship Germanic, 1,269 tons, for Cork, U. K., for orders. Am. bark Reporter, 333 tons, for Japan. Am. ship Benj. Sewell, 1,361 tons, for Cork, U. K. Am. ship Snow & Burgess, 1,578 tons, for Santa Rosalia.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet. \$ 8 00  
 Back plank, rough, average length, 35 feet per M..... 00 00  
 Dressed T. and G. flooring, per M..... 00 00  
 Pickets, rough per M..... 9 00  
 Laths, 1 feet, per M..... 00 00

The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7 per M ft; rough clear, \$14; ship lap, \$9; floating and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.50; lath, \$1.50.

James Hartney has contracted to get out 136,000 lineal feet of poles for the copper mines at Santa Rosalia.

It is announced that claims aggregating over a million dollars have been filed by Victoria sealers in the hands of Collector of Customs Milne, the bulk of which have already been forwarded to Ottawa for transmission to Washington. These are for compensation for their exclusion from Behring Sea during 1892 and 1893, pending the arbitration recently concluded between the United States and Great Britain. The claims against the United States have been made out in minute detail, one for each schooner for each year, and it is to be hoped will be considered and settled without undue delays on the part of the Americans who, we, however, expect to see raising all possible objections, as is their custom when called upon to make reparation for damages done to other nations.

# SAVE FUEL

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COVERING

-YOUR-

## Steam Pipes, Boilers

AND ALL

## Heated Surfaces

-WITH-

# MINERAL WOOL

## Sectional Covering.

-BEST-

## Fire-proof Non-Conduc- tor at present known.

EASILY APPLIED.

## Asbestos Goods

OF EVERY DESCRIPTION.

# CANADIAN MINERAL WOOL CO., LIMITED.

## 118 BAY STREET, TORONTO.

### DILIGENCE IN BUSINESS.

In these days of hurry and strife for supremacy in business life it is more than ever necessary that a man should be diligent in his business and attentive to even the smallest detail. On all sides are evidences of success of men who started in life as poor boys, but who are now the responsible heads of large establishments. In some instances this has been attained through having better chances at the start, but in the great majority of cases they have striven after their high positions and have endured many hardships to overcome obstacles. They have been diligent in business and are now reaping a richly deserved reward.

In these days it may be harder in some respects for a young man, and in fact any man in business to make a great success because of the vast amount of competition that has to be met. It needs men who will not give up for anything to battle against this competition, and necessity demands that close attention must be given to the slightest details, and that everything should be done carefully, so that nothing that may be of advantage should pass by. The cost must be measured in every transaction. The little items should be looked after, because each one of them though apparently not of any consequence in itself, helps to count up on either side of the balancesheet.

No dealer who expects to succeed has any use for the "tricks of the trade" as he well knows that instead of aiding they retard his ultimate advancement. If a customer finds that he is not being treated fairly he will leave in an instant. It does not pay, and bright business men have come to recognize this fact. It is best to give all you can for the money and you will hold customers by doing so. Don't run down another man's goods in order to make a sale. If a neighbor has poor stock the customer will find it out if he tries them.

Business men should work together as much as possible to make the standard of business principle as high as possible. Let a man start out with fixed principles and with the determination to do what is right to all, and he is bound to succeed. He needs to look out for his business and see that those who are under him are as honorable in every way. A man who does that will find friends both with customers and fellow business men.

All lines of business must run systematically to attain the best results. It will not do to let one thing after another pile up until one is literally snowed under. It is best to go through with everything in a systematic manner. Take up each item in its regular order, and work while you work. Recreation that is taken when you are conscious that you have done the work of the day faithfully is always sweet. Always be on the lookout for chances to improve methods in business, and keep up with the times in all lines.

There are numerous ways in which business must be watched. There are new articles coming up continually. Some

ESTABLISHED 1858.

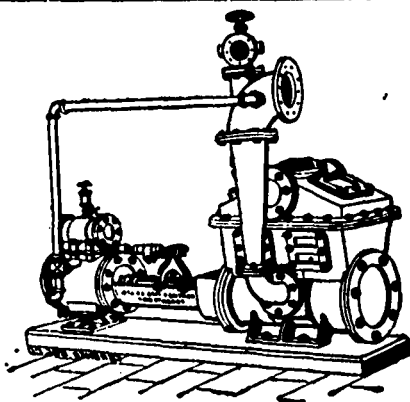
# LANCLEY & CO.,

## Wholesale

## Druggists

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### VICTORIA, B. C.



### ONE OF OUR

Independent  
Condensos  
and  
Air Pumps  
will help  
Profits.

### NORTHEY M'FG CO., LD.,

### TORONTO, ONT.,

### FOR PARTICULARS.

of them possess merit and some do not. It is a study by itself to find out which are the best to handle. Much may be gained or lost in this respect. One must love the business he is engaged in, and seek to make it all it should be. The mark of excellence cannot be placed too high. Reward for his labors is sure to come to the diligent man and the statement is verified by examples to be seen all around us.—Retail Grocers' Journal.

Butyric acid in dangerous quantity is said to result from eating figs and cabbage at the same meal.

**DALBY & CLAXTON A. RAMSAY & SON, MONTREAL**

Real Estate, Insurance,  
Mining & Financial

**AGENTS.**

—AGENTS FOR—

The Yorkshire Guaranteo and Securities Corporation, England.  
Alliance Assurance Company (Fire), England  
The Albion Fire Insurance Association, Ltd., England.  
The Great West Life Assurance Co., Winnipeg and Victoria.  
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.**

**INVENTORS' RECORD.**

The following list of United States patents, granted to Canadian inventors, Oct. 10, 1893, is expressly reported for THE COMMERCIAL JOURNAL by James Sengster, solicitor of patents, Buffalo, N. Y.:

Thomas H. Allen, Toronto, railway brake.

Christian H. Dorewend, Toronto, telephone attachment.

Francis Freeze, Lowell, Mass., assignor to the Goodyear Shoe Machinery Company of Canada, Montreal, sole-chaneling machine—two patents.

Hamilton A. Jukes, Winnipeg, dry closet or comode—reissue.

George S. Kurr, Toronto, saddle for velocipedes.

Malcolm E. Robb, Knowlton, vehicle spring.

Total issue, including patents, designs, trade marks and reissues, 483.

GRANTED OCT. 17, 1893.

Alfred E. Ahrens, Stratford, securing dental suction-valves to plates.

Jay S. Corbin, Prescott, hardening harrow disks.

Walter Greaves, Ottawa, fishing basket.

