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Vol. 1.

VICTORIA, B. C., TUESDAY, DECEMBER 22, 1891.

No. 41.

LAMPS, LAMPS
WEILER BROS.

Piano Lamps,
Banquet Lamps,
Library Lamps,
Table Lamps.

LATEST STYLES,
NEWEST PATTERNS.

Come and See Our Assortment.

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Cor. Johnson and Government Sts.,

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IRON AND STEEL,

HARDWARE,

AGRICULTURAL IMPLEMENTS,

Wagons and Buggies,

LOGGERS AND CANNERIES SUPPLIED.

The Leading House in B. C.

ENQUIRIES SOLICITED.

COWAN & WILSON

WHOLESALE GROCERS
JUST RECEIVED.

First Shipments of Mediterranean
and California Dried Fruits for
Holiday Trade.

RAISINS. CURRANTS. SULTANAS.
VALENCIAS.

PEACHES. APRICOTS. PRUNES.
NECTARINES.

FIGS. DATES. FILBERTS.
ALMONDS. WALNUTS.
BRAZIL NUTS AND PEELS.

8 & 10 YATES STREET,
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Crockery, Glassware,
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Anglo-British Columbia Packing
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North China (Marine) Insurance
Company, Limited.

BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.
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 Reserve Fund..... (£200,000) \$1,000,000

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San Francisco, Cal.; Portland, Or.;
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 Vancouver, B.C.; Kamloops, B.C.;
 Seattle, Washington, Nanaimo, B.C.;
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IN CANADA—The Bank of Montreal and branches, Canadian Bank of Commerce, Imperial Bank of Canada, Molsons Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

Correspondents throughout the United Kingdom and in India, China, Japan, Australia and South America.

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Telegraphic transfers and remittances to and from all points can be made through this bank at current rates.

Collections carefully attended to and every description of banking business transacted.

THE BANK OF
BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital £1,000,000 Stg.
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 John James Cater, H. J. B. Kendall,
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Secretary, A. G. Wallis.

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NEW YORK—H. Sikkema and F. Brownfield, Agents.

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Have facilities for collection and exchange in all parts of the world.

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 Belleville, O Kingston, O Regina, Ass'a
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 Brockville, O London, O Stratford, O
 Calgary, N.W.T. Moncton, N.B. St. John, N.B.
 Chatham, N.B. New Westminster, St. Mary's, O
 Chatham, O ster, B.C. Toronto, O
 Cornwall, O Ottawa, O Vancouver, BC
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AGENTS IN GREAT BRITAIN—London, Bank of Montreal, 22 Abchurch Lane, E. C.; C. Ashworth, Manager. London Committee—Robert Gillespie, Esq., Peter Redpath, Esq.

AGENTS IN THE UNITED STATES—New York, Walter Watson and Alex. Lang, 59 Wall street. Chicago, Bank of Montreal, W. Munro, Manager; E. M. Shadbolt, Assistant Manager.

Buy and sell Sterling Exchange and Cable Transfers. Grant Commercial and Travelling Credits available in any part of the world. Drafts issued. Collections made at all points.

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Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

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COLLECTIONS made at every point.

GOLD DUST purchased at highest market rates.

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CASEMENT & GREERY
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A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

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Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. CAMBIE & CORDOVA STS.,
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Real Estate, Insurance,

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AGENTS:

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The California (Marine) Insurance Co.

The Traveler's Life & Accident
 Insurance Co.

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Risks taken at Moderate Rates and Losses
 settled promptly and Liberally.

Findlay, Durham & Brodie
COMMISSION MERCHANTS

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The Northern Fire Assurance Company
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 Company of Liverpool,

The Royal Mail Steam Packet Com-
 pany of London,

The British Columbia Canning Com-
 pany (Limited) of London.

CANNIERIES:

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Windsor Cannery, Skeena River,
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ROYAL SWEDISH AND NORWEGIAN
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Execute Indents for every description of
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 Fish and other products
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SOLE AGENTS:

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 Joseph Kirkman & Son's Gold Medal, Inven-
 tions Exhibition, 1885, Pianofortes.

J. & W. Stuart's Patent Double-Knotted Mesh
 Fishing Nets, Twines, Etc.

Importers of Havana Cigars, Oilmen's Stores,
 Tin Plates, Portland Cement, Etc.

Agents for the following brands of British
 Columbia Salmon:

Ewen & Co., "Lion"; Bon Accord Fishery Co.,
 "Consuls"; A. J. McLellan's "Express."

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VICTORIA,

Financial and Real Estate

BROKERS,

Have removed from 52 Government St.

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PAPER MANUFACTURING COY.

THOMAS EARLE,
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Wholesale Grocer.

AGENT FOR
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Pioneer Steam Coffee and
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WHARF ST., VICTORIA,

P. F. RICHARDSON,

* IMPORTER *

—AND—

MANUFACTURERS'

—> AGENT. <—

42 YATES ST., VICTORIA.

CAMPBELL & ANDERSON,

Wholesale

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

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

616 Columbia Street, New Westminster.

VICTORIA STEAM BAKERY.

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WHOLESALE AND RETAIL

CRACKER BAKERS,

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Manufacturers of Clothing,

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YATES ST., NEAR ORIENTAL HOTEL,

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—DEALERS IN—

**HARDWARE, BAR IRON, FARM
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Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

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REPRESENTED BY
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A. J. Langley. T. M. Henderson
 J. N. Henderson.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

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

R. P. RITHET & CO.,
 (LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.
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AGENTS FOR

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

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FRASER RIVER:

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

NORTHERN AND SKEENA RIVER:

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

Giant Powder Co., Works Caddboro Bay, all grades of Giant Powder and
 Judson Powder manufactured and kept on hand.
 Columbia Flouring Mill Co. of Enderby.

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

W. H. SOULE.

A. E. STEVENS.

ALEX. M'DERMOTT

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

ESTABLISHED 1871.

Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.
 Cash security given if required, and satisfaction guaranteed.
 P. O. Box 507. Cable: Souie.

Vancouver, . . . British Columbia

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Dec. 22.
VICTORIA.

Trade is very satisfactory, taking all things into consideration. The heavy rains of the past week have had a tendency to put a damper on the holiday trade. They have also seriously hindered building operations at all points of the province. The dullness of the lumber trade and the lull in the export of coal, besides a short pack at the salmon canneries, leave a bad influence, and, as a consequence, trade, in the localities where these industries are carried on, is rather slow. Country trade is, however, reported good, as are also collections from the country districts. But, in all of the cities, collections are not up to what was expected. The sailing fleet is now being fitted out for next year's catch, and causes considerable money to circulate. The demand for investment is also reported good, which goes to show the faith our people have in the country.

FRUITS AND VEGETABLES.

The grape crop is feeling the effects of the rains in California, and about the last shipment of grapes has been received. They are getting scarce and prices are slightly higher. Cornichon grapes in boxes are quoted at \$2. The last shipment of Japanese oranges are said to be all in the hands of retailers. The first shipments of the famous Riverside fruit were received Saturday, and a big demand is expected for the holiday trade. There is a fair supply. Riverside seedlings are quoted at \$3.50 per case, and navels at \$5.00. They are fully ripe and well colored. Messrs. Lowe & Alice have received a carload of Riverside and Washington navels of the celebrated Griffin & Skelley brand shipped direct from the growers.

Quotations are: Pears, (winter), \$1.50; grapes, Tokays, Black Ferrara and Verdal in boxes, \$1.75, in crates, \$1.80; Cornichon, in boxes, \$2.00; Oregon apples (greenings), \$1.00; Baldwin, Bellflower, Rose and Blue Pearmain, \$1.10; Santa Barbara oranges, \$3.50; Riverside seedlings, \$3.50; navels, \$5.00; California Messina lemons, \$6.00 to \$6.50; silverskin onions, 1½c. per lb.; island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; sweet potatoes, 3½c. per lb. potatoes, island, \$20 per ton; Chilliwack, \$18 per ton; Fraser River, \$16 per ton; Bonapartes, \$25 per ton; persimmons, \$1.75.

GROCERIES AND PROVISIONS.

Trade has continued of much the same character that has been noted for some weeks past. The demand for fancy lines continues, and all indications go to show that December 31 will have witnessed a most satisfactory year's business. Collections are fair, in some parts of the province, but, in others, they are very slow, but, taken all round, there seems no reason for complaint.

The prices of butter remain unchanged. There is a good demand and supplies are coming forward in sufficient quantities.

Quotations are: Eastern creamery, 28c per lb; Manitoba creamery, 30c; dairv, 2½c; Eastern Townships, first quality, 26c.

