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Vol. IV.

VICTORIA, B. C., TUESDAY SEPTEMBER 18, 1894.

No 28

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SUGAR REFINERY.

PRICE LIST.

Granulated, in Bbbs. or 100-lb Bags.....	4½	per lb
Yellow, according to quality.....	3¾ to 4¼	"
Paris Lumps in Bbbs. or 100-lb. Bags.....	5½	"
Powdered, Iceing and Bar, in Bbbs.....	6	"

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

The Company guarantee their Sugars to be absolutely pure. Their Sugars are superior to any other in the market. Every dealer in Victoria knows this. Consumers do not obtain more weight of inferior sugar for the dollar than they do of the British Columbia product; then why not have the best and at the same time support native industry.

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

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

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British Columbia Salmon:—Ewen & Co., "Lion."
"Bonnie Dundee"; Eon Accord Fishery Co's
Consuls'; Canadian Pacific Packing Co.
"Flagship" brand.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,
 Tuesday Morning, Sept. 18.
 VICTORIA.

Business continues fairly steady, and an improvement is noticed in a number of lines. Many merchants consider a good fall trade virtually assured as there is a feeling of greater confidence in all circles. The paying off of the sealing schooners and cannery employes is making ready money easy in certain channels, of which all feel the benefit to a degree.

The Hudson's Bay Co. shipped nearly five carloads of sealskins to London during the week, which were valued at about \$125,000. Further shipments will go forward during the month.

The good ship Eaton Hall, 1,779 tons, arrived from London Sept. 15 with general cargo for both Victoria and Vancouver merchants.

The Vancouver *News Advertiser* says: "Trade continues steady and if anything there has been a slight improvement in most lines this week. Money, however, still continues tight, and the financial situation is unchanged. The shipping trade has been active during the week. Both trans-Pacific liners are in port and the wharfage accommodation has been taxed to its full extent. The Board of Trade have taken up the matter of increased wharfage, and it is to be hoped that their efforts in this direction will be successful. In wholesale, business continues up to the average, and country orders are reported to be heavy."

FLOUR AND FEED.

New season's flour from the Columbia Flouring Mills, Enderby, has been received during the week. Quotations are the same as last fall, both for caskets and jobbing quantities. Oats and California chop feed are quoted lower this week.

The Portland *Commercial Review* says of flour: "Outside of the usual local requirements, not much demand exists for large or important shipments, and as the present mill output is in excess of requirements, we have to note an easy feeling. The larger part of the receipts from Eastern Oregon is going to San Francisco, and a fair amount of valley receipts is for China account. Standard brands have ruled at \$2.50 per bbl. for valley; Walla Walla, \$2.00 per bbl.; Dayton, Wash., \$2.55 per bbl., with the usual trade discounts off."

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

Ogilvie's Hungarian	\$1 10
" Strong Bakers	3 90
The Columbia Flouring Mills quote	
Enderby flour in earload lots on wharf in Victoria:	
Premier	\$1 00
XXX	3 85
Strong Bakers or XX	3 10
Superfine	3 15

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

Delta	\$3 50
Victoria XXX	0 60

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 3 75 @ 0 00
Lion, "	3 50 @ 0 00
Premier, Enderby mills	1 25 @ 0 00
XXX, "	1 10 @ 0 00
XX, "	3 65 @ 0 00
Superfine, "	3 10 @ 0 00
Ogilvie's Hungarian	1 50 @ 0 00
" Strong Bakers	1 35 @ 0 00
H. B. C. Fort Garry Hungarian	1 50 @ 0 00
" Strong Bakers	1 35 @ 0 00

Oak Lake Patent Hungarian	1 50 @ 0 00
" Strong Bakers	1 35 @ 0 00
Regina Hungarian	1 50 @ 0 00
" Strong Bakers	1 35 @ 0 00
Benton County, Oregon	3 75 @ 0 00
Portland Roller	3 85 @ 0 00
Washon, Washington	3 90 @ 0 00
Snowflake	3 75 @ 0 00
Wheat, per ton	25 00 @ 00 00
Oats	27 60 @ 30 00
Oil cake meal	35 00 @ 50 00
Chop feed—California	27 50 @ 00 00
Shorts	20 00 @ 25 00
Bran	20 00 @ 22 50
National Mills oatmeal	3 50 @ 0 00
" " rolled oats (40 lbs.)	3 50 @ 0 00
" " " 10 7 1/2, baled	3 09 @ 0 00
" " split peas	3 50 @ 0 00
" " pearl barley	1 75 @ 0 00
" " Chop feed	20 00 @ 25 00
California oatmeal	3 85 @ 0 00
California rolled oats	1 15 @ 0 00
Corn, whole per ton	37 50 @ 10 00
Peas, field per ton	10 00 @ 00 00
Commeal	2 50 @ 3 00
Commeal feed per ton	10 00 @ 00 00
Cracked corn	10 09 @ 00 00
Hay, per ton	15 00 @ 18 00
Straw, per bale	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$ 75 00 @ 80 00
" (polished)	90 00 @ 00 00
Best China rice	80 00 @ 100 00
Chinarice No. 1 (mats)	68 00 @ 00 00
" (sacks)	65 00 @ 00 00
Rice flour	70 00
Broken rice	30 00
Rice Meal	17 50

GROCERIES AND PROVISIONS.