Robert W. King, Montreal, transferring mechanism for knitted work.

Saul Laporte, assignor of one-half to J. Courville, Ottawa, dial fastening for watches.

John D. McEachren, Galr, steam boiler cleaner.

Samuel Murray and Charles Epps, St. George, lard or butter cutter.

Asa Mutchenbacher, Rosseau Falls, boom chain.

Alfred J. Saunders, Port Arthur, bed for mortising machine.

John H. Smale, St. Thomas, wagon bolster spring.

Total issue, including designs, trade marks and reissues, 461.

**TACOMA TRADE.**

Business appears to be improving, according to a recent issue of the *West Coast Trade*, it has shown good volume and includes many satisfactorily large orders from country surrounding dealers, both at near-by points and further away. From the western portion of the state collections, too, have universally improved, owing to the more satisfactory outlook for lumber products, coupled with eastern orders now coming to hand in sufficient numbers to start the idle works with flattering promises of a very



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ESTABLISHED 1842.

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**UNICORN READY-MIXED PAINT  
RUSSIAN PURE LEAD  
UNICORN PURE LEAD  
UNICORN VARNISHES  
CRESCENT STAR VARNISHES, ETC., ETC.  
WINDOW GLASS, ART GLASS MIRROR  
PLATES, ETC.**

Special freight rates made for British Columbia.

**"PRISM."**



BRANCH:

Hastings Street, Vancouver.

These are two of the well known brands of

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**J. Piercy & Co.,**

*Wholesale Dry Goods,*

Gents Furnishing Manufacturers

**25, 27 & 29 YATES ST.,**

**VICTORIA, B. C.**

active season. East of the Mountains, however, the situation is less encouraging, the continued rains have prevented farmers from securing a splendid wheat crop, and conservative estimates seem to point to losses of at least 75,000 tons. Taken altogether with the low price of the commodity and an inclination on the part of farmers not to sell, it is almost impossible for merchants to enforce collections, and the result is unfortunately retarding business prospects there materially. Returning visitors from all portions of the country are of the same opinion regarding the relative merits of Tacoma and her financial, commercial and industrial situation as compared with other places visited, and that opinion is favorable. Much suffering has been caused by the universal hard times, to be sure, but they are swiftly passing and the people are in a condition to take hold again with renewed energy, and by the exercise of zeal, tempered with the caution begot by experiences, the city will be steadily forced to the front, with her claims for supremacy based upon her commerce and manufacturing interests.

Oregon and Washington hop growers seem disposed to hold their crops for better prices. Thirty cents per pound is the goal aimed at by many.

**ALLIGE & AULT,**

**WHOLESALE**

**Produce and Commission Merchants.**

**75 WHARF STREET, VICTORIA.**

**JUST RECEIVED**

A carload of Clover Leaf Creamery Butter which was awarded the medal and diploma at the World's Fair, Chicago, 1893.

**A. LEOFRED,**

(Graduate of Laval and McGill.)

**MINING ENGINEER.**

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Special attention to Canadian and Foreign Collections.

Fire in Horsey's block, Bowmanville, last week, caused damage to the extent of \$17,000. Mason & Dale's hardware store was considerably damaged by smoke and water.

The crop of Zante currants is now placed at 170,000 to 180,000 tons, but some English authorities assert that the very low prices will be likely to put the entire crop into consumption earlier than has occurred for lighter crops in previous seasons.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, NOVEMBER 14, 1893.

## THE WARRIMOO MATTER.

As was predicted in these columns, the Canadian-Australian Steamship authorities or rather those who at Vancouver are at the head of the Canadian Pacific Railway Company's marine service and its connections have found a scapegoat for their own wilful and deliberate attempt to give Victoria the go-by on the occasion of the incoming trip previous to the present one of the steamship Warrimoo. The scapegoat upon which they cast their own sins and which, having had them duly placed on his shoulders, has been turned out into the wilderness, is Captain Arthur, the Warrimoo's able commander. This, moreover, has been done despite the resolution of the B. C. Board of Trade and the accompanying speeches of the members which intimated that he was not regarded as in any way responsible for the delays to which freight for Victoria and Puget Sound had been subjected. The course of Messrs. Huddart, Parker & Co. would serve to indicate as if they had at the mere dictation of one or two of the C. P. R. Co's officials, supplemented by the burden of the fine to which those officials had caused the steamship to be subjected, deposed and degraded a gentleman, a brief acquaintance with whom had impelled our business men to respect and esteem. And it would not be too much to say that the men to whom James Huddart & Co. have lent so ready an ear are little short of despised and distrusted by the majority of the business men of Victoria. Moreover, it will be remembered that from the commencement of the negotiations, according to Hon. Mackenzie Bowell, the only people who stood in the way of the company by which the present Australasian service is being performed were the heads of the company whose upper servants caused the trouble.

We were glad to hear the *Colonist's* indignant protest against the injustice which has been done to Captain Arthur and the serious injury that, so far as Victoria business is concerned, has been done the Huddart line, and we heartily join it in its expression of belief that "if he (the captain) lost his ship on account of anything that happened in Victoria he is made to suffer, not for his own fault, but for the spiteful meddlesomeness of others." Moreover, unless the company are in a position to specify some other reason for their harshness the business men of Victoria can come to no other conclusion than that they and their resolution on the subject have been deliberately insulted and treated with contempt. The subject, we

would remind the parties concerned got beyond a question of employer and employee when the parties aggrieved took up the matter as they did, and we doubt not that, under existing circumstances, there will be others than those that have already expressed themselves in that sense who will say "not another pound of freight that can be handled some other way shall be transmitted for me over the Canadian-Australian or the Canadian Pacific Companies Railway and Steamship lines."

## RELATIONS WITH AUSTRALIA.

It has been announced by Hon. Mackenzie Bowell that several of the Australian colonies, which he is at present visiting officially have expressed a disposition to send delegates to Canada on the subject of trade relations. This looks as if the hon. gentleman had awakened some interest in the subject among the people of the Antipodes. Of course, as we were all aware at the outset, there being no such thing yet established as an Australian union and that there are as many tariffs as there are colonies, many difficulties will have to be encountered. Apropos to this the *Sydney Morning Herald* remarks:

"It is satisfactory to find that he [Mr. Bowell] pins his faith chiefly to the possibilities of promoting interchange of commodities in a purely commercial way, and that he is not over sanguine about removing the fiscal difficulties that seem such a barrier to the new trade. We have never yet, among ourselves, been able to take one step successfully in the direction of reciprocity in our fiscal arrangements. And though Canada appears to be contemplating the friendly step of modifying her tariff to favor Australian trade, it is to be feared that the prospects of the Australian colonies coming to an agreement for the purpose of returning the concession are remote. We hope for all that is good in the coming time; but short of such federal union as they have in Canada, our prospects of any community of action in giving or taking fiscal favors are not great for many years to come."