The *Trade Review* says: "The butter

market in Montreal rules quiet, and, in the absence of any large transactions, prices are nominal, as far as wholesale business is concerned. Shippers contend that values are too high for business for export, while holders claim that stocks of finest here are not excessive and the home demand will make a big hole in them between now and next spring. The fact is the butter cost them pretty high, and if they are to let out at all 2½c is about the figure. No such a bid is obtainable for creamery, except for what business is doing on local account. There still appears to be some Townships stock in the country, and offers were made for a round lot at 20c, but the holders would not accept it. In western dairy, business is dull." Canadian meats are quoted: Hams, 13½c to 14c; breakfast bacon, 13½c; short rolls, 12c; dry salt sides, 11½c. It is reported that there is more enquiry for pure lard, as consumers appear to be tiring of the compound article. The business in dried fruits continues good with no change in prices. Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls. 8½c, in half bbls. 8½c; valencias, 8½c; sultanas, 14c; London layers, \$2.25 a box; California sultanas, \$2.25 a box; dates, 9c; prunes, 9c to 12½c. California evaporated fruits in 25 lb. boxes are quoted as follows: Peaches, 12½c; apricots, 14c; nectarines, 14c; pitted plums, 11c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c per lb. less. New Canadian evaporated apples are quoted at 11c per lb. From rumors that are current, it seems probable that there may be lively competition in the sugar business shortly. There has been no change for the last couple of weeks. Hong Kong granulated is quoted by R. P. Rithet & Co., ld., at 5½, and sales are reported free enough to retail dealers, both in the city and country points, to be highly satisfactory to the importers.

The jobbers are handling only Vancouver sugars, and there seems to be a little timidity on their part to taking hold of the foreign article, although they acknowledge that it holds the refinery in check. One of the best informed men in the trade says: "The consumer is now paying 1c per lb less for sugar than they would do if the Hong Kong article had not been put on this market by Messrs. R. P. Rithet & Co., who have done this in the face of all the threats of the B. C. Refinery." It is reported that the Canada Sugar Refinery Co., of Montreal, is offering, through their agents, to lay down the Redpath brand of dry granulated at 5½c in Vancouver. This intrusion on the home field of the B. C. Refinery is the result of the cutting they have been doing in the Winnipeg market. The result will be watched with interest. Vancouver granulated is quoted at 5½c in sacks or barrels. The refinery at Vancouver will close down for a week for repairs but they have a sufficient stock on hand to meet demands.

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

goods are now carried by the leading wholesale grocers, comprising pure malt vinegar, tomato catsup, Worcester-shire sauce, mushroom catsup, apple and quince cider, lemon and vanilla extracts and fruit syrups—of home manufacture.

FLOUR AND FEED.

There is no change to report in prices, although it is believed the Ogilvie Milling Co. will slightly reduce the prices of their Hungarian and Strong Bakers. Prices in Manitoba are weakening. The lake route for export being closed, nearly all grain is going into store, and it is reported the mills are cutting prices to force sales. Manitoba flour will probably be sold as cheap as Oregon this winter.

The *Commercial Review* says: "The Portland flour market has held steady during the week, notwithstanding the weakness of wheat, owing to difficulty of interior mills obtaining supplies within a reasonable limit, and reports are current of mills having worked up stock on hand and closed down. The local demand is steady and there is a fair call for our product from California. There is a firm tone to the oat market, owing to light deliveries by neighboring farmers and comparatively small rail receipts. Prices of mill stuffs are steady to firm, the demand being constant and receipts very little in excess of local requirements. River boats are bringing down fair loads but there is apparently no accumulation of stock."

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

| | |
|-----------------------------|-----------------|
| Delta, Victoria mills..... | \$5 50 @ 0 00 |
| Lion, " " | 5 50 @ 0 00 |
| Premier, Enderby mills..... | 5 85 @ 0 00 |
| XXX., " " | 5 65 @ 0 00 |
| XX., " " | 5 25 @ 5 50 |
| Superfine, " " | 4 25 @ 4 50 |
| Ogilvie's Hungarian..... | 6 10 @ 0 00 |
| " Strong Bakers..... | 5 85 @ 0 00 |
| Snowflake..... | 6 10 @ 0 00 |
| Portland Roller..... | 6 10 @ 0 00 |
| Royal..... | 6 00 @ 0 00 |
| Oregon Superfine..... | 4 25 @ 0 00 |
| Wheat, per ton..... | \$40 00 @ 45 00 |
| Oats..... | 28 00 @ 35 00 |
| Oil cake meal..... | 32 50 @ 35 00 |
| Chop feed..... | 33 00 @ 35 00 |
| Shorts..... | 28 00 @ 30 00 |
| Bran..... | 26 00 @ 27 50 |
| National Mills oatmeal..... | 3 50 @ 0 00 |
| California oatmeal..... | 4 35 @ 0 00 |
| California rolled oats..... | 3 75 @ 4 00 |
| Cornmeal..... | 3 00 @ 3 25 |
| Cracked corn..... | 45 00 @ 50 00 |
| Hay, per ton..... | 18 00 @ 20 00 |
| Straw, per bale..... | 1 00 @ 1 25 |

RICE.

The Victoria Rice Mills quote wholesale:

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

LUMBER.

The situation remains without change. Orders are few and far between. The absence of demand from the regular markets is, however, stimulating shippers to look out for fresh fields, and several charters have recently been made for hitherto untried markets. The *Commercial News* says that it has been reported in San

F. C. DAVIDGE & CO.

Commission Merchants
and Importers
JAPANESE PRODUCE

AND

Manufacturers' Agents.

Upton Line of Steamships

CHINA AND JAPAN.

Steamship Zambesi due 30th Nov.

ROBERT COUTH,

WHOLESALE

Coal & Produce Merchant

WELLINGTON COAL.

Towing and Freighting of all kinds.

Scows from 25 to 250 tons.

Tugs—Vancouver, 90 h. p.; Swan, 20 h. p.

LOGGING CAMPS SUPPLIED.

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H. McDOWELL & CO.,

WHOLESALE - DRUGGISTS.

10 and 12 Cordova St.,

630 Granville St.,

VANCOUVER, B. C.

VERDICT! VERDICT!

All Ladies who have tasted

Okell & Morris'

JAM,

Say it is the finest.

TO BE HAD AT

Messrs. COWAN & WILSON,

Messrs. TODD & SON,

THOMAS EARLE.

H. A. LILLEY,
CITY : CANDY : FACTORY.

Manufacturer of all kinds of

PLAIN AND FANCY CANDIES,

Also Importer and Dealer in Foreign and Domestic Fruit, Nuts, Cigars, &c.

105 Douglas St. bet. Johnson & Pandora, Victoria.
P. O. Box 556.

A. O. LEASK,

Agent and Commission Merchant.
Customs, Insurance and Shipping
Agent.

Storage, Bonded and Free.

Forwarder, etc.

Vancouver, B. C.

The Nanaimo Realty and Investment Agency.

CHAS. DEMPSTER & CO

COMMERCIAL STREET, NANAIMO.

REPRESENTING

The Federal Life Assurance Co'y.

The Pacific Coast Fire Insurance Co'y.

The British America Fire Insurance Co'y.

Nanaimo Property—both city and suburban—a specialty.

OUTSIDE CORRESPONDENCE INVITED.

Morrow, Holland & Co.,

—**BROKERS**—

46 BROAD STREET, VICTORIA, B. C.

AGENCIES:

Liverpool & London & Globe Fire Insurance Co.

Manufacturers Life and Accident Insurance Co. of Toronto.

OFFICE OF THE

Immigration, Investment and Improvement Co'y of B. C.

COMMERCIAL SUMMARY.

Kingston is moving to secure the Provincial Fair next year.

Hatheway & Co., importers of merchandise at Boston, have failed. Liabilities \$10,000.

Toronto's city engineer recommends the trolley system for its new electric street railway.

The schooner Craftsman, which was supposed to be lost, has been towed into Owen Sound harbor and is all right.

Four vessels have just sailed from Charlottetown, P.E.I., carrying 230,000 bushels of oats for the British markets.

The exports from Halifax in October and November this year show an increase of \$210,000 over the same months last year.

The Canadian Government has instructed collectors of customs at maritime province ports to collect duty on fish from Newfoundland.

The Erie Railroad has lifted the boycott against the Chicago and Alton, and will hereafter accept the latter's tickets and checks.

Sir Roderick Cameron has been gazetted as resident commissioner for the colony of New South Wales to the World's Columbian Exposition in Chicago in 1893.

The Pennsylvania and Chicago and Grand Trunk Railways have notified their western connections that they will no longer receive shipments of grain for consignment to points east from Chicago.

Passenger trains have begun running through the St. Clair tunnel.

The Beatty steamers Monarch and United Empire have laid up at Sarnia for the winter.

The John Dunlop silk mills at Paterson, N.J., were burned last week. Loss, \$100,000.

The Dominion Mineral Company, of Sudbury, have sold out their Blizzard and Worthington nickel mines to an English syndicate for \$2,000,000.

State Senator Durban, of Wyoming, says cattle thieves are running the ranching business in that State. He says he himself was compelled to close out a \$750,000 business in that State.

The United Association of Lumbermen met at St. Louis, Mo., last week. The object of the association is to protect the retail dealers and prevent sales by the manufacturers direct to consumers.

Governor Merriam, of Minnesota, has issued a circular letter setting forth the terrible destitution which exists in Russia and asking that people who are blessed with prosperity do all in their power to mitigate the sufferings of the starving Russians.

More sailors lost their lives on the great lakes during the marine season just closed than in any previous year since the lakes were navigated. In all 57 met their death, and most of this number were lost during November. Forty were lost from schooners and barges. Not a passenger, however, was lost.

Negotiations are in progress for a commercial treaty between France and Italy.