Eggs are scarce and prices have advanced from 2c to 3c per dozen, large supplies are on the way from the East

New evaporated California fruits are being received by jobbers. Although the prices are lower all round than last year some lines are advancing and prices are firmer than was generally anticipated, because of the supposed extra large pack during the railway blockade last summer.

The British Columbia Sugar Refinery quotes prices as follows, payment by spot cash:

Granulated, in bbls. or 100-lb bags	11
Yellow, according to quality	3 1/2 to 12
Paris lumps, in bbls. or 100-lb bags	5 1/2
Powdered, icing and bars, in bbls.	6

Jobbers quote:

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

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	21 @ 21 1/2
Manitoba dairy	18 @ 19
" creamery in tins	27 1/2 @ 00
Cheese—Canadian, lb.	13 @ 13 1/2
Canadian Stilton	17 @ 18
Eggs Canadian	per doz 17 @ 18

Smoked meats and lard are quoted:

Hams	16 @ 17 1/2
Breakfast bacon	15 @ 16
Short rolls	11 @ 12
Dry salt, long clear	10 1/2 @ 11
Bucks	13 1/2 @ 13 1/2
White Label pure leaf lard, tierces	0 12 1/2
" " 50-lb tins	0 12 1/2
" " 20-lb "	0 12 1/2
" " 10-lb "	0 12 1/2
" " 5-lb "	0 12 1/2
" " 3-lb "	0 12 1/2

Lard Compound, 10-lbs	10 1/2 @ 00
" " 20-lbs	10 1/2 @ 00
" " 5-lbs	10 1/2 @ 00
" " 3-lbs	10 1/2 @ 00

Sugar—Jobbers' prices half-barrels and

keys in each case being 1/2 higher:	
Dry Granulated (China)	1 1/2 to 1 1/2
Extra C, China	1 1/2
China, yellow	3 1/2
Dry Granulated (B. C. Refinery)	1 1/2 to 1 1/2
Extra C	1 1/2
Fancy Yellow	1 1/2
Yellow	1 1/2
Golden C	3
Cubes	6 1/2
Powdered	6 1/2
Syrups, per lb	3
" 1 gal. tins, American (10)	5 50
" " " " (16)	5 25
" " " Vancouver	5 50
" " " "	7 00

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

Helmet brand sugar cured hams, medium	0 17 1/2
" " " heavy	0 17
" " breakfast bacon	0 16
Fancy Gold Band hams	0 15 1/2
" " breakfast bacon	0 15

Jobbers quote as follows:

Liverpool salt, coarse, in 100-lb bags, per ton	12 00
Liverpool salt, fine, in 50-lb bags, per ton	18 00
Portland cement, White's (best) per bbl	3 60
White mottled soap, English, in 12-lb boxes	5 75
" " quarter boxes	
2 1/2 lbs, per cwt.	9 00
Malt vinegar, English, 2 1/2-gal. bbls.	11 25
" " octaves	6 50
" " cases of 3 doz., per case	5 50
Matches, block, in tins, Victoria	1 25
" " California	1 30
Macaroni, No. 1, 1c-lb boxes	90
Vermicelli, 10-lb boxes	20
Coal oil, per case	2 50
Nails, per keg 10, \$3.10; 60, \$3.20; 80, \$3.05; 100, \$3.00; 120, \$3.15; 200 and 300, \$2.95; 100, 500 and 600, \$2.85.	

FRUITS AND VEGETABLES.

Quotations are unchanged. Business has been good in this line as this is the season of the heaviest receipts of fruit. Oregon peaches are reported in good demand at \$1.10 per box. Australian lemons received by the last steamer are already completely sold out of jobbers hands.

Jobbers' quotations for fruits are as follows:

Oranges—Australian.....	1 50	@	0 00
Lemons—California (Johnson's) ..	5 50	@	0 00
".....	3 50	@	1 00
Pineapples..... per doz	2 00	@	3 00
" sugar..... per doz	1 25	@	0 00
Bananas—Honolulu..... crates	3 00	@	0 00
"..... bunches	2 25	@	2 50
Apples—California.....	1 15	@	1 50
Cocoanuts..... per 100	8 00	@	9 00
Peaches.....	1 00	@	1 10
Plums.....	85	@	1 15
Pears.....	1 09	@	1 25
Grapes.....	1 25	@	1 50
Watermelons..... per crate	5 00	@	0 00
Nutmeg melons..... per crate	1 20	@	0 00
Musk melons..... per crate	3 50	@	0 00

Vegetables are quoted:

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

SALMON.