We can realize how wrapped up in their own exclusiveness some of the colonies are, from the case of Queensland, which appears to be in no way ready to contribute to the financial success of the steamship service venture which had its origin in Canada and was readily taken up by New South Wales. Still Mr. Bowell will be able to explain—and doubtless has done so—all about the obstacles that had to be encountered in bringing about the Canadian confederation and the benefits which have accrued to the Dominion as a whole, and it may be that our experiences when practically brought before the colonists, as they will be under existing auspices, may remove some of the predilections, not to say prejudices, that have stood in the way of a united Australia.

We are not informed which of the provinces are ready to send commercial delegates to Canada; but the fact of their being ready to officially consider the subject of closer trade relations is a fact which in the no distant future may lead not only to the breaking down of fiscal barriers where they exist, but eventually to that Australian union which has been talked of for so long; whose consummation,

however, has, through jealousies and other causes which ought not to have been in the way, been postponed whenever seriously discussed. Meantime, the Canadian-Australasian mail and steamship service has demonstrated the value of a highway through Canada from Australasia to the Motherland, and has served to intensify the anxiety for the early inauguration of a Pacific cable scheme, which, with the steamships, is a means towards the end which both Canada and the Mother country have in view. We may add that while we in Canada have not been so boastful of our loyalty to the Empire as our Australian cousins have been, we have done more than they have ever attempted to solidify the connection by those practical agencies than they seem ever to have dreamed of. Their protestations have been loud and frequent, while our demonstrations of loyalty to the Empire have been less pretentious, but more of a substantial character. Australasia's delegates, should Mr. Bowell bring them back with him, or whenever they may happen to arrive, will be heartily welcomed.

## FIRE UNDERWRITING IN VICTORIA.

Referring to the recent annual meeting of Fire Underwriters held in this city, the *Insurance and Finance Chronicle* says "the deficient fire protection of the city was complained of as nearly all the fires there are total losses." Regarding the corporation tax, it considers the endeavor to secure relief from the corporation by moral suasion as "a very flimsy reed to lean upon," and declares that the true course is to fix such rates as will enable the tax to be paid without trouble or loss, as already Victoria business does not allow profit enough to pay such a tax. Referring to the same subject, the *Trade Review* says that "formerly when there were only a few companies in the field, this tax was not felt as a burden, because the volume of business transacted by each was very large, and as it had the effect of discouraging others from coming in there was a certain degree of compensation. Of late years, however, the spirit of competition has caused nearly all the companies doing business in Canada to establish agencies in the city of Victoria, and to actively bid for the business. It is evident that they are there to stay, and the special tax levied by the corporation now forms such a large percentage of the amount of premiums received that a special effort to secure relief from it is strongly urged. The matter having been brought to the attention of the Dominion board of fire underwriters at Montreal, that body favors retaliation in the shape of an addition to the present premium rates sufficient to cover the present tax."

Now, is it the fault of Victoria that there are too many companies doing business within its limits and that as our contemporary puts it, they have come to stay? Had they not considered that there was a profitable business for them to do they assuredly would not have come. As it is there is no competition despite the number of companies who are here to issue policies. They in no way actively

bid for the business. They have one uniform rate which, if it does not pay them, it is to a great extent their own fault, as there are too many companies to divide the profits. It is admitted that there was in former days a certain degree of compensation as the tax had the effect of discouraging other companies from coming in. It would be a very simple matter for the companies who have joined the combine to shut off competition by reducing the number of offices established here. Why, in order to enable agents and companies to maintain what are unnecessarily numerous staffs, should Victoria be cinched? On a previous occasion we objected to the corporation taking an uncompromising position in regard to the companies, but urged that the situation be amicably discussed. As it is, however, the companies seem to go in for blood, or they would, while maintaining their rates, if they choose to do so, see to it that the profits were divided between a smaller number of companies. The Board, as organized, is well nigh all powerful, let it show a conciliatory disposition and there need be no difficulty. It is idle to pretend that whatever the losses they are due to deficient fire protection. On the contrary, the infrequency of fires and the promptitude and efficiency of the Victoria brigade are remarkable. It said that the yearly statement of claims to 30th September for Victoria city and district was over \$25,000, which is three times as much as the average of the few years before 1892. What has the city of Victoria to do with the number of fires in the district, and as for the losses themselves should the greater part of them be in Victoria, is not the city much larger, and do not the companies obtain a proportionately larger revenue from premiums?

EDITORIAL COMMENT.

An important departure has been made by the farmers of the Cowichan district, in the formation of the Vancouver Island Lockmasters' Association, whose object is to protect and encourage the sheep farming industry. Each member is to report on the month of June on the printed forms supplied by the association particulars of his flock, showing details of breeds, lambs, deaths, etc., during the year, to report any outbreak of disease and to report losses by wild beasts and dogs. We like the idea of giving the association a general name, such as has been adopted, and that the farmers of other sections will join in and form sister or branch associations. By united action on the part of all the farming districts the best results are possible of attainment. As has often been said in this paper, too little attention seems to have been paid to sheep farming, which is everywhere else so important a department of agriculture.

At the late Congress of Underwriters, held in Chicago, Dr Hanill, of the Provincial, submitted a statement with reference to the applications for life insurance which had been rejected by his company and as far as circumstances

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of October, 1893:

ARTICLES.	VALUE.	DUTY.
Ale, beer and porter.....	\$ 5,779	\$ 1,727 04
Animals.....	6,847	2,019 80
Books, pamphlets, etc.....	1,157	304 84
Brass and manufactures of.....	805	157 20
Breadstuffs—grain of all kinds.....	2,844	670 42
Flour.....	3,115	777 63
Meal, corn and oat.....	270	41 70
Rice.....	3,312	2,261 64
Other breadstuffs.....	8,532	1,754 48
Bicycles, Tricycles, Velocipedes and parts of.....		
Cars—railway and tram.....		
Coal, bituminous.....	78	3 60
Copper and manufactures of.....	67	21 30
Cottons, bleached or unbleached: not dyed, colored, etc.....	287	63 15
“ bleached, dyed, etc.....	1,814	551 61
“ clothing.....	1,274	464 94
“ thread not on spools, yarn, warp, etc.....	49	10 38
“ thread on spools.....	2	50
“ all other manufactures.....	1,034	233 05
Drugs and medicines.....	32,083	12,509 17
Earthen, stone & Chinaware.....	1,423	471 70
Fancy goods & embroideries: Bracelets, braids, fringes, etc.....	513	152 30
Laces, collars, nettings, etc.....	430	129 15
All other fancy goods.....	877	289 60
Fish and products of.....	1,589	355 28
Fruits and nuts dried.....	4,027	1,045 91
Green, oranges and lemons.....	575	41 50
All other.....	5,621	2,015 75
Furs, manufactures of.....	86	21 50
Glass, manufactures of—: Bottles, jars, etc.....	1,251	383 55
“ Window glass.....	1,111	230 75
“ Plate glass.....	493	151 66
“ All other manufactures.....	15	3 00
Gunpowder & explosive substances.....	553	187 30
Gutta percha, manufs of.....	3,051	847 55
Hats, caps, and bonnets, beaver, silk or felt.....	1,128	338 40
“ All other.....	1,090	313 00
Iron and steel and manufs of: Band, hoop, sheet, plate.....	45	229 26
“ Bar iron & railway bars.....	6,118	1,883 50
“ Cutlery, hardware, etc.....	5,259	1,590 64
“ Machines, machinery, etc.....	718	227 80
“ Stoves and castings.....	1,177	353 10
“ Tubing.....	378	149 72
“ All other manufactures.....	5,550	1,487 95
Jewelry & watches & manufs of gold and silver.....	983	304 05
Lead and manufactures of.....	125	54 94
Leather, all kinds.....	380	71 76
“ Boots and shoes.....	780	196 50
“ All other manufs.....	108	27 90
Marble & stone & manufs of.....	110	37 35
Metals and manufactures of.....	404	123 06
Musical instruments.....	169	47 75
Oil, mineral and products of: Flaxseed or linseed.....	7,073	2,288 38
“ All other.....	154	40 87
Paints and colors.....	1,064	374 79
“.....	580	121 15
Paper, envelopes, etc.....	3,008	800 84
Pickles, sauces, capers.....	334	183 10
Provisions, lard, meats, fresh and salt.....	7,326	1,929 06
“ Butter, cheese.....	573	163 29
Seeds and roots.....	206	32 70
Silk, manufactures of.....	6,779	2,072 60
Soap, all kinds.....	640	213 78
Spices, ground & unground.....	280	50 95
Spirits, all kinds.....	7,821	10,107 15
Wines, sparkling.....	1,068	552 15
“ other than sparkling.....	1,368	953 78
Molasses.....	57	25 00
Tobacco and cigars.....	1,167	1,619 01
Vegetables.....	1,040	321 28
Wood, manufactures of.....	1,723	515 75
Woolens: Carpets, Brussels and tapestry.....	1,138	284 50
“ Clothing.....	3,867	1,222 40

permitted what had become of them. Between 1888 and 1892, both years inclusive, the numbers rejected had been 13,025, of which 1,632 were already dead. The ages at death were under 21 years, 190; between 21 and 30, 243; between 31 and 40, 234; between 41 and 50, 284; between 51 and 60, 400; over 60, 281. The average age at death of those rejected was 43

ARTICLES.	VALUE.	DUTY.
“ Cloths, worsteds, etc.....	903	287 90
“ Dress goods.....	2,089	709 88
“ Knitted goods.....	1,811	521 40
“ Shawls.....	777	194 25
“ Yarns.....	229	79 30
“ All other manufs.....	1,644	686 95
All other dutiable goods.....	31,402	7,229 90
Total dutiable goods.....	\$204,251	\$70,835 08
“ Free goods.....	24,017	
Grand total.....	\$228,268	\$70,835 08

The following are the free goods entered at the port of Victoria for the month of October, 1893:

FREE GOODS.	VALUE.
Articles for use of Army and Navy.....	\$ 1,050 00
Coffee.....	2,715 00
Cotton waste.....	29 00
Dyes, chemicals, etc.....	2,315 00
Fish and products of.....	9 00
Fisheries, articles for, nets, seines, etc.....	10 00
Fruits, bananas, olives, pineapples, etc.....	1 00
Hides and skins.....	1,000 00
Metals—Iron and steel, all other.....	444 00
“ Tin and zinc.....	661 00
“ Other.....	1,252 00
Salt.....	1,198 00
Settlers' effects.....	3,875 00
Sugar.....	2 00
Tea.....	1,811 00
Tobacco leaf.....	3,013 00
Wool, cabinetmakers, etc.....	30 00
All other free goods.....	1,602 00
Total.....	\$ 24,017 00

EXPORTS

From the port of Victoria, for the month of October, 1893—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal..... tons	386	1 900
Gold dust, nuggets, etc.....		30,495
THE FISHERIES.		
Fish of all descriptions.....		336,292
Furs or skins of creatures living in the water.....		187,561
THE FOREST.		
Lumber—planks, boards, etc.....		14,763
ANIMALS AND THEIR PRODUCE.		
Other animals.....		3
Cheese..... lbs	21	10
Other articles.....		16,254
AGRICULTURAL PRODUCTS.		
Other articles.....		6,306
MANUFACTURES.		
Iron—pig and scrap, castings, hardware, etc.....		1
Sewing machines.....	1	45
Other articles.....		1,090
Grand total.....		\$ 584,840

Goods, not the product of Canada, for the month of October, 1893:

QUANTITY.	VALUE.
Manufactures—	
Iron—pig and scrap, castings, hardware, etc.....	2,796
Sewing machines.....	180
Wood m's of all kinds.....	229
Other articles.....	8,800
Miscellaneous articles.....	63,737
Total.....	\$ 77,451
Coin—gold.....	40
“ —silver.....	130
Grand total.....	\$ 77,621
Total exports of all kinds.....	\$662,461

years and 7 months. The fatalities which most strongly confirmed the medical forecast were caused by consumption and bronchitis, 25 per cent. of those rejected for these causes having died within four years from date of examination. The largest number of rejections was of those affected with heart disease, who numbered 22.30 per cent. of the whole.

## SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Nov. 4, as follows: "During the week there have been the following arrivals: From foreign ports, 13,611 tons; the Coast mines, 14,551 tons. Five cargoes of Australian have been added to our stock this week. They have come to hand opportunely as the quantity in hand was very light, hence the market price has not been disturbed. The latest cables from the colonies report advanced coal rates of freight, yet offerings are being made, which show an absolute loss on quoted freights. Reports are in circulation that Wallsend coals are offered for next year's delivery at eight shillings per ton. (nine shillings at present,) but as freights are marked up one shilling per ton, the import cost remains as before. It is singular that within two months time of the accident to the Str. Barracouta, almost a similar accident, but with much lighter damage, has occurred to the Str. San Mateo. Both were loaded with similar coals, Comox, from British Columbia. A searching investigation is now being made as to the true cause of these accidents."