The increase in property valuation in Montreal for 1891 as compared with 1890 will amount to about \$4,000,000, thus bringing the total amount to about \$127,000,000.

Several of the English technical journals state that a large steel producing plant is now on its way to China, after being constructed at the Tees Side Iron and Engine Works Company, Limited, of Middlesborough. It is a complete Bessemer plant, including two 5-ton converters, with cupolas, together with blowing engines, cranes and other pieces of machinery. There is likewise the entire machinery for a large rail mill, as well as for a plate and bar mill, together with about twenty puddling furnaces. Two large blast furnaces of the Cleveland type, capable of producing 100 tons of pig iron daily, with all the appliances, are in course of construction on the slope of the Hamyang Hills, opposite the city of Hankow. A foreign technical staff has been secured, and in the course of a few months it is anticipated that there will be produced in China plates and bars, steel rails, soft steel for ship plates, special plates, special metal for small arms and other classes of steel and iron. The works will cover some twenty acres, and the execution of the whole undertaking in all its details has been entrusted to the above-named Middlesborough firm. An order for 2,000 tons of rails and sleepers was obtained in England some time back, and this is now stated to have been lately increased to 12,000 tons.—*Canadian Manufacturer.*

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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Advertising Rates on Application.

D. M. CARLEY EDITOR

L. G. HENDERSON . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, DEC. 22, 1891.

CHRISTMAS.

What, it may be asked, has a journal devoted to finance and commerce to say about Christmas? It will be said that it is all very well for the clergy in their pulpits and the editors of the ordinary newspapers, whose scope is so extended and whose field is so comprehensive, and who, moreover, are always glad of something to break the comparative monotony of their daily routine, to devote some of their space to a talk about the great festival of Christianity. For our part, we protest against being left out. We may possibly make few pretensions to piety; we may hold our own individual views as to minor questions of theology and sectarianism; but we cannot forget the old, old story of the angel messengers, nor can we affect to ignore the fact that there was at one time a babe born in Bethlehem whose birth and its surroundings were different to those of any other. We have, all of us, heard from our childhood that as He grew up, though He might in many other respects have been like other boys, He lived a life like that of no other, that He spake as no other boy or man ever did, that He suffered and died under the most painful and ignominious circumstances, yet that today, though more than eighteen centuries have passed, He is still held in hallowed remembrance by the truest and best men and women of the world.

This same Jesus is really and truly believed in by hundreds and thousands as the one who has saved them from their sins and the attendant consequences, has given them a hope for the hereafter, for their happiness in which it is their duty to strive. Whatever there may be in all this, it has nevertheless raised the aspirations of all those who have been brought under what are termed Christian influences and the example which the Man of Galilee set in his solicitude for the welfare of others has been the means of making whole-souled men out of many, who, whatever their natural good qualities, might never have been led to believe in the all-comprehensive brotherhood of humanity. The proclamations of the Decalogue given amid the thunderings of Sinai have never been made so effective as by the example of their observance set by Him, who presumed to honor God as His father, and as he went about doing good daily emphasized the fact that even the meanest and lowest of the community were His brethren.

Christianity, as it exists, has done much

for commerce. It has been the means of creating confidence in one another, and a measure of consideration for those who were not the most successful in their avocations, and, moreover, has opened up and given a stability to communities that are renowned the world over for what may be termed the business probity of their people. For these and many other reasons we would join our tribute to that of the shepherds and the wisemen and, re-echoing the angel's message of Peace and Good-will, would say we wish to all a Happy Christmas.

CIVIL SERVICE REFORM.

The Dominion Government has, it would appear, undertaken another piece of civil service reform, and the order is about to go forth that the officers who are employed in the public departments at Ottawa must spend a larger portion of their time at their desks than they are accustomed to do at present. It is generally understood that the public servant at headquarters has a "soft job," and all things considered, such has been the case. He has practically gone to work when he pleased, and "shut up shop" when he chose, this being particularly the case of the men belonging to the higher grades those, in fact, who have been drawing the largest salaries. It is eminently proper that the best and most experienced men should have the highest pay and the best jobs; but when the official plums fall to favorites or persons whose only qualifications is political partizanship then the country has the right to demand that the greatest possible amount of work should be exacted from them. With the political partizans their merit is that they have done something that has had special influence in thwarting the wishes of at least one portion of the community which is compelled—willy nilly—to pay its proportion towards the maintenance of men whose views are at the antipodes of their own.

U. S. BANK FAILURES.

During the year ending October 31st last, as is shown by the report of the Controller of Currency in the United States, thirty-three national banks failed, only seven having been able to resume business, the remainder being disastrous failures. The official figures show that during the twelve months under review, 41 associations went into voluntary liquidation and 25 became insolvent. In the same period, 193 new associations were organized, possessing an aggregate capital of \$20,700,000, thus exhibiting a growth largely in excess of the annual average for past years. The gain for the twelve months was 127 banks with a capital of \$12,553,000. The statement, apparently satisfactory as it may be from the point of view of aggregate increase over and above losses sustained, amply demonstrates the necessity that exists for reform, and, considering all that has been said, even by American authorities as to the system obtaining in the Dominion, our neighbors might with advantage look to Canada, since the American public are rapidly

losing confidence in this one of the most important of their institutions—the more so since prior to the year under review, the average number of failures was only six or seven per annum. The difference between seven and forty-one is remarkable both from the point of view of number and the capital involved. As it is the custom, almost everywhere, when a disaster has occurred, to seek to place the blame on some one's shoulders, so in the present instance a scapegoat had to be found and the Controller himself, Hon. E. S. Lacey, is said to be the coming victim.

THE U. S. AND SOUTH AMERICA.

To all appearances, the United States, with all the preparations and arrangements made at the Washington convention to secure the trade of the South American republics, are likely to come out at the small end of the horn. They have thoroughly antagonized Chili as well by their subsequent attitude towards that proud people as by the course of Minister Egan and the American admiral on that station who is conclusively proven to have played "the respectable spy" in the interests of the tyrant Balmaceda. The other countries to the south have not been wholly uninterested spectators of all this, and what the commercial result will be, it is very easy to anticipate. In Europe, too, despite the power of the American hog and the importance of the wheat interest, the Americans are yet a long way off outrivalling Great Britain and her colonies in matters of trade.

THE ZAMBESI-DUTARD CASE.

Chief Justice Sir Matthew Begbie has had before him the report of the assessors on the Admiralty case of the SS. Zambesi and the schooner Fanny Dutard, the latter of which came into collision with the Zambesi, which rescued her. Each vessel sued the other for damages, while the Zambesi took action for salvage. The assessors reported that the fault lay with the Dutard which, after the collision, could not have been navigated into port without assistance. The Chief Justice ruled that both parties were responsible for the damage, the Zambesi having been going half speed at the time of the accident. He, however, awarded five-eighths of the value of the schooner to the captain and men of the Zambesi for salvage.

With its accustomed enterprise, our contemporary, the *Times*, has got out a special Christmas number, which, taken altogether, is as good a production of the kind as can well be desired. In the first place, it is well printed and, of course, has a stylish appearance, which is in no way detracted from by the literary matter or the artistic merit of the illustrations which, moreover, are seasonable and at the same time of interest to Victorians. Mr. Templeman and all who are associated with him in his work have reason to congratulate themselves on their success, which is substantially manifested by the supporters of Victoria's influential evening newspaper.

DIMINISHING FIRE RISKS.

In order to lessen the fire hazard and to stay the ravages of fire, the Canadian Fire Underwriters' Association has appointed inspectors whose work is to inspect and report upon buildings classed as special risks. By rating each risk on its merits, the lowest possible rate is obtained. In rating, reference is had to the construction of the building, the position and construction of the boiler house, if steam be used, and its connection with the factory. Favorable allowances are made for the providing of means for preventing or extinguishing fires, also the providing of watchman and watch clock, the use of steam heating instead of stoves, the choice of gas or electric light, instead of coal oil, and the fire insurance of those who take the precautions recommended costs less than that of those who do not. *The Montreal Times*, commenting on the above, says: "It is no uncommon thing for persons to apply, before erecting new buildings, to the secretaries of the association for hints as to the construction of the proposed building, with the view of obtaining the lowest possible insurance rate. During the past year, 1,918 special risks in Ontario were thus inspected and reported upon, and \$36 in the province of Quebec—25 of the latter being in the city of Montreal.

EDITORIAL NOTES.

During the season just closed, the shipments of eggs from Canada to Great Britain amounted to forty thousand cases, or 1,600,000 dozen. These eggs brought prices which enabled the farmers and exporters to gain a handsome profit.

The Mercier Government has been ordered by Lieut.-Governor Angers of Quebec to face to the left about and shift for themselves. But Mr. Mercier says he won't go and threatens to remain in office in order to save his cherished province.

CAN NOT beet root be successfully grown in British Columbia? The sugar produced from it and the industry connected with its production are increasing in favor almost everywhere. Sugar of this description, with all the augmented production, about two shillings per cwt. dearer in the English market.

The Manitoba Government have issued a crop bulletin. It shows that the grain which has been grown in the province this year was remarkable in its quantity. Of wheat, there is 23,191,599 bushels; of oats, 11,722,505, and of barley, 3,197,876 bushels. This makes a grand total of 40,152,080 bushels of grain, averaging 2,200 bushels for every farmer in the province.