There is no change worthy of note in the situation since our last review. The markets continue firm. Another salmon vessel has arrived, the Corryvreckan, 1,299 tons, which will load on account of Robt. Ward & Co., Ltd., when her cargo of coal is discharged. The Corryvreckan and Rimac are the only salmon vessels that will load for London. The remaining four, City of Glasgow, Clan Robertson, Northernhay, and Santa will load for Liverpool.

Early this season the Liverpool buyers made free purchases when new brands were offered at low prices, and later they bought heavily of established brands at considerably higher figures, consequently the bulk of the pack for the U. K. will go to Liverpool. Last season 6 vessels carrying 253,833 cases went to Liverpool and 4 vessels carrying 148,352 cases to London. The arrivals of Alaska canned salmon at San Francisco amounted to 285,993 cases up to Sept. 10.

LUMBER.

The American bark Newsboy, 559 tons, Capt. Mollested, sailed Sept. 11, for Sydney, with a cargo of 662,607 feet valued at \$5,231, from Hastings Mills, composed as follows: 626,927 feet rough, 15,537 feet T & G flooring, 10,000 pickets and 60,860 laths. The American barkentine Irmgard, 628 tons, Capt. Schmidt, has arrived at Vancouver, under charter to load lumber for Iquiqui at 37s 6d.

The following vessels are loading lumber at British Columbia ports for foreign: At Hastings Mill—Italian bark Cavour, 1,389 tons, for Callao; British ship Lismore, 1,598 tons, for Buenos Ayres; Am. bktne. Irmgard, 628 tons, for Iquiqui. At Moodyville—Br. ship Ballachulish, 1,806 tons, for Valparaiso. At Vesuvius Bay—Am. ship Occidental, 1,470 tons, loading mining props for Santa Rosalia. Total 5 vessels, 6 891 tons.

The following are the current city quotations, net in yard: Rough, \$8.00

per Mft; rough clear, \$14; ship lap, \$10, tongue and groove flooring, 4 in. No. 1, \$16; do. 4 in. No. 2, \$12; do. 6 in. No. 1, \$15; do. 6 in. No. 2, \$11; rustic, No. 1, \$15; do. No. 2, \$11; surfaced, \$15; shingles, \$2; lath, \$1.75.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment:

Rough Merchantable, ordinary sizes, in lengths to 10 feet inclusive, per M feet.	\$ 8 00
Deck plank, rough, average length, 35 feet per M.....	10 00
Dressed T. and G. flooring, per M.....	15 00
Pickets, rough per M.....	8 00
Laths, 4 feet 6 in, per M.....	1 90

FOREIGN COAL SHIPMENTS.

The following are the New Vancouver Coal Co's shipments for the week ending Sept. 8:

Date.	Vessel and Destination.	Tons.
1.	Pioneer str. Port Townsend	12
1.	Wilna, bark, San Francisco	2,477
1.	Tyce, str. Port Townsend	70
6.	R. E. Wood, bark, San Francisco	2,375
7.	Holyoke, str. Port Townsend	12
8.	Elwell, ship, San Francisco	2,375
Total.....		7,390

For the week ending September 15:

Date.	Vessel and Destination.	Tons.
8.	Tacoma, str. Port Townsend	67
8.	Sea Lion, str. Port Townsend	51
8.	Pioneer, str. Port Townsend	13
13.	Holyoke, str. Port Townsend	21
Total.....		182

BUSINESS NOTES.

J. McManus, tobaccoist, has opened in Victoria.

W. G. Trethewey has opened a patent bureau at Vancouver.

Henry Jewell, crockery, Victoria, mortgagee foreclosed.

D. Rushworth, tobaccoist, has opened at 48 Yates street, Victoria.

New Denver and Silverton are now connected by a telephone line.

John Braden & Sons, plumbers, Victoria, style changed to Braden Bros.

Henry Eburne, general store, Eburne P. O., sold out to Churchill & McKay.

Eight box cars and four stocks are now building for the Nakusp & Slocan railway.

E. C. Davidson, harness and saddlery, Kamloops, has assigned to M. J. McIver.

Campbell & Co., merchant tailors, will reopen at 88 Government street, Victoria, on 21st inst.

The Berlin Portrait Co., have succeeded The Rocky Mountain Portrait Co., Victoria.