## THE RELATIONS OF A CREDITOR TO A DEBTOR.

The reverses which are likely to occur in active business life often bring men into painful pecuniary embarrassments, from which it is sometimes almost impossible to extricate themselves. When a person of naturally good heart, and having a high sense of mercantile honor, becomes thus deeply involved, having a heavy load of liabilities to which he is entirely unable to respond, he is in a most unenviable predicament, and only those possessing great energy of character are able to bear up against it with a proper degree of firmness. Creditors are often accused of being harsh and unreasonable in their demands upon their unfortunate debtors, and often by a certain course of action put them to great and unnecessary expense, and that, too, without any prospect of benefit to themselves. It is sometimes done in the hope that the debtor's friends, if he has any, may be induced to come forward to his aid. In pursuing coercive measures under such circumstances and for such a purpose, they to some extent prevent him from doing what every man outside of a prison wall should have the freedom of doing unmolested—that of earning by the sweat of his brow a subsistence for himself and family without being annoyed and harassed by litigation after he has given up his property to his last cent's worth. Every man should, if possible, meet his pecuniary obligations, but how many cases there are where it is entirely impossible for one to do so! What, then, should be the true policy for the liberal, fair, and high-minded creditor to pursue in a case where the debtor's liabilities are of such a great magnitude that there is no reasonable chance of ever being able to meet them, especially when obliged to register in another name, and therefore very often obliged to remain in the background, where his ability cannot be brought into full exercise because he is

fettered with debts? It seems reasonable that (in certain cases, of course) when the debtor gives up his property to the last dollar, a little more leniency might be allowed him, very often by houses which have been doing business with him for many years and which can well afford to lose a little through their own indiscretion in promiscuous crediting. Merchants who make a custom of controlling small and weak dealers in the hope of exacting larger profits thereby, can only be regarded in the light of life long tyrants or chained slaves, and the clanking of their chains must be the music to which they in future must keep step until they arrive at the confines of life and go beyond the reach of all writs and attachments, and without any further extension, pay the one great debt—the debt of Nature.—*The Shareholder.*

## SALMON.

The San Francisco *Herald of Trade* reports: Alaska salmon continues to move off freely. There are two or more vessels on the way down with Alaska salmon, and when they arrive we will be able to give the full pack. The market is strong at full figures for all kinds. Advances have come to hand confirming telegrams of the destruction by fire of the B. D. Hume & Co's cannery on Rogue river. The cannery had not started up on fall fish. The spring pack was 3,100 cases. On Eel river no fish has been canned.

Receipts of Alaska salmon aggregate so far this season as follows: Alaska Packers' Association, 417,210 cases; Pacific Steam Whaling Co., 51,486 cases; Alaska Improvement Co., 50,024 cases; N. P. T. & P. Co., 12,505 cases; various 19,376 cases. Total, 580,721 cases. The receipts in barrels aggregate 19,252.

Steamship *Mariposa* hence October 20, took out the following cases of salmon: To Honolulu 25, Sydney 7,856; Auckland 125; Apia 65; Dunedin 180; Christ-Church 50; Wellington 300; Lyttleton 10; Tonga 50; Vavan 20; Haabii 30; Napier 80. Total 8,791.

The London mail advices to October first state that orders from the country are neither so large nor so frequent as they should be, and consignments in first hands are not being worked off very rapidly. Holders, notwithstanding, assume a confident air, and the transactions reported have been without quotable change in prices.

Women own or manage one-third of the fruit ranches of California.

Mustard is added to spurious champagne to imitate the sting of the genuine article.

After long experimenting, a system of color printing on leather has been perfected in France.

Worsted is so named from the place where it was first extensively made—the parish of Worsted, Norfolk County, England.

Holland excels the world in its average yield of potatoes. That country produces 177 bushels to the acre; Italy comes next with 164; Germany, 121; France, 102; the United States, 76.

## AGRICULTURE IN ENGLAND.

The London *Mark Lane Express* of Oct. 16 says: The weather of the past week has been in perfect accord with farmers' wishes; in fact had the agricultural community been asked to name their weather it is difficult to know what difference there would have been between the soft, mild rains and sufficiency of them which we have enjoyed, and the ideally suitable time which they could have asked for. The excessive harshness of the recent drought has already had the edge taken off it, and though the soil is still thirsty the graver fears of a fortnight ago have vanished. Another fortnight of such weather as the past week has given us and the land will be in fine condition, the outlook for a new season distinctly of promise. The wants of hay will not be now relieved to any appreciable extent; it is too late in the year for that. But the root crops will yield heavier than was regarded as likely in September, and the catch crops put in immediately after the early wheat harvest will also be a bigger bulk than had been expected.

## EMPLOYERS AND CLERKS.

It is a pity that a clerk cannot appreciate the position of an employer until his days of clerkship are over. And it is no less a pity that many employers who have passed their long years of patient service as clerks should so soon forget all the feelings and actuations of that position.

If the clerk only knew how much of anxiety the days of business brought the employer, how despair was created by a note falling due which must be provided for, how much disappointment the loss of a regular customer brought with it, and all things that make the employer's responsibilities weigh more heavily than the clerk's toil. If the clerk only felt all this now as he will some years hence, he would feel a deeper sympathy for the employer, he would try by cheerful and active service to make things look brighter, and he would take a little complaining in a patient spirit, feeling that it rose from a worried condition of mind. And if the employer could only remember that the clerk is young and more sensitive than if he were older, that public reproof weakens his confidence in himself and his hold on his customers, that inexperience makes the way uncertain to him, and that encouragement lends new energy to all his efforts, he would speak more kindly, and would get better and more faithful service in return. The close friendship of an employer with his employees is a matter of great importance; it increases his security, saves his time, and is his best indorsement with the community in which he lives.

An electric oven, just invented, roasts beef and other joints, and bakes pies and puddings, while the outside of the oven heats the contents of pans, kettles, etc. There are no ashes, no smoke, no fuel, and in an instant the heat may be turned on or extinguished.

# COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

**THE NANAIMO COAL.**

(Used principally for Gas and Domestic Purposes.)

**THE SOUTH FIELD COAL**

(Steam Fuel.)

## THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

### THE "NANAIMO" COAL

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

### THE "SOUTH FIELD" COAL

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

### THE "NEW WELLINGTON" COAL

Which was introduced early in the present year, has already become the favorite fuel for domestic purposes. It is a clean, hard coal, makes a bright and cheerful fire, and its lasting qualities make it the most economical fuel in the market. The several Mines of the Company are connected with their Wharves at Nanaimo and Departure Bay, where ships of the largest tonnage are loaded at all stages of the tide. Special dispatch is given to Mail and Ocean Steamers.

**SAMUEL M. ROBINS, Superintendent.**

### COMMERCIAL SUMMARY.

Burglary insurance is being written in England by the Imperial.

The German National Bank at St. Paul, Minn., has reopened, after being closed since Aug. 4.

The stockholders of the World's Fair will have at least \$1,000,000 to divide among themselves.

Six more U. S. merchant steamships have been purchased by the government of Brazil for use as warships.

The World's Fair Company paid out in all \$9,558,849.01, or three times the amount expected when the project was launched.

M. H. C. Beeton points out, in an English paper, the special opportunities of the Okanagan country for small farms largely devoted to fruit growing.

When a bank fails in China, the managers and clerks are the chief sufferers. They have their heads taken off. In five hundred years there has not been a bank failure in that country.

The Nanaimo Waterworks Company is causing the cleansing of its reservoirs and pipes and thoroughly overhauling its system, in order to make the water supply as nearly absolutely pure as possible.

The returns issued by the British Board of Trade show that during the month of October the imports increased \$630,000 and the exports decreased £530,000, as compared with the imports and exports of the corresponding month of last year.

Over forty railroads have gone into receivers' hands this year, with a total mileage of 13,000 and 900 millions of bonded and 402 millions of stock debt. The mileage is 3,300 less than those of the roads that collapsed in 1873-4, but their aggregate debts are 40 per cent. more.

The building of obstructions across public roads is a matter that is beginning to cause trouble in many districts, it being sometimes a question of some difficulty to decide whether a road is legally dedicated to the public or not. One such case is now occupying the attention of the Provincial Government Agent at Vernon.

The success of Canada with her cheese exhibits at Chicago is a highly important fact, it means a large development of business with Great Britain, where this verdict will clear away what remained of the old prejudice against our products.

Out of 539 exhibits of this article, we secured 400 awards. Every province was successful. Our cheese exhibits secured higher honor marks than those of the States.

Of purchases of property, one of the most successful ever made is that of the Suez Canal shares in 1876, by Lord Beaconsfield. The cost of this purchase, including commission and charges, was \$20,388,310. There have been received in respect of interest on the shares a sum of \$16,001,870, which has exceeded the charge upon the 3½ per cent. Exchequer bills issued in payment for the shares, and the purchase money has been reduced by \$6,518,270. Next year the 176,000

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shares rank for full dividends instead of the 5 per cent. which has been paid on them since the date of purchase.—*Insurance Chronicle.*

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# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routebeck	230	Itusell	October 9	Victoria	Liverpool	38,800	\$201,875	
Ger ship...	Sirene	1437	Sauerwisch	October 19	Victoria	London	56,538	282,790	Private
Br ss...	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,533	
Br bark...	Jessie Stowe	615	Blanche	October 11	Fraser River	Liverpool	39,000	187,112	
Br bark...	Leadstock	816	Williams	October 19	Fraser River	Liverpool	35,773	178,865	
Br bark...	Formosa	915	Kain		Victoria	London			
Br bark...	City of Carlisle	823	Hughes		Victoria	U. K.			
Br ship...	Candida	1222	Kee		Victoria	Liverpool			

### 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	806,438	7,814	March 21	owners ac
Br bark	Mark Curry	1230	Isweil	Jan. 1	Vancouver	Plymouth	923,058	9,882	May 20	52s 6d
Nor bark	Fritzoe	1078	Gibson	Jan. 10	Vancouver	Callao	872,260	8,631	March 3	30s 3d
Am bark	Colorado	1033	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,457	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	895,663	13,537	June 23	Private
Chil. bark	India	1633	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,163	March 30	owners ac
Br bktn	Bittern	389	Stronach	Jan. 20	Vancouver	Freemantle, Au	302,150	1,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,579	11,638	May 6	35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindostan	1432	Welsh	March 6	Moodyville	Valparaiso	1,186,826	10,212	July 14	owners ac
Am bark	Seminole	1529	Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,966	April	Private
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Whitington	791,911	10,427	Aug. 23	Private
Br bark	Aysel	735	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577	June 21	35s
Br ship	Natuna	1106	Graham	April 20	Vancouver	Port Pirie	964,868	7,718	Sept. 22	42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,210	8,900	July 18	45s
Haw. bark	John Eua	2208	Schmater	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 21	Vancouver	Pisagua	529,090	5,294	Aug. 26	35s
Nor bark	Sigurd	1330	Aase	May 21	Vancouver	Port Pirie	1,426,000	10,635	Aug. 31	40s
Chil. ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	767,501	7,762	Aug. 19	owners ac
Br bark	Wythop	1028	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1629	Roberts	June 25	Vancouver	Antwerp	786,225	11,790		50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,968	Oct. 4	55s
Br bark	Declara	956	McJerrrow	June 26	Vancouver	Adelaide	710,231	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1739	Lawton	July 29	Vancouver	Callao	1,436,128	12,165	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,389	7,982	Oct. 14	39s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,008	7,806	Aug.	Private
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,954	8,625	Sept.	55s
Am bark	Sonoma	928	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	arrived	30s
Br ship	Gunford	2168	Wier	Sept. 6	Vancouver	Port Pirie	1,674,030	12,531		37s 6d
Am ship	Wm. U. Starbuck	1252	Reynolds	Sept. 1	Vancouver	London	924,551	10,390		32s 6d
Nor bark	Fortuna	1362	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288		36s 6d
Br bark	Gainsborough	385	McPhail	Sept. 7	Moodyville	Valparaiso f.o	792,153	5,521		33s 9d
Chil. bark	India	1633	Funke	Sept. 10	Moodyville	Valparaiso	799,297	7,000		owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,291	6,000		owners ac
Am schr	King Cyrus	607	Christiansen	Sept. 12	Cowichan	Port Pirie	911,716	5,916		37s 6d
Am bktn	Chas. F. C. Ker	818	Lund	Sept. 29	Vancouver	Santa Rosalia	783,529	7,076		Private
Am bktn	Hilo	612	LeBallister	Sept. 28	Westminster	Sydney	688,592	6,619		28s
Am schr	Lyman D. Foster	725	Dreyer	Oct. 11	Cowichan	Sydney	871,305	7,611		27s 6d
Am bark	Hesper	661	Underwood	Oct. 12	Vancouver	Adelaide	779,338	5,886		37s 6d
Am schr	Wm. Bowden	728	Ejerem	Oct. 18	Victoria	Adelaide	861,632	6,031		37s 6d
Br bark	Elizabeth Graham	508	Anderson	Oct. 21	Moodyville	Melbourne	524,651	3,969		Private
Am brig.	Geneva	171	Nelson		Vancouver	Sydney				27s 6d
Am schr.	Aida	507	Anderson	Oct. 11	Moodyville	Shanghai	657,974	6,060		40s
Am bktn	Robert Sudden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,898	4,616		37s 6d
Am schr.	Salvator	414	Wells	Oct. 29	Westminster	Port Pirie	527,000	4,216		37s 6d
Am schr	Louis	820	Hatch	Nov. 7	Vancouver	Iquiqui				40s
Am schr	John D. Tallant	533	Henderson		Victoria	Australia				
Nor ship	Germanic	1233	Sunde		Vancouver	Cork, U. K. f.o.				
Am. schr	Reporter	331	Mackie		Vancouver	Japan				Private
Am bark	Snow & Burgess	1578	Mortenson		Vancouver	Santa Rosalia				
Am ship	Benj. Sewell	1351	Sewell		Vancouver	Cora, U. K.				55s