AMERICAN corn promises to assume an important place in the manufacture of soap in Germany. Hitherto the manufacturers have used linseed oil procured in Russia, but owing to the failure of the crop there they were compelled to look in other directions for a supply of oil. East Indian linseed oil was tried, but supplies

are now being obtained from Chicago, and the chances are that the trade now will equal 30,000,000 or 40,000,000 bushels yearly.

THE bankruptcy returns of the last half year show that one male adult in every seven engaged in commercial, financial, and industrial lines fills the position of chief executive partner or proprietor; that one in every 45 engaged in business fails each half year, with liabilities in excess of assets; that one in every four engaged in business fails each half year, but without much financial loss to others. Aggregating failures of both varieties, it appears that one in every four have failed, on an average, each year during the past ten years; and, judging from the preliminary inquiry into causes of business failures, it would seem that 40 per cent. of the failures where liabilities exceed assets are due primarily to faults of those failing.

THE *British Trade Journal* contains the following in its December number:—"Shippers to India, Australia and China have been notified of an important decision with reference to bills of lading just arrived at by the leading banks having branches in those parts of the world. The managers of these banks state that their attention having been drawn to a clause in some of the bills of lading which gives the shipowner a lien and right of sale by public auction over the goods shipped thereunder, not only for freight and charges due thereon, but also for unsatisfied freight and other amounts due to the shipowner either from the shipper or consignee, they give notice that they shall decline to receive as security for an advance any bill of lading which gives the shipowner a right of lien for more than the freight and charges on the goods shipped thereunder."

"MR. HOWARD VINCENT, as the originator and chief apostle of the Empire Trade League, has recently been in Japan 'blowing a blast,' as the local newspapers put it, 'which heralds a condition of trade that must come to pass in the near future.' He has already converted Canada, it appears, to his ideas of commercial federation; and he is probably now on his way to Australasia." The above is from an English trade journal, which has been wrongly informed on this subject, for to our mind Mr. Vincent, judging from the receptions he has had in the Eastern provinces, is a long way off having "converted Canada." He would do well in the meantime to look at home and to take the advice given him by the paper from which we quote:—"The British public knows little or nothing about Mr. Howard's scheme; and it looks very much as though his friends have not sufficient confidence in its efficacy to stand up for it. As for Mr. Vincent, if he has his idea at heart, he should be among the working men voters of Shoreditch or Battersea rather than wasting his eloquence in places thousands of miles from the centre in which it is being weighed and found wanting."

BANK OF MONTREAL.

Statement of the result of the business of the bank for the half-year ended 31st October, 1891:—

| | |
|---|----------------|
| Balance of profit and loss account, 30th April, 1891 | \$139,728 30 |
| Profits for the half-year ended 31st October, 1891, after deducting charges of management, and making full provision for all bad and doubtful debts. | 666,612 93 |
| | <hr/> |
| | \$1,106,371 23 |
| Dividend 5 per cent., payable 1st December, 1891. | 600,000 00 |
| | <hr/> |
| Balance of profit and loss carried forward | \$506,371 23 |
| NOTE.—Market price of Bank of Montreal Stock 31st October, 1891, 227 per cent. (equal to \$151 per share). | |

GENERAL STATEMENT—31st October, 1891.

| | |
|--|-----------------|
| <i>Liabilities.</i> | |
| Capital stock | \$12,000,000 00 |
| Reserve | \$6,000,000 00 |
| Balance of profits carried forward | 506,371 23 |
| | <hr/> |
| | \$6,506,371 23 |
| Unclaimed dividends | 4,786 85 |
| Half-yearly Dividend, payable 1st Dec., 1891 | 600,000 00 |
| | <hr/> |
| | \$7,111,158 08 |
| | <hr/> |
| | \$19,111,158 08 |
| Notes of the bank in circulation | \$5,397,602 00 |
| Deposits not bearing interest | 7,649,536 30 |
| Deposits bearing interest | 19,324,509 49 |
| Balances due to other banks in Canada | 3,497 59 |
| | <hr/> |
| | \$32,375,145 38 |
| | <hr/> |
| | \$51,486,303 46 |

Assets.

| | |
|--|-----------------|
| Gold and silver coin current | \$2,038,150 12 |
| Government demand notes | 2,011,697 75 |
| Deposit with Dominion Gov't required by Act of Par'm't for security of general bank note circulation | 135,000 00 |
| Due by Agencies of this bank and other banks in foreign countries | 11,913,565 98 |
| Due by Agencies of this bank and other banks in Great Britain | 3,022,054 25 |
| | <hr/> |
| | \$14,035,620 23 |
| Government bonds, India stock, etc. | 1,308,900 00 |
| Notes and Cheques of other banks | 1,200,093 86 |
| | <hr/> |
| | \$21,628,471 96 |
| Bank premises at Montreal and branches | 600,000 00 |
| Current loans and discounts, (rebate interest reserved) and other securities and assets | \$28,714,729 33 |
| Debts secured by mortgage or otherwise | 432,934 65 |
| Overdue debts not specially secured (loss provided for) | 110,167 52 |
| | <hr/> |
| | \$29,257,831 50 |
| | <hr/> |
| | \$51,486,303 46 |

F. S. CLOUSTON,
General Manager.

BANK OF MONTREAL.
MONTREAL, 31st October, 1891.

LET THE STOCKING YAWN.

The practice of making Christmas presents to customers is fast becoming obsolete. Though the process of its decay has been rather prolonged, it has been none the less sure. The usage is doomed, not only by the diffusion of more enlightened ideas on the subject, but also by stern necessity. The latter has weakened the hold of the gift system more than argument has. It is remarkable that it has been withstood so long. The grocer's profits have for many years been unsubstantial, and rendered precarious by the credit system. The grocer, of all men, should be least expected to dispense liberal bounty to rich and poor at Christmastide. He cannot afford it. It is a senseless piece of self-oppression to undertake the burden of a big largess just at the beginning of the year. The grocer's customers do not bring a store of supplies to the man behind the counter. Christmas may be sad or merry with him according as the uncertain patronage and pay of his customers determine. Why, therefore, should he be a district Santa Claus? The role is a popular one, no doubt, and the custom of making Christmas presents quite a graceful one, but there is no money in it. It is rather a crude intelligence that cannot be made to understand that the recipient of the gift is expected to be overtaken some time and made pay for the gift. It is a long lane that has no turn, and after a spell of bestowing the grocer must be expected to do a little retrenching in the way of reduced gravity or bulk in the quantities he deals out, subdued quality, sophistication, etc. People begin to suspect this, and conclude that the most generous grocer at Christmas is the most tricky man on days of the year not marked by a red numeral. The movement for the abandonment of the practice has made very good headway this year. Stratford is one of the places now considering it. — *Canadian Grocer.*

FOG SIGNALS.

At a recent Board of Trade inquiry it was stated that a master of a ship, having fallen in with a fog, and not hearing a fog signal when expected, "lost his head." This observation was meant to express the fact that the master had got bewildered and lost his head figuratively, but his figurehead remained fast on his shoulders. This frequent assertion that powerful fog horns or sirens are not heard has been discredited by magistrates and nautical assessors who preside over enquiries relating to casualties. If, however, these worthy representatives of justice, and experts, would take the trouble to pursue the voluminous Parliamentary returns with respect to fog signals, they would learn that these warnings to mariners cannot or should not be implicitly relied upon in any kind of weather. Professor Tyndall and the elder brethren of the Trinity house, who were on board a yacht off the South Foreland when many experiments were entered upon, were surprised at the deviation and loss of sound. One day, in fine, clear weather, the noisy siren on the Foreland was scarcely distinguishable. Professor Tyndall and other talented men

attribute this distraction to acoustic clouds which are not perceptible to vision. Experiments made in the Baltic supported the same idea in distant signals. The Canadian Government appointed a staff of naval officers and meteorologists to determine whether, in foggy weather, there is any defect in the system of fog signals on the coast, and, if so, the cause. After a long series of trials and inspections, the specialists have made a report which bears out the previous tests, and the conclusions arrived at by that examining committee have induced the Canadian Government to issue a warning to ship masters, in which it is mentioned that no dependence must be placed on fog signals as they are no guides to distance, but only to locality. Complaints had been made that the fog signals in the Gulf of St. Lawrence were negligently worked, and could not be discerned; in other words, the fog signals were declared to be misleading. The Minister of Marine met these protests by a thorough and exhaustive enquiry. The committee of experts were requested to ascertain the merits of horns against whistles, and guns against bombs. The experts have discovered that even under the most favorable conditions, that is when placed on high, outlying points, with nothing to interfere with the passage of the sound, all fog signals are unreliable. Two reports of guns, fired under apparently similar circumstances, gave very different results, and a weak signal has been heard further than a stronger one. Shallow water, again, by causing unequal heating of the atmosphere, lessens the value of the signals. Save as regards cost, the whistle is held to be superior to the horn, and either is better than powder, but it is only in comparatively few places that the cost and inconvenience of a steam signal would be warranted. The minor lighthouses in Canada will be supplied with bombs. We have given the gist of the report, and the Canadian Government, which does not levy light dues, is to be credited with a desire to make the coast lights and fog signals as effective as possible. The Gulf of St. Lawrence is noted for fogs, and therefore it is important to have the best of light and fog warners. The Canadian Government have also been the means of corroborating previous investigations. We ask those who may have to express opinions on the causes leading to the stranding of ships to cast aside their dogmatic notions, and to make allowance for that which is beyond their comprehension. Masters who denied that they had heard foghorns were considered to be untruthful and awful slingers of the hatchet. Evidence has been invited to explain the make of foghorns and sirens, and to tell presidents of courts of enquiry that the signals should be heard for miles, but not quite so far as from England to China. Because these fog signals are constructed to send forth dismal noises, the gentlemen of England, who sit at home at ease, air their ignorance by saying that masters are, in common parlance, liars. We have done our share in showing that all sounds are more or less uncertain when sent forth from ships or towers. If masters would remember this instruction they would, as usual, listen for fog signals, but at the same time be sceptics. — *Liverpool Journal of Commerce.*

THE BEET SUGAR INDUSTRY.