The Mainland Standard, morning daily, commenced publication at New Westminster, Sept. 14.

F. D. Walker, broker, of this city, proposes opening as commission merchant at Honolulu, H. I.

Thomas Cowan, late of Nanaimo, has

taken charge of the grocery department of R. E. Smith's store, Kamloops.

The fog alarm station at Entrance Island, near Nanaimo, has been watered up and the whistle is now in working order.

Coal Dawson, formerly of the Gold House, Vancouver, has bought out the Glasgow hotel in the same city, from A. A. Langley.

Mr. Voss, of the Empire Restaurant, Victoria, has taken over the Queen's Hotel, and will shortly open it as the San Francisco.

W. G. Price, late steward of the Union Club, has purchased a half interest in the London saloon, Johnson street, from the California Wine Co., Ltd.

Hamilton Byers has acquired control of the business of the Byers Hardware Co., of Kaslo, and will shortly remove and open up at Three Forks.

The Westminster Telephone Co., have laid a second cable across the Fraser River to connect New Westminster and Vancouver with Lauder's Landing. The first was swept away by the spring freshets.

INCORPORATIONS.

The British Columbia Logging Co., Ltd, Vancouver, capital stock, \$50,000. Trustees—J. H. Taylor, J. Crook and E. Evans.

The Columbia Mining Co., foreign, Seattle. Capital stock, \$1,000,000.

The British Columbia Stock and Mining Exchange Co., Ltd, Vancouver, capital stock, \$1,000. Trustees—F. C. Innes, J. W. McFarland and Geo. DeWolf.

The Province Mining and Dredging Co., Ltd, Vancouver, capital stock, \$1,000,000. Trustees—Hugh McLean, Norman McLean and W. F. Gore.

The Horsely Gold Mining Co., foreign, San Francisco, capital stock, \$1,000,000.

The Scott Mining Co., foreign, Seattle, capital stock, \$100,000.

A New York despatch says that James H. Beatty, president of the German Northwest Insurance Company, of Ontario, and of the Federal Life Assurance Company, of Hamilton, Ont., swears that he has lost \$37,506 by John C. Beatty, now in Texas, through a colossal fraud, in manipulating a stock concern, capitalized at \$7,500,000, for irrigating lands in California, Arizona and Mexico. James H. Beatty is said to have subscribed for stock and John C. Beatty is believed to have pocketed the money, the whole affair being a scheme to enrich the said John C. Beatty, who had no title to lands in Mexico, as pretended. Several others are said to have been victimized also. The case will be ventilated in court at New York.

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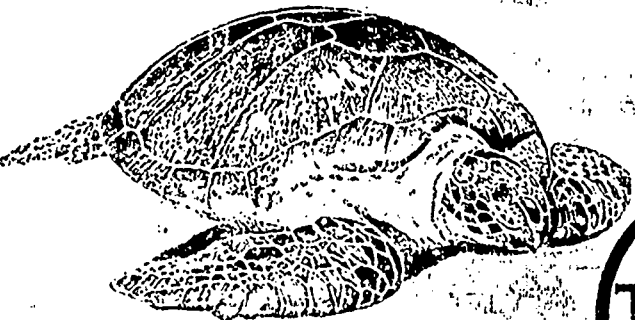
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for British Columbia.

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QUEENSLAND TURTLE SOUP

All Pure Switz, made at Pharmacia's factory from Finest Green-Turtle.

A FINISHED SOUP
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IN $\frac{1}{2}$ PINT & PINT TINS

Savoury Meats, Potted Dugong and all kinds of Soups, Sausages, Brown Pineapples, Cape Gooseberries, Guavas, Dea-her Quince, Rosellas, and Jams of these fruits, Beech-leaf-er Soup

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A stock of the above goods always on hand. For prices and particulars, apply to

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TRADE AT THE ANTIPODES.

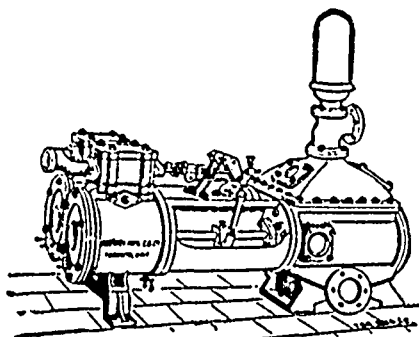
The Sydney, N.S.W., *Trade Review* for August 3 reports: "In Eastern produce, we have to note the arrival of the first of the new season teas from China, and already a fair amount of business has been done therein, both privately and at auction. Rice as anticipated in our last, is firmer, and, in the commoner grades, a further advance is considered as not unlikely. Jute goods are easier, and sales of woolpacks at 1s 5½d are reported for 11½ lbs., while cornsacks are also much easier. The July series of London wool sales closed on 25th ult., some 78,000 bales being held over for next series, a quantity too heavy in general opinion to warrant the expectation that the prices of the next series will equal those just closed. While we are led to believe the market to be fairly buoyant and prices firm, the withdrawal of so much wool was rather a surprise. By some, the partial failure of the sales is attributed to the uncertainty surrounding the United States Tariff Bill, from the reported passing of which into law, great results were looked for, in connection with this staple. The money market is without change, and the banks are still very conservative. The recent