The strike of coal miners in the north of France is ended.

By an explosion of dynamite on board a vessel at Santander, Spain, 165 persons were killed and 190 injured.

Three hundred miners of the Lehigh district, Lancashire, resumed work yesterday morning at the wages paid before the strike commenced.

Telegrams may now be sent to Lardeau, on Arrow Lake, and Nakusp, offices having been opened at those two points by the C. P. R. Telegraph Co.

Arrangements are being made by the Government to send a number of North-

west farmers to Great Britain this winter to address gatherings in the sections of the mother country whence they originally came.

The rolled oats exhibit of the Brackman & Ker Milling Company, at the World's Fair, was awarded the gold medal. When it is considered that the Company competed against hundreds of exhibits from all parts of the world, the honor is so much greater.

An effort is being made to induce the Government to return to Kaslo a percentage of the money collected for licenses and taxes in that town now that it has a city government to maintain.

An effort is also being made to have a provincial constable permanently stationed at Kaslo.

Lampson's circulars were received from London Sunday night by those in the seal fur trade, and they announce the sales for Wednesday, Nov. 20th. They also say that the firm will sell 110,000 seal skins, 70,000 northwest coast, 32,000 Russian and 7,500 from the American rookeries. The figures are believed here to be wrong. The total catch is 142,000, nearly half of the Victoria catch is sold, while many skins are in the hands of the Hudson's Bay Co. and Culverwell, Brooks & Co.

# 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	British General	1751	Tulloch		Samarang	Vancouver	B. C. Sugar Refinery Co.	
Br bark	Archer	789	Dawson	Aug. 4	Liverpool	Victoria	R. P. Rithet & Co., Ltd.	102
Br ship	Dunboyne	1380	Neill	Aug. 4	L. London	Vancouver	Evans, Coleman & Evans	102
Ger. bark	Gutenberg	627	Zeplein	Aug. 10	O. Glasgow	Victoria		93
Br ship	Ainsdale	1725	Owens	Oct. 9	N. Liverpool	Victoria	R. P. Rithet & Co., Ltd.	36
Br bark	Primerca	597	Gardner		A. Acapulco	Victoria	Turner, Beeton & Co.	
Br ship	Astoria	1335	Dagwell	Oct. 13	G. London	Victoria & Van		32
Br ship	Arctic Stream	1498	Brown		Montevideo	Royal Roads		
Br bark	Harold	1307	King		H. Shanghai	Victoria	Robert Ward & Co., Ltd.	
Br ss	Mogul	1827	Johnson	Oct. 19	E. Hong Kong	Victoria	Dodwell, Carill & Co.	26
Br ss	Empress of China	3003	Archibald	Nov. 1	H. Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br ship	Drumalis	2150	Campbell	Sept. 16	Port Pirie	Royal Roads		57
Am ship	Eclipse	1536	Peterson		K. San Francisco	Vancouver	Robert Ward & Co., Ltd.	
Br ship	Bemore	1460	Scott		R. Liverpool	Victoria & Van	R. P. Rithet & Co., Ltd.	
Br ship	Borrowdale	1197	Gordon		Liverpool	Victoria & Van	Robert Ward & Co., Ltd.	
Br bark	Thermopylae	918	Winchester		Hong Kong	Victoria	Victoria Rice Mills	
Am bark	Templar	910	Lee	Oct. 29	J. San Francisco	Vancouver	Hastings Mill	16
Am schr	W. H. Talbot	776	Bluhm		M. San Francisco	Vancouver	Hastings Mill	

A—Chartered to load salmon for U. K., November loading. N—Spoken Oct. 14 lat. 49° N., long. 10° W. I—Spoken Aug. 23 lat. 48° N., long. 13° W. Sept. 9 lat. 9° N., long. 29° W. Sept. 25 lat. 21° S., long. 10° W. To load grain at Tacoma. G—Oct. 16 passed Deal. Oct. 18 passed Prawl Point. B—Chartered for salmon to Liverpool, Nov.-Dec. loading. D—To load grain at Tacoma. E—Via Yokohama Oct. 30. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13° N., long. 26° W. K—Chartered for lumber to Cork, U. K., for orders at 6s. L—To sail early in December. I—Lumber to Callao at 35s. M—Lumber to East London, Cape Colony, South Africa, at 75s.

**VESSELS IN PORT.**

**VICTORIA.**

(November 13, 1901.)

Br. bark Formosa, 915 tons, Capt. Kain, arrived Oct. 1, from Liverpool in 196 days, general cargo, R. P. Rithet & Co., L'd., consignees. To load salmon for London.

Br. bark City of Carlisle, 823 tons, Capt. Hughes, arrived Oct. 8, from Santa Barbara, loading salmon for U. K., Turner, Beeton & Co., consignees.

Am. schr. John D. Tallant, 533 tons, Capt. Henderson, arrived Oct. 23, loading lumber at Snyward Mill, for Australia, on account of Robt. Ward & Co., L'd.

Haw. ss. San Mateo, 1,926 tons, Capt. Fletcher, put into Esquimalt, Oct. 29, with coal, and decks blown up. Now undergoing complete repairs.