[[The amount of Beet Sugar produced in the United States this year will be greater than former years, some enthusiastic believers in the beet thinking that before many years America will be able to produce all the sugar it requires, and experts are now busy locating the most favorable localities for its growth. In Canada, proof is not wanting that beets can be grown which compare favorably with the best produced in the European States where the industry has been largely pursued. In Quebec, as well as other provinces where beets have been grown, the result has shown clearly that this branch of industry can be profitably undertaken, and the factory at Farnham, P. Q., has, this year, 14,000 tons of beets, or as much as its capacity will allow—the output, this season, being expected to reach about 3,000 barrels.

The product of the Farnham factory tests by the polariscope 99.3 to 99.5 degrees of sweetness, which nearly equals in saccharine properties cane granulated.

The beets are bought at \$1.50 per ton delivered on the premises or on cars, and, in addition to this amount, the Provincial Government pays 50c. per ton to the producer, demanding from him sworn testimony as to the amount of land employed and quantity produced per acre. On all sides, the results fully confirm the value of beet raising to the farmer, and we know of instances where one grower made \$100 per acre, whilst another, convinced of the money in it, from thirty acres last year, increased his area of cultivation this year to thirty-five acres.

There is little doubt that as an agricultural enterprise the intelligent production of the sugar beet, in large quantities especially, is an assured success, and further, it has been abundantly proved, that where bee culture has been extensively adopted, a great impetus has been given to all kinds of other farm products, and this fact is explained by reason of the greater care necessary in the raising of beets, and more intelligent farming on the part of the producer, thus creating a knowledge in respect to the successful cultivation of other products not before possessed, and consequently enhancing the value of his crops of all kinds.

The consumption of sugar in Canada is, this year, expected to reach about 225,000,000 lbs., Canadians annually importing the raw material to the value of over \$15,000,000, and it will be apparent what an immense saving could be effected were the manufacture of the sugar required for consumption to be produced within our own territory. Our soil and climate are well adapted for the production of the sugar beet in abundance, and of the very best quality, and with fifteen million dollars devoted to the opening out of the country, to the extension of other industries and to the increasing of the area under cultivation in the fertile regions, only waiting for the hand of man to turn them into gold, a tangible evidence of advancement would be perceptible in all that goes to make a country great.

How soon the people of Canada will rise to the opportunity now offered, it is hard to say. There will be obstacles to be overcome, and the Government will experience a drain upon its resources in order to fac-

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

| ARRIVED. | NAME. | TONNAGE. | AGENT OR OWNERS. |
|--------------|-------------------|----------|-------------------------------|
| July 14 | Maggio Mac | 71 | R. P. Ritchet & Co. (Limited) |
| July 27 | Ahoko | 75 | Capt. Grant |
| July 27 | E. B. Marvin | 114 | E. B. Marvin & Co. |
| July 27 | Walter L. Rich | 79 | C. N. Cameron |
| July 28 | Annie F. Paint | 82 | Robert Irving |
| July 29 | Mary Ellen | 69 | Capt. Victor Jacobson |
| August 1 | Thistle (steamer) | 147 | N. Manson |
| August 1 | Sea Lion | 50 | Geo. Collins |
| August 3 | Minnie | 46 | Capt. Victor Jacobson |
| August 5 | Triumph | 98 | E. B. Marvin & Co. |
| August 11 | Winnifred | 13 | C. Spring |
| August 11 | Aurora | 46 | Thos. Harold |
| August 13 | C. H. Tupper | 99 | Capt. C. J. Kelly |
| August 14 | Henrietta | 31 | C. Spring |
| August 21 | May Bell | 58 | Capt. Douglas |
| August 22 | W. P. Sayward | 60 | Morris Moss |
| August 24 | Laura | 19 | J. B. Jones |
| August 24 | Labrador | 30 | Stevenson |
| August 29 | Mary Taylor | 43 | Carno & Munsie |
| August 29 | Mountain Chief | 16 | Nawussen |
| August 29 | Roslo Olsen | 39 | Andrew Gray |
| August 30 | Carliotta G. Cox | 76 | E. B. Marvin & Co |
| August 30 | Annie C. Moore | 113 | C. Hackett |
| August 30 | Genova | 92 | Hall, Goepel & Co |
| August 31 | Borealls | 37 | Thos. Hendry |
| September 2 | Walter A. Earle | 68 | Thos. Earle |
| September 2 | Sapphire | 124 | E. B. Marvin & Co |
| September 2 | Carmolite | 99 | J. W. Poppett |
| September 7 | Ariel | 91 | J. C. Prevost |
| September 9 | Umbrina | 98 | J. W. Poppett |
| September 14 | City of San Diego | 46 | Carno & Munsie |
| September 15 | Viva | 93 | Carno & Munsie |
| September 17 | Pioneer | 66 | Carno & Munsie |
| September 17 | Wanderer | 25 | Harry Paxton |
| September 17 | Venture | 48 | Morris Moss |
| September 18 | Favorite | 80 | Chas. Spring |
| September 22 | Oscar and Hattie | 81 | J. L. Penny |
| September 23 | Ocean Belle | 83 | Hall, Goepel & Co |
| September 24 | Katherine | 81 | J. L. Penny |
| September 26 | Maud S | 97 | Brown Bros |
| September 27 | Beatrice | 66 | Capt. Wm. Grant |
| September 27 | Terisa | 63 | P. A. Rabbington |
| September 27 | Otto | 87 | Walter Hornes |
| September 28 | Kato | 59 | C. Spring |
| September 3 | Penelope | 69 | Morris Moss |
| November 16 | Mascot | 40 | Hall Goepel & Co. |

VANCOUVER.

| | | |
|-----------------|----|-------------------------------------|
| Eliza Edwards | 37 | Pacific Trading and Navigation Co. |
| Vancouver Bello | 73 | Vancouver Shipbuilding, S. & T. Co. |
| C. D. Rand | 52 | B. I. Sealing and Trading Co |
| Beatrice | 49 | C. G. Doering |

to the industry, but it seems almost certain that the result would amply repay them going to this expenditure, and Canada cannot afford to ignore such chances of progress as is now within reach of accomplishment, since it has been shown that beet raising would tend to better the condition of the country.—*The Dominion Grocer.*

INSOLVENCY JURISDICTION.

In discussing legislation affecting matters in insolvency, we have advanced the opinion that such legislation was the exclusive prerogative of the Parliament of the Dominion of Canada, and that the provincial legislatures were exceeding their jurisdiction in dealing with it. If we refer to the question once again, it is to draw attention to the opinions of the judges of the Supreme Court expressed in regard to the subject in an appeal which came before them on Saturday last. The case of Gibbons vs. MacDonald, which was an appeal from a judgment of the Court of Appeals at Toronto, was under argument and raised a question of insolvency under the Ontario Act. One of the points at issue involved the meaning to be attached to the word "pressure." Mr. Justice Gwynne remarked that such cases should not come before the Supreme Court, but that an Insolvency Act should be passed by the Dominion Parliament. Later on, Mr. Justice Strong raised the constitutional question and intimated that the

point at issue involved the constitutionality of the Ontario Insolvent Act, expressing it as his opinion that it would be better not to proceed any further until both Sir John Thompson and Mr. Mowat were notified of what was being done. Counsel for the parties objected that such a course would be more unfair to the parties in the case, as it would involve the laying over of the whole matter until next term. The judges took counsel together, and then the Chief Justice, Sir William Ritchie, announced that as the case before them did not come under the Ontario Act as amended at the last session of the legislature, the Court would proceed with the hearing so far as could be done without touching upon the constitutional point, but that in any future case under the amended Act which should be brought before the Supreme Court, the Attorney-General of the Dominion and of Ontario would have to be made parties to the cause, in order that the question of the jurisdiction of the province to legislate upon insolvency matters might be set at rest. We have in the foregoing an expression of doubt on the part of the judges of the Supreme Court as to the constitutionality of insolvency legislation by the provinces, and we trust that this suggestion will have the effect of leading to action on the part of the Dominion Government. It is difficult to understand the unwillingness of the law officers of the Dominion to deal with a question involving such important interests as those arising out of

the question of insolvency. The British North America Act, which is Canada's written constitution, gives exclusive jurisdiction in matters of insolvency and bankruptcy to the Parliament of the Dominion. That Parliament has already recognized its rights by passing an Act respecting insolvent banks, insurance companies, loan companies, building societies and trading corporations, known as "The Winding-Up Act." What it has done for these corporations it has the power to do for firms and individuals. The constitutionality of the Winding-Up Act has never been questioned, and is not likely to be; but even if it were, the objections would not be maintained. Under these circumstances, we trust that the next session of Parliament will have the credit of enacting a measure which will have the effect of doing away with the incongruities, contrarieties and imperfections which are so glaring in the provincial enactments on the subject.—*The Shareholder.*

A HINT TO ADVERTISERS.