reports at half-yearly meetings shew a reduction on the earnings, and directors report a severe writing down of accounts, in order to provide fully against the depreciation in securities. Dividends have consequently been comparatively small, but the position generally seems to have been considerably strengthened. In Melbourne, a reduction in the bank rates is just announced to 3½ per cent. for twelve months, and 2 per cent. for six months deposits. At the annual general meeting of the Sydney Chamber of Commerce, held on 25th ult., considerable satisfaction was expressed at the general soundness of affairs, despite the depression which has so long existed, and a very hopeful tone marked the address of the vice-president, which received the approval of the daily press. Mining matters have been very quiet, so far as this colony is concerned, and there has been but little movement in mining stock."

The company owning the water works in Kam'oops has offered to sell them to the city for \$14 500

Mr. J. Genelle has arranged with Col. Forester for the site for his new mill and general store, which will be removed this fall from Tappen's Siding to Siamous.

PUMPING MACHINERY.



DUPLEX OR SINGLE

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TORONTO.

CATALOGUE ON APPLICATION.

SALMON.

There has been heavy arrivals of Alaska salmon the past week aggregating 172,333 cases and 3,489 barrels. Total so far this season 707,096 cases and 10,863 barrels. So far as we know all received were sold to arrive as well as about all the expected pack. Advices from Alaska continue to indicate a short pack. There is a good demand for car-load parcels at 97½ cents to \$1 for canned Alaska. The fall pack on the Sacramento river aggregates about 15,500 cases which, with the spring pack, brings the total for the season up to about 26,600 cases. Packing on Puget Sound is under way. It is the impression that about 40,000 cases of fall fish, miscalled salmon, will be packed on the Columbia. The packing of such stuff is not considered a credit to any canneryman.

English mail advices report the markets as follows: London—The Primera, with 24,600 cases of salmon from Victoria, B. C., has just reached the port of London, but it cannot be said that transactions in the article have increased, for the market is apparently in the same position as before, sound and healthy, though without much activity, and the purchases made are strictly confined to actual requirements at late rates. Liver-

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THE LEADING BRANDS IN THE DOMINION ARE
RUSSIAN PURE,
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—The Best in Canada.—



Elephant Mixed Paints, Prism Mixed Paints.
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Equal to any for decorating purposes.
Elephant Oil Wood Stains.
Guaranteed superior to any brand made.
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These and other brands of ours are stocked by all dealers in the Province.

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First, We guarantee the quality every time. Second, they are always reliable.

Victoria Iron Works,
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Engineers, Machinists, Iron and Brass
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(Graduate of Laval and McGill)

MINING ENGINEER.

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MINES, MINERAL PRODUCTS

pool—The market is stronger this week with a more active demand. The last cargo of 1893 season has arrived at London and is held for higher price. Bristol—Salmon continues rather quiet, but some packs have been quoted 1s up. Still the following quotations will generally reflect the prices at which business is being done: Alaska fish 18s 6d to 19s; British Columbia and Fraser River 20s to 22s; Columbia River 25s to 26s.—*San Francisco Herald of Trade.*

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Elbow.—THE DRY GOODS REVIEW

The "Dry Goods Review" is the only journal in Canada published in the interests of the Dry Goods trade. It is full of hints on Buying and Selling, Window Dressing, Store Management, etc., etc.

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It deals with matters of greatest importance to you and your business.

THE DRY GOODS REVIEW,

TORONTO.



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D. M. CARLEY . . . EDITOR-IN-CHIEF.

G. HENDERSON . . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, SEPTEMBER 18, 1894.

AN IMPORTANT CASE.

There is at present before the Provincial Court, Magistrate Macrae presiding, a case which involves some very interesting and important issues for seafaring people in which are concerned not alone questions of Maritime law and custom but there have been sought to be imported into the issue Dominion regulations regarding the governance of the Indians. The captain of the sealing schooner C. D. Rand, is, in a word, charged by his Indian crew with having supplied them with liquor in flagrant violation of the special law of the country. The facts of the case, as we understand them, are that the schooner C. D. Rand, cleared under the Board of Trade regulations with an Indian crew on a foreign voyage—on a sealing expedition. The Board of Trade regulations have been adopted and are accepted by the Dominion as the highest Maritime authority and, moreover, are the standard adopted by the principal Maritime nations of the globe.