Am. bark Colorado, 1,360 tons, Capt. Gibson, arrived Nov. 4 from San Francisco for orders.

Br. ship Candida, 1,222 tons, Capt. McKee, arrived Oct. 24, from London, in 147 days with a general cargo. Turner, Beeton & Co., consignees. To load salmon at Victoria, for U. K., on account of R. P. Rithet & Co., L'd.

**VANCOUVER.**

Nor. ship Germanic, 1,200 tons, Cap

Sunde, arrived Oct. 29, from Rio de Janeiro, 103 days. Loading lumber for Cork, U. K., for orders.

Am. schr. Reporter, 333 tons, Capt. Mackie, arrived Nov. 4, loading lumber for Japan.

Am. ship Snow & Burgess, 1,578 tons, Capt. Mortensen, arrived Nov. 11, loading lumber for Santa Rosalia.

Am. ship Benj. Sewell, 1,361 tons, Capt. Sewell, arrived Nov. 8, loading lumber for Cork, U. K.

Br. ss. Warrimoo, 1,897 tons, Capt. Arundell.

Br. ship Dumraig, 1,919 tons, Capt. Sparring, arrived Nov. 11 from Liverpool in 155 days, with general cargo, Evans, Coleman & Evans, consignees. To load grain at Tacoma for U. K.

**NANAIMO.**

**NEW VANCOUVER COAL CO'S SHIPPING.**

Am. bark Colusa, 1,129 tons, Capt. Johnson.

**WELLINGTON SHIPPING.**

Am. ship America, 1,952 tons, Capt. Harding.

Am. bark Serainole, 1,439 tons, Cap. Weeden.

Am. ship Richard III., 951 tons, Capt. Howard

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

Am. bark Detroit, 1,438 tons, Capt. Darrah.

**RECAPITULATION.**

Ports.	No.	Tonnage.
Victoria	6	6,779
Vancouver	6	8,357
Nanaimo	6	8,177
Total	18	23,313
Previous week	15	18,950
Correspond'g week last year	17	21,665

**FREIGHTS.**

The market is dull with little doing to test values. Any tendency there may be is downward.

Freights from British Columbia 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, 55s; Shanghai, 37s 6d; Tientsin 55s.

Grain freights from San Francisco to Cork, U. K., for orders, usual options are quoted at 30s.

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 Merchants' Exchange Club have elected the following officers: Thomas R. Smith, C. E. Renouf, W. H. Ellis, H. E. Connou, Gustav Leiser, C. A. Goffin, G. H. Barnard, Col. R. Wolfenden and H. Dallas Helmcken. The following gentlemen were recommended to this committee for appointment as trustees of the club: George Gillespie, D. R. Kerr and A. R. Milne.

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# THE BRITISH COLUMBIA

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## COMMERCIAL JOURNAL.

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# GREENE & SONS

COMPANY, MONTREAL.

WHOLESALE

## HATS, CAPS

AND

### FURS

### MEN'S

### Furnishings.

**BRITISH COLUMBIA FALL TRADE, 1893**

*Merino and Woollen Underwear, Scarfs,  
Ties, Shirts, Collars and Waterproof Coats.*

WAREHOUSE:

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

**MONTREAL.**



REGISTERED TRADE MARK.

*The Largest Factory of its Kind  
in the Dominion.*

## LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Super-  
vision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies  
and Preserves

—PREPARED BY—

### Michel Lefebvre & Co MONTREAL.

*Established 1849. Gold, Silver  
and Bronze Medals. 20 1st  
Prizes.*

# BAGS

In all sizes and qualities and for every purpose.  
Jute or Cotton. Plain or Striped.

**BAGS FOR ORES,**  
(Overhead dry or double cotton sewn)  
a special feature of our trade.

## CANADA JUTE COMPANY, LIMITED

17, 19 & 21 ST. MARTIN ST., MONTREAL.

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Agent and Commission Merchant.  
Customs, Insurance and Shipping  
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Storage, Bonded and Free.  
Forwarder, etc.  
Vancouver, . . . B. C.

### J. & T. STEPHENS,

Manufacturers of

## Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

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(LIMITED.)

### REGINA, ASSA.,

DEALERS IN

## Seed and Feed Gra'n

OF ALL KINDS, ALSO

Flour, Chop Feed, Bran  
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PARTIES REQUIRING

Seed or Feed Oats or Wheat

WILL DO WELL TO

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& Eldridge, Vancouver.

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### Railway Supplies.

AGENTS FOR CANADA FOR

The Babcock & Wilcox Co. Water Tube  
Steam Boilers; Goubert Water Tube Feed  
Water Heater; The Stratton Separator; "Dry  
Steam;" The "Midland" Gas Engine.

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MANUFACTURERS OF THE

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Cement, Waste, Steel and Iron,

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Agent for Bolling & Lowe, London, Eng

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Next to New Opera House, VANCOUVER,

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc JOHN WHITTY, Prop



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DIPLOMA AND GOLD MEDAL RECEIVED AT THE EXHIBITIONS OF 1891, 1892 AND 1893.

THE : LARGEST : FACTORY : OF : ITS : KIND : IN : THE : PROVINCE.

Preserves and all kinds of Canned Fruits, Jams, Jellies  
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NEW SEASON'S SEVILLE ORANGE MARMALADE NOW READY.

ALL THESE GOODS TO BE HAD FROM THE FOLLOWING MERCHANTS :

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# OGILVIE'S HUNGARIAN FLOUR

*Produces more Bread per Barrel than any other in the market.*

This Flour is very sharp and granular, of high creamy color, which means great strength. Requires PLENTY of water, and the dough must not be made too stiff, but softer than what you have been accustomed to when using other flours.

REMEMBER, increased strength in flour means money to you, yielding a greater quantity of Bread, thus far more than repaying for any little extra time. Keep the dough soft, giving it plenty of growing room.

EACH BAG GUARANTEED. SEWN WITH OUR SPECIAL TWINE—RED, WHITE AND BLUE.

**OGILVIE MILLING CO., WINNIPEG.**

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

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VICTORIA, - - - - B. C.

IMPORTERS :

WINES,  
LIQUORS  
CIGARS,  
CIGARETTES,

CANNED GOODS,  
ENGLISH GROCERIES,  
CANADIAN GROCERIES,  
AMERICAN GROCERIES,

STAPLE DRY GOODS  
BLANKETS,  
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AGENTS FOR:

Fort Garry Flour Mills, Benton County Flouring Mills.