Advertisers often unwisely and unjustly blame the paper in which their advertisement appears for not bringing them the immediate returns they had looked for, when the fault lies not so much in the medium employed as in the style in which the advertisement is written and the manner in which it is inserted. Every advertisement should be a direct talk to the people with the same appealing and convincing power that the writer would employ if talking to his desired patron face to face. If you would attract notice make your advertisement worth noticing, the same as you would your place of business. Merchants will spend any amount of time on questions which have less probability of bringing return, whilst the framing of an advertisement is hurried through with not a particle of the attention the subject deserves, hence it is that advertisers more often than not, kick the wrong party, when they have more reason to kick themselves for their own failures.

THE COMMERCIAL JOURNAL, \$2 per year

Madame Lorimier, whose husband was executed in connection with the troubles of 1837 and '38, died in Montreal last week at the age of 79 years. The deceased lady was an aunt of Justice De Lorimier.

The hemlock lumber producers, of New York and Pennsylvania, say that trade with them is injured in a measure by the influx of cheap pine from Canada, the importation since the change in duty increasing very largely. There is no doubt about the increase; the fact that the increase has taken place, and is likely to further grow, is the best possible evidence that the tariff change has been generally acceptable to the lumber industry across the border. It may hit the hemlock men a little hard, but the lumber trade as a whole are not likely to squeal.—*The Canadian Lumberman.*

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891.

| FLAG. | NAME. | TNS. | MASTER. | SAILED. | FROM. | FOR. | CASKS. | VALUE. | ARRIVED. |
|---------|------------------|------|-------------|----------|----------------|-----------|--------|-----------|----------|
| Br bark | Serica | 913 | Smythe | Sept. 29 | Victoria | London | 38,623 | \$200,782 | |
| Br bark | Callao | 978 | James | Oct. 6 | Victoria | London | 41,610 | \$212,050 | |
| Br bark | Lebu | 726 | Worrall | Nov. 16 | Victoria | Liverpool | 30,800 | 161,424 | |
| Br bark | Rothsay Bay | 750 | Partridge | Nov. 18 | A Westminister | Liverpool | 32,179 | 159,553 | |
| Br bark | Wanlock | 715 | Cooper | Nov. 18 | Victoria | Liverpool | 29,916 | 157,743 | |
| Br ship | Titania | 879 | T. W. Selby | | Westminister | London | | | |
| Br bark | City of Carlisle | 823 | Kendall | | Victoria | London | | | |

A—Sailed from this port Nov. 21; also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$500.

BRITISH COLUMBIA LUMBER FLEET 1891.

| FLAG. | NAME. | TNS. | MASTER. | SAILED. | FROM. | FOR. | CARGO FT. | VALUE. | ARRIVE D. | RATE. | |
|-----------|------------------|------|------------|----------|--------------|------------|-----------|--------|-----------|----------|-----------|
| Br ship | Stamboul | 1248 | Weston | Jan 3 | Vancouver | Callao | 960,300 | \$ | 9,600 | April 2 | 50s |
| Chil bark | India | 453 | Funk | Feb 1 | Moodyville | Valparaiso | 751,396 | | 8,348 | April 20 | 65s |
| Br bark | Nivech | 1174 | Broadfoot | Feb 28 | Vancouver | Sydney | 851,352 | | 9,335 | April 24 | owners ac |
| Br bark | Formosa | 915 | Kain | Mar 21 | Vancouver | Arica | 744,000 | | 6,000 | July 5 | 55s |
| Am bkt | Catharine Sudden | 368 | Thompson | Mar 31 | Moodyville | Tientsin | 457,339 | | 5,177 | June 19 | 77s Gd |
| Am ship | Geo F Manson | 1333 | Crack | May 11 | Moodyville | Sydney | 827,154 | | 9,759 | Aug 5 | 55s |
| Br ss | Eton | 1746 | Newcomb | May 15 | Moodyville | Port Pirie | 1,765,714 | | 15,891 | Aug 26 | Private |
| Am sch | Olga | 478 | Atwood | May 22 | Moodyville | Shanghai | 334,133 | | 5,900 | Aug 7 | 65s |
| Am sch | Golden Shore | 964 | Henderson | June 3 | Moodyville | Sydney | 799,638 | | 8,063 | Aug 7 | 55s |
| Br ship | Forest King | 1692 | Morris | June 3 | Vancouver | Callao | 1,224,846 | | 14,224 | Sept. 1 | 47s Gd |
| Am ship | Exporter | 1312 | Kezer | June 7 | Vancouver | Melbourne | 824,192 | | 8,592 | Oct. 2 | 65s |
| Am bark | Spartan | 749 | Anderson | June 11 | Vancouver | Melbourne | 684,514 | | 3,276 | Sept 22 | 60s |
| Am bark | Hesper | 661 | Sodergren | July 4 | Moodyville | Shanghai | 688,913 | | 4,709 | Sept 17 | 47s Gd |
| Swed bark | Svea | 663 | Afzelius | July 5 | Vancouver | Callao | 419,586 | | 3,716 | Oct. 2 | 63s Gd |
| Am ship | Great Admiral | 1197 | Rowell | July 18 | Vancouver | Melbourne | 919,780 | | 8,596 | Oct. 5 | 52s Gd |
| Chil bark | Luisa Maria | 715 | Mexer | July 19 | Westminister | Sydney | 554,780 | | 5,708 | Oct. 6 | 60s |
| Chil bark | Leonor | 891 | Harken | July 22 | Westminister | Melbourne | 600,336 | | 6,000 | Oct. 6 | 65s |
| Nor bark | Borghild | 757 | Haugland | July 25 | Vancouver | Adelaide | 561,536 | | 8,219 | Oct. 6 | 62s Gd |
| Br ship | Duke of Abercorn | 1026 | McDougall | July 29 | Vancouver | Adelaide | 688,333 | | 6,917 | Oct. 10 | 47s Gd |
| Ger bark | Cassandra | 733 | Stehr | July 31 | Vancouver | Iquiqui | 545,619 | | 8,430 | Nov. 12 | 60s |
| Br ship | Leading Wind | 1229 | S B Savory | Aug 6 | Moodyville | Melbourne | 763,443 | | 9,681 | Nov. 27 | owners ac |
| Chil bark | Antioctta | 945 | Stack | Aug 8 | Moodyville | Valparaiso | 613,244 | | 6,516 | | 50s |
| Br bark | Orlovic | 825 | AnstIn | Aug 9 | Vancouver | Callao | 1,313,990 | | 11,269 | | owners ac |
| Chil ship | Hindo-Lan | 1543 | Welsh | Aug 14 | Moodyville | Valparaiso | 1,000,419 | | 12,213 | Nov. 2 | 50s |
| Br bark | H B Cann | 1290 | Foot | Aug 24 | Moodyville | Sydney | 1,011,172 | | 8,777 | Nov. 20 | 50s |
| Nor ship | Saga | 1113 | Aftedahl | Sept. 3 | Moodyville | Sydney | 960,254 | | 5,035 | | 65s |
| Nor bark | Lotus | 718 | Salvesen | Sept. 25 | Vancouver | Adelaide | 528,821 | | 4,618 | | owners ac |
| Per bark | Pisagua | 980 | Benvenuto | Oct. 10 | Moodyville | Pisagua | 483,583 | | 5,516 | Nov. 24 | 52s Gd |
| Am bark | Newsboy | 539 | Johnson | Oct. 1 | Westminister | Sydney | 2,043,293 | | 18,389 | Oct. 29 | Private |
| Nor ss | H. W. Jarlsberg | 1938 | Hague | Sept. 20 | Moodyville | Port Pirie | 907,808 | | 3,157 | | 52s Gd |
| Chil ship | Ena Larisa | 1180 | Beaseoe | Oct. 9 | Moodyville | Valparaiso | 300,331 | | 2,689 | | 57s Gd |
| Br bark | Alfred Hawley | 412 | Lowellyn | Oct. 2 | Westminister | Port Pirie | 557,332 | | 5,241 | | 62s Gd |
| Nor bark | Flora | 766 | Anderson | Nov. 21 | Vancouver | Melbourne | 578,332 | | 7,745 | | 65s |
| Nor bark | Dominion | 1256 | Eriksen | Nov. 28 | Vancouver | Adelaide | 794,201 | | 10,230 | | 44s |
| Am bkt | Willie R. Hume | 632 | Brigman | Nov. 17 | Vancouver | Callao | 512,658 | | 4,443 | | owners ac |
| Am ship | Benj. Sewall | 1361 | Sewall | Dec. 2 | Vancouver | Valparaiso | 980,001 | | 9,453 | | owners ac |
| Am schr | Olga | 478 | Rodin | Nov 12 | Moodyville | Sydney | 716,935 | | 9,225 | | owners ac |
| Chil ship | Atacama | 1245 | Caballero | Dec. 15 | Moodyville | Valparaiso | 579,485 | | 5,253 | | 47s Gd |
| Br bark | Nivech | 1174 | Broadfoot | Dec. 15 | Vancouver | Sydney | | | | | |
| Am schr | F. S. Redfield | 446 | Birkholm | Dec. 10 | Chemainus | Sydney | | | | | |
| Br ship | Athlon | 1371 | Dexter | | Vancouver | Adelaide | | | | | |