According to the charge laid against the Captain of the vessel some time in March last—the weather being cold and chilly—the hunters and crews went out in their open boats to kill seals. To fortify them against the inclemency of the weather, the Captain, as is the custom of most, if not all, skippers, supplied his crew with a certain amount of spirits, using in so doing, that discretion and authority which are recognized as his on board his own ship when at sea. Indeed, were his absolute authority on deck questioned there would soon be an end to all order and discipline, and neither life nor property would be safe. Under the Board of Trade regulations, moreover, a master is bound to act both as a doctor and a minister to care both for the bodies and the souls of his crew. He is bound to provide medicines and medical comforts which he uses to the best of his knowledge and discretion, and if he fails is liable to heavy penalties.

It is well known that the most experienced Indian hunters will not engage to ship on vessels where they are not treated in the same manner as white men. In

fact, until the authorities provide special means for the engagement of Indian hunters and sailors, their shipment has to be made under the ordinary conditions. In a word, equally with the whites, the Indians are exposed to hardships, and in the same way are entitled to restoratives, when, in his discretion, the captain of the vessel considers them necessary. Moreover, the same conditions which render stimulants necessary for white men must apply to Indians. The latter are made of the same flesh and blood as the whites, and understanding that they are of a more excitable temperament than the whites, the master, for his own safety's sake, and, having supreme control, is not likely to do other than to see to it that the spirits, being served out by him personally, or under his special directions, are not given out to such an extent as will arouse their passions or place them beyond control.

The facts in this case, too, show that it was only when at a subsequent period they mutinied and obtained possession of all the supplies on shipboard that they showed the devil that was in them. When the close season arrived and the vessel could not enter Behring Sea, the Indians became impatient, refusing to accept the captain's explanations, and despite the law and in the very face of the patrol fleets, whose business was explained to them, they rose and seized the ship. While in full possession, they got hold of the supplies, and, under their influence, behaved in such a manner as to show that they were hardly human beings. Yet these same brutes had acted otherwise, when, in the captain's discretion, stimulants had been administered to them.

Until the law regulating the shipment of crews is altered, there is no other means of shipping them than at present. When on board the C. D. Rand, the Indians were not on land, they were not on their reservation, and were not the wards of the Government. They were, we submit, ordinary seamen and hunters, who had entered into a contract to sail on a foreign voyage. The ordinary maritime law has been generally regarded as sufficient to protect the rights of all, the penalties for offending against it being sufficiently severe to ensure respect.

Had the Rand pirates been dealt with to the utmost rigor of the law, their offence would have hanged every one of them, but a few years ago, and even now would have secured for them a protracted incarceration. But, the most favorable view possible having been taken of their case, they, in order to be revenged against the captain and owners of the vessel, seek to place themselves under the wing of the Indian Department, which not unnaturally feels bound to extend towards them its protection. But it would appear that the facts show that monsters such as

they are, are entitled to no protection, save such as the walls of a prison should give them, and it is only by an endeavor to make a local law over-ride one which is recognized the world over that there can be found anything affording the slightest base for a prosecution as in the present instance.

PERAMBULATING POLITICIANS

Hon. Mr. Laurier, the Liberal leader, has come and gone, and, personally, has, no doubt, created good impressions, as have several members of his travelling staff, which was composed of representatives of Quebec, Ontario and the Maritime provinces. This was presumably to show that there could be no question as to his leadership, in fact, that the Liberals East of the Manitoba boundary line had no difficulty as to following in his political footsteps. But the mouth-piece of Manitoba Liberalism did not come, that troublesome issue—the school question—standing in the way. At Saanichton, this subject came up on Tuesday night; but, as with regard to the trade policy of the country, the Liberal leader, as it were, pleaded for time. Free trade, in the one case, is, he declared, his ultimate object, and, in the other, justice to the minority. He asked for time, however, so as to ascertain that his information was correct and his theories were practical. He also theorized a great deal on the general policy of the Government. The Opposition theory is that it is wrong from start to finish, while its administration is as corrupt as it well can be. Let Mr. Laurier bring along his proofs, and let him show that the Opposition will and can do better, and he will secure a stronger following than he now has in this Province, whose people are fully convinced that they are not in many respects done justly by in matters of Dominion concern. Meantime, however, it is not to Mr. Laurier that we must look for the redress of our grievances, but when he does get an innings, we are quite certain that he will be afforded every opportunity of demonstrating what he can and will do.