A—Also 360,900 laths. B—Composed of 45,000 feet telegraph poles, 410,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C Composed of 357,871 feet rough lumber, 30,668 feet dressed lumber, and 587 bundles laths. D—Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. E—Also 2,875 bundles-laths. F—Composed of 1,141,286 feet rough, 80,560 feet t & g flooring, 21,000 feet box-shoos, (5,000 boxes). G—Also 1,078 bundles pickets, 1,146 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring. J—47,059 feet is on deck. K—Also 78,615 feet is on deck; also 11,925 feet pickets and 2,691 bundles laths. L—Also 3,500 bundles laths. M—Also 1,633 bundles laths and 463 bundles pickets; deck load 22,032 feet. N—Also 90,411 feet dressed, 2,488 bundles pickets and 1,131 bundles laths. O—Comprising 182,638 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q—Also 131,164 t & g flooring, 1,129 bundles laths and 47 spurs, deck load 41,942 feet. R—Composed of 484,396 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. S—Also 2,001 bundles laths, deck load 106,197 feet. T—Also 2,138 bundles staves and 1,131 bundles laths. U—Also 22,461 feet t and g flooring, 2,272 bundles staves and 1,411 bundles laths; on deck 111,437 feet rough. V Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W—Also 712 bds laths and 1,463 bds pickets. X—Also 315 bds laths and 1,780 bds pickets. Y—Also 21,757 feet pickets and 56,000 feet lath. Z—Deck load 32,366 feet rough. AA—Also 148,000 feet rough. BB—Also 362 bds laths. CC—Composed of 15,684 ft T & G flooring, 159,431 ft clear and 619,961 ft rough. DD—Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 21. EE—Also 1047 bds pickets and 1606 bds laths. returned to Esquimalt Dec. 9 strained and leaking badly; being discharged for repairs. FF—Also 151,237 ft t and g flooring. GG—Also 167,555 ft t and g flooring and 3,596 bds laths. HH—Also 127 bds laths. II—Also 48 bds laths.

SHIPPING INTELLIGENCE.

The ss. Empress of India, which sailed from Hong Kong Dec. 8, is due to arrive on the 20th inst.

The British bark Martha Fisher, which was in this port last summer, was spoken Nov. 29 in latitude 45 north, long 73 west.

The British ship Celeste Burrill, Capt. Haines, received her orders and sailed for Tacoma Dec. 17. She is chartered to load grain for the U. K.

The British ship Aristomene, 1750 tons, Capt. Jones, is reported to have sailed

from Sourabaya on Sept. 21 for Pasaroean, thence to Vancouver with sugar.

The ss. Empress of China sailed on Dec. 18 for Yokohama and Hong Kong. She had 1,500 tons of freight, 80 bags of mail, 215 Chinese and a number of cabin passengers.

The ship Titania was towed to English & Co's cannery, on the Fraser River, from New Westminster, on the 16th, to load salmon. She will then go to Vancouver and fill tween decks with lumber for London.

The American bark Colorado, 1,036 tons, Capt. Gibson, due here in January, will be

loaded by her owners, the Victoria Lumber and Manufacturing Company, with lumber for Valparaiso, at the Chemainus mills.

The British bark Misstletoe, 821 tons, Capt. Smith, is reported to have sailed from Buenos Ayres Nov. 23 for Victoria. She is chartered to load lumber at Vancouver for the Atlantic coast.

The Nor. bark Orion, 1,234 tons, Capt. Ulstrup, from Port Pirie Sept. 19 for Newcastle, N.S.W., arrived Oct. 5 and sailed 20th for San Pedro and Vancouver, to load lumber for Melbourne wharf.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

| FLAG. | NAME. | TNS | MASTER. | SAILED. | FROM. | FOR. | CONSIGNEES. | DAYS OUT. |
|-----------|------------------|------|---------------|-------------|---------------|-------------|--------------------------------------|-----------|
| Br bark | Glenbervio | 800 | Groundwater | August 21 | R London | Victoria | R. P. Rithet & Co. (Limited) | 123 |
| Br bark | Lizzie Bell | 1036 | Edwards | Sept. 23 | A Liverpool | Victoria | R. P. Rithet & Co. (Limited) | 87 |
| Br bark | Argyleshire | 1203 | Stevens | Sept. 16 | I Glasgow | Victoria | C. Gardiner Johnson | 95 |
| Ger bark | Katinka | 816 | Kohler | Oct. 6 | M La Plate | Moodyville | Moodyville Sawmill Company | 77 |
| Am bark | Colorado | 1036 | Gibson | July 21 | P New York | Chemainus | Victoria Lumber and Manufacturing Co | 151 |
| Port bark | Quiteria | 355 | Leite | July 5 | B Rio Janetro | Victoria | Victoria Lumber and Manufacturing Co | 170 |
| Br ss | Landana | 985 | Hales | ..... | Antwerp | ..... | ..... | ..... |
| Nor bark | Czar | 1314 | Ch'stopherson | Oct 15 | T Rio Janeiro | Vancouver | ..... | 68 |
| Br ship | British India | 1192 | Lines | Sept. 26 | N Samarang | Vancouver | ..... | 87 |
| Br ship | Mount Carmel | 1596 | Livingstone | Nov. 16 | Sourabaya | Vancouver | ..... | 36 |
| Br bark | Arlindo | 1167 | Croot | November 28 | C London | Victoria | Robt. Ward & Co. | 24 |
| Nor bark | Orion | 1231 | Ulstrup | Oct. 20 | K London | Vancouver | ..... | 12 |
| Br ship | Thermopylae | 915 | Winchester | Dec. 10 | G Bangkok | Victoria | Victoria Itico Mills | 63 |
| Br bark | Irving | 665 | Jones | Nov. 23 | Liverpool | Victoria | Turner Beeton & Co. | 24 |
| Br bark | Banfishiro | 829 | McDonald | ..... | E Liverpool | Vancouver | Bell-Irving & Paterson | ..... |
| Br ship | Mary L. Burrell | 1456 | Kinney | Sept. 15 | D Bahia | Royal Roads | ..... | 98 |
| Br ss | Batavia | 1628 | Hill | Nov. 20 | B Hong Kong | Victoria | F. C. Davidge & Co. | 32 |
| Br ss | Mermaid | 198 | Crim | Nov. 14 | S London | Victoria | Robt. Ward & Co. | 40 |
| Br bkt | Bittern | 383 | Stronach | Oct. 23 | H Hong Kong | Royal Roads | ..... | 61 |
| Br ss | Bushmills | 1583 | Vening | ..... | H Glasgow | Vancouver | Baker Bros. & Co. (ld) | ..... |
| Br ship | Aristomene | 1750 | Jones | Sept 21 | Sourabaya | Vancouver | ..... | 29 |
| Br bark | Mistlote | 821 | Smith | Nov. 23 | Buenos Ayres | Vancouver | ..... | 11 |
| Br ss | Empress of India | 3003 | Marshall | Dec 8 | Hong Kong | Vancouver | C. P. S. S. Co | 24 |

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

VESSELS IN PORT.

(December 21, 1891.)

VICTORIA.

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

VANCOUVER.

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

NEW WESTMINSTER.

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

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. ship Kennebec, 2,025 tons, Capt. Love, waiting to load.
Am. bark Rufus E. Wood, 1,477 tons, Capt. Ryder, loading.
Am. bark Gen. Fairchild, 1,426 tons, Capt. Mackie, waiting to load.
Nic. bark Bundalcer, 921 tons, Capt. Williams, loading Northfield coal.
Br. SS. Grandholm, 871 tons, Capt. Masson, loading for San Francisco.

WELLINGTON SHIPPING.

Am. ship Highland Light, 1,315 tons, Capt. Herriman, loading.

EAST WELLINGTON SHIPPING.

Am. bark Melrose, 943 tons, Capt. Kalb, loading.

RECAPITULATION.

| Ports. | No. | Tonnage. |
|-----------------|-----|----------|
| Victoria | 1 | 823 |
| New Westminster | 1 | 870 |
| Vancouver | 2 | 2,667 |
| Nanaimo | 7 | 8,978 |
| Total | 11 | 13,367 |

THE SALMON PACK.

The following canners have reported their pack in addition to the list published in THE COMMERCIAL JOURNAL of the 17th November. There are still two or three canneries to hear from:

| | CASES. |
|--|---------|
| Lowe Inlet Packing Co., Naas River | 8,957 |
| Lulu Island Canning Co., Fraser River | 11,458 |
| Annadale Packing Co., Fraser River | 290 |
| Canoo Pass Cannery, Fraser River | 1,630 |
| British America Cannery, Fraser River | 4,191 |
| Wadhams's Cannery, Fraser River | 11,790 |
| Bon Accord Cannery, Fraser River | 8,770 |
| Sea Island Canning Co., Fraser River | 11,210 |
| English's Cannery, Fraser River | 7,821 |
| Laidlaw & Co's Sapperton, Fraser River | 6,756 |
| Laidlaw & Co's Lulu Island, Fraser River | 6,750 |
| Delta Canning Co., Fraser River | 6,770 |
| Wellington Packing Co., Fraser River | 7,291 |
| Ewen's Cannery, Fraser River | 25,000 |
| Total | 120,127 |
| Previously reported | 192,070 |
| Grand total | 312,197 |

FREIGHTS.

Lumber freights remain almost without change. Rates are decidedly steadier. An advance has been established for Shanghai. A rather unusual charter has been effected for Redwood lumber from San Francisco to Liverpool at 60s. Quotations are as follows: From Burrard Inlet or Puget Sound to Sydney, 40s; Melbourne, Adelaide or Port Pirie, 50s; Valparaiso, 45s; Cork for orders, 65s, Shanghai, 55s. For grain from San Francisco to the U. K. the rate has declined further, and is now 25s 9d. It is believed that fixtures have been made at even lower figures, although the rates have not been reported. From Tacoma and Portland the rate is nominally about 30s. Coal freights are unchanged. Nanaimo or Departure Bay to San

Francisco, \$2.25; from Puget Sound to San Francisco, \$2.00 per ton.

The British bark Nineveh, 1174 tons, Capt. Broadfoot, sailed from Vancouver Dec. 15 for Sydney with a cargo of lumber consisting of 710,995 ft rough, 107,555 ft t and p flooring and 3,596 bdls laths, valued at \$9,925. She was loaded on owner's account.

It is strongly believed that Ceylon teas can be profitably grown in California, and the idea is being discussed with much interest in San Francisco.

THE value of petroleum as fuel has led to several attempts to solidify it. The most recent method of doing this is that of Mr. Chenhall, of London. The whole process from the first mixing to solidification occupies only about half an hour, and the converting apparatus is simple and inexpensive. The solidified petroleum burns freely and with but a small percentage of ash. The heating power of the new fuel is much in excess of that of steam coal, than which it can be sold much cheaper.

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NOTICE.

The Committee of Lloyd's beg to call the at-
tention of merchants to the fact that, in all
cases when they may have to make claims for
loss or average on their Policies, it would be very
much facilitate a settlement by their Under-
writers if they would instruct their consignees,
in the absence of special provision in the Policy,
to call in Lloyd's Agent at the port of arrival,
with a view to his conducting the necessary
surveys and assessing the damage sustained.
It is believed that a clause, insisting on the
employment of surveyors appointed by Under-
writers, has been inserted in the policies of most
American and Continental Marine Insurance
Companies. While English Underwriters do
not make this measure compulsory, consignees
should be aware that claims will probably be
settled in this country with greater readiness
if they are properly supported by the certifi-
cates of a Lloyd's Agent.
LLOYD'S, London, February, 1891.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 16,
 To take effect at 8.00 a.m. on Tuesday, October 20th, 1901. Trains run on Pacific Standard Time.

| GOING SOUTH HEAD UP | STATIONS | No. 1 Passenger | | No. 3 Passenger | |
|------------------------|----------------|--------------------|--------------|--------------------|---------|
| | | Daily | Sundays | Daily | Sundays |
| Ar 12.24 | VICTORIA | Ar 12.24 | Ar 12.24 | Ar 5.58 | Ar 5.58 |
| " 12.20 | RUSSELL'S VIC. | " 12.20 | " 12.20 | " 5.54 | " 5.54 |
| " 11.45 | ESQUIMALT | " 11.45 | " 11.45 | " 5.44 | " 5.44 |
| " 10.50 | GOLDSTREAM | " 10.50 | " 10.50 | " 5.10 | " 5.10 |
| " 10.40 | SHAWNIGAN L'E | " 10.40 | " 10.40 | " 4.24 | " 4.24 |
| " 10.27 | COBBLE HILL | " 10.27 | " 10.27 | " 3.50 | " 3.50 |
| " 10.17 | MCPHERSON'S | " 10.17 | " 10.17 | " 3.40 | " 3.40 |
| " 10.12 | KOKSILAH | " 10.12 | " 10.12 | " 3.44 | " 3.44 |
| " 10.02 | DUNCANS | " 10.02 | " 10.02 | " 3.34 | " 3.34 |
| " 9.30 | SOMENOS | " 9.30 | " 9.30 | " 3.12 | " 3.12 |
| De 8.31 | CHEMAINUS | De 8.31 | De 8.31 | " 2.14 | " 2.14 |
| Ar 8.29 | NANAIMO | Ar 8.29 | Ar 8.29 | | |
| De 8.10 A.M. | WELLINGTON | De 8.10 A.M. | De 8.10 A.M. | | |

| GOING NORTH HEAD DOWN | STATIONS | No. 2 Passenger | | No. 4 Passenger | |
|--------------------------|----------------|--------------------|---------------|--------------------|--------------|
| | | Daily | Sundays | Daily | Sundays |
| De 8.00 A.M. | VICTORIA | De 8.00 A.M. | De 8.00 A.M. | De 2.30 P.M. | De 2.30 P.M. |
| " 8.14 | RUSSELL'S VIC. | " 8.14 | " 8.14 | " 2.34 | " 2.34 |
| " 8.30 | ESQUIMALT | " 8.30 | " 8.30 | " 3.00 | " 3.00 |
| " 9.34 | GOLDSTREAM | " 9.34 | " 9.34 | " 4.04 | " 4.04 |
| " 9.44 | SHAWNIGAN L'E | " 9.44 | " 9.44 | " 4.14 | " 4.14 |
| " 9.57 | COBBLE HILL | " 9.57 | " 9.57 | " 4.20 | " 4.20 |
| " 10.07 | MCPHERSON'S | " 10.07 | " 10.07 | " 4.39 | " 4.39 |
| " 10.22 | KOKSILAH | " 10.22 | " 10.22 | " 4.44 | " 4.44 |
| " 10.48 | DUNCANS | " 10.48 | " 10.48 | " 4.54 | " 4.54 |
| Ar 11.50 | SOMENOS | Ar 11.50 | Ar 11.50 | " 5.16 | " 5.16 |
| De 11.59 | CHEMAINUS | De 11.59 | De 11.59 | " 6.14 | " 6.14 |
| Ar 12.14 P.M. | NANAIMO | Ar 12.14 P.M. | Ar 12.14 P.M. | | |
| | WELLINGTON | | | | |

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STEAMSHIP CITY OF KINGSTON. Victoria Route.
 8:00 a.m. *Lv Tacoma Ar..... 5:15 a.m
 10:15 a.m. " Seattle Lv..... 3:00 a.m
 1:30 p.m. " Pt Townse'd " 12:00 p.m
 4:30 p.m. Ar Victoria † " 8:30 p.m
STEAMSHIP CITY OF SEATTLE. Whatcom Route.
 6:45 p.m. † Lv Tacoma Ar..... 4:30 p.m
 9:00 p.m. " Seattle Lv..... 2:30 p.m
 12:15 a.m. " Pt Townse'd " 11:30 a.m
 2:45 a.m. " Anacortes " 9:15 a.m
 6:45 a.m. Ar Fairhaven " 8:00 a.m
 6:15 a.m. " Schomo " 7:30 a.m
 4:30 a.m. " Whatcom * " 6:00 a.m
Snohomish River Route.
 7:00 a.m. *Lv Seattle Ar..... 2:00 p.m
 8:45 a.m. " Edmonds Lv..... 12:30 p.m
 10:30 a.m. " Muckeltee " 10:45 p.m
 12:00 m. u Marysville " 9:30 a.m
 2:00 p.m. " Lowell " 8:00 a.m
 3:00 p.m. Ar Snohomish * " 7:00 a.m
STEAMER EDITH.
Pt Townsend Mail Route.
 11:00 p.m. † Lv Seattle Ar..... 5:00 p.m
 12:30 a.m. Kingston Lv..... 4:10 p.m
 3:00 a.m. Lv Pt Madison " 1:00 p.m
 4:00 a.m. " Pt Ludlow " 12:00 m
 6:00 a.m. Ar Pt Townsend * " 10:00 a.m
 * Daily ex. Sunday. † Daily ex. Saturday.
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 E. E. BLACKWOOD, Agt., 82 Gov't Street.

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 Return Tickets will be issued between all points for a single fare, good for return not later than Monday.
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 No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox
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 SS. ELIZA EDWARDS will leave Union S.S. Co. Wharf daily at 2:30 p. m., calling at Steveston and Way Landings. Leave Ladner's Landing at 7 a. m. for Steveston, Way Landings and Vancouver. Cargo received at Company's Wharf.
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(Steam Fuel.)

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| GLENORA "..... | 2,500 " | GOBERICH—Goderich, Ont..... 1,000 " |
| WINNIPEG MILLS..... | 1,500 Barrels. | |

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