There are, however, not a few people who, if not exactly anxious, are desirous of having a few words with Sir Charles H. Tupper, who earned his title as the price of his willingness to sacrifice British Columbia interests to Imperial exigencies. They would like to know what he proposes to do about securing a settlement of those claims against the United States Government, whose adjustment the authorities at Washington have contrived to stave off so long, while all the time they have been allowed to have, as it were, their own way, in connection with a matter in which the Paris arbitrators declared that they were utterly in the wrong. The Fraser River cannery would

also like to interview the gentleman, as we have more than once pointed out, in regard to fishery regulations of one sort or another, which the ignorance and bull-headedness of the Minister and those by whom he is surrounded and advised have made not only oppressive but utterly unadapted to the conditions with which they are designed to deal. Tupper is the man whom the British Columbians would like to get at, and we can assure him that he and his Department are mainly responsible for the strong feeling of discontent and dissatisfaction which prevails here, and which, having as they think, the members for the Province at their beck and call, they have not taken steps to allay. Had, we say, Mr. Laurier had something more definite to offer than the burden of his parable, the Government might well have reason to be apprehensive: but, as it is, he has made but few, if any, converts, and has not done much to strengthen his supporters in their faith.

BOARD OF TRADE EXCURSION.

On Saturday morning, the excursion to the Inter-state Exhibition at Tacoma, under the auspices of the British Columbia Board of Trade, takes place. It is certain to be a success, the committee who have the matter in hand having made sure work of their arrangements; which cannot fail to commend themselves. From what we have read and heard of the Fair, it is one that is in every respect well worthy of a visit. Upon, it is true, a scale somewhat more limited than the show at San Francisco and the Exposition at Chicago, it covers a wide range of the world's products—natural and manufactured—while the curiosities and other attractions are, indeed, most notable. It is hardly likely that such a collection will again be gathered on the Pacific coast within easy range of British Columbia centres for some time to come. The occasion is therefore a golden one for those who wish to obtain better information as to how big a world we live in than they can possibly get either by staying at home and reading or travelling considerable distances at the expenditure of no small amount of money. We have great pleasure in commending the excursion to our readers, who, whether as merchants or pleasure seekers, have at their disposal the few hours necessary to make the journey. The question of expense cannot possibly be held to be in the way, as this is emphatically a cheap outing. Besides, those who go upon this trip will be, as it were, the guests of the enterprising City of Destiny, which has always been celebrated for its liberality and hospitality as well as for the energy with which it carries out anything that it undertakes.

COLONIAL TRADE RELATIONS.

In regard to the trade of Canada with the other colonies, it has been well remarked that while sentiment will not induce any sane merchant to pay a higher price for goods on sentimental grounds, there is this to be said, other things being equal, the colonial traders will decidedly give the preference to colonial goods. The more distant colonies are rapidly expanding, and if Canada can get a good foothold now in their markets, its trade with them will grow with their growth, and business will expand to considerable proportions. In Fiji, the imports and exports in the last 18 years have increased respectively 215 and 458 per cent. In that colony, there is said to be one of the largest sugar refineries in the world. The *Montreal Trade Review*, which recently discussed this subject, says:

"We cannot now enter into details of other colonies, but may state that the imports into Australasian ports in 1891 were valued at \$202,000,000, an increasing proportion of which are being sent by the United States. There is a consideration in regard to this trade with other colonies which needs some changes in our banking arrangements. At present every financial transaction has to be transacted through London or New York. But we are satisfied that more direct directions must be made between banks here and in Australia and other points, before financing on colonial transactions can be done with all possible economy and convenience. The Colonial Conference did much valuable work in exciting general interest in this subject, what now is wanted is for that interest to take practical shape by our manufacturers and merchants putting themselves into business connection with colonial markets, as they have the opportunity of doing by the means above indicated."

IMMIGRATION TO B. C.

We recently noticed the departure from Great Britain of an agent of the British Columbia Government, whose special mission is to work up an immigration movement towards this country of persons possessed of some capital and who have sufficient brains and knowledge of agriculture to enable them to establish themselves on land and develop it for all that it is worth. The idea is an excellent one. We talk and have talked about the advisability of building up and establishing manufactures. These we want, and must have, and it behooves every one who is at all interested in the prosperity of the country to exert himself and to put forth his means and influence for their promotion. But, as we have frequently said, we want farmers—not of that class who delight in calling them-

selves "ranchers" but those who really want to farm and have the means and the muscle to make—to use a not unfamiliar quotation—the desert smile. Playing at farming has been the practice of some, while with others all that has been desired is to copy the practices of some of the least progressive of peoples and be satisfied with a mere existence.

Until we get more real farmers we cannot expect to have prosperous manufacturers and we are therefore glad to notice the departure that is being made on the part of the Government. What we must have is men who can farm and have some money with which to implement their personal exertions. The two elements combined go a long way towards making a progressive people. A man who can and will work and has some money knows he has something at stake and his objects and interests lie, therefore in securing the best return possible for the two combined. We therefore hope that this new departure will prove all that is expected from it, but to secure that there must be no misrepresentations made by those who advance the claims of this Province as a field for settlement. Let there be no expectations raised that are not legitimate and in that way shall we lay the foundation for a happy and prosperous population.

EDITORIAL COMMENT.

IN connection with the Manchester Ship Canal, which was to be such a commercial boom, it has been discovered that it has become a dangerous nuisance, inasmuch as the drainage from a number of small towns on its route runs into it and causes it to be a source of alarm and peril.

EVERY one will have been pleased to learn that the steamship *San Pedro* is to be removed before long from the place she has so long occupied at the entrance of the Victoria harbor, of which she has been no ornament, and to vessels attempting to enter which she has been an unquestioned source of danger.

A RECENT number of the *Australasian Builders' and Contractors' News* contains a letter received by Mr. Harry Wood, under Secretary for Mines and Agriculture, in New South Wales, from Captain Rounding, in reference to the offer of the department of wood blocks for the pavement of the streets of the City of Vancouver, which, as is well known, are shortly to be laid in the most prominent parts of that city. It is believed in Australia that if such blocks are successfully adopted by Vancouver, they will soon be made use of by other cities both in the United States and Canada.

--) EXCURSION (--

TO

INTER-STATE FAIR

--) TACOMA (--

Saturday, - September - 22nd, - 1894.

PER STEAMER ISLANDER.

TICKETS, \$2.00.

CHILDREN, \$1.00.

For sale by members of the Board of Trade, Aldermen and Directors of B. C. Agricultural Association and elsewhere.

Children's Tickets at Jamieson's, Hibben's and Braund's Bookstores.

THE SPIRIT OF EQUALITY.

The anarchy and chaos which followed the breaking up of the Roman Empire necessarily produced the feudal system. The people, preferring slavery to annihilation by robber chiefs, became the vassals of territorial lords. The reign of physical force is one of perpetual struggle for the mastery. Power which rests upon the sword neither shares or limits its authority. The king destroyed the lords, and the monarchy succeeded feudalism. Neither of these institutions considered or consulted the people. They had no part but to suffer or die in this mighty strife of masters for the mastery. But the throne, by its broader views and greater resources, made possible the construction of the highways of freedom. Under its banner, races could unite, and petty principalities be merged, law substituted for brute force, and right for might. It founded and endowed universities and encouraged commerce. It conceded no political privileges, but unconsciously prepared its subjects to demand them. Absolutism in the State and bigoted intolerance in the Church shackled popular unrest and imprisoned thought and enterprise in the fifteenth century. The divine right of kings stamped out the faintest glimmer of revolt against tyranny; and the problems of science, whether of the skies or of the earth, whether of astronomy or of

geography, were solved or submerged by ecclesiastical decrees. The dungeon was ready for the philosopher who proclaimed the truths of the solar system, or the navigator who would prove the sphericity of the earth. An English Gladstone, or a French Gambetta, or a German Bismarck, or an Italian Garibaldi, or a Spanish Castelar, would have been thought monsters, and their deaths at the stake or on the scaffold, and under the anathemas of the Church, would have received the praise and approval of kings and nobles, of priests and peoples. Reason had no seat in spiritual or temporal realms. Punishment was the incentive to patriotism, and piety was held possible by torture. Confessions of faith extorted from the writhing victim on the rack were believed efficacious in saving his soul from fires eternal beyond the grave. For all that humanity to-day cherishes as its best heritage and choicest gifts, there was neither thought nor hope. Fifty years before Columbus sailed from Palos, Gutenberg and Faust had forged the hammer which was to break the bonds of superstition and open the prison doors of the mind.

—————
Lovatt's saw mill at Three Forks has started up.

New Denver wants the Bank of Montreal to open an agency there.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Sept. 8 as follows: "During the week, the following amount of coal has come to hand: From the coast collieries, 23,727 tons; from foreign sources, 14,317 tons. With the liberal amount at hand at this week and the large amount of foreign withheld until the duty went into effect, the water front presents a busy appearance on account of coal deliveries. Coal is accumulating, and the outlook is we shall open the winter trade with a liberal stock on hand in yard. Our large consumers are reaping the benefit of the reduced tariff, as they are receiving the full 35 cents per ton, the total amount of the reduction. The only benefit acquired by the wholesale dealers and importers will be increased sales later on, when the actual effect of the modified tariff will declare itself. The Australian list is yet large, although it has been somewhat reduced the past week, as new names have not been substituted in place of the last several arrivals here. Freight quotations from the colonies remain high, still cargoes are being offered at prices which must certainly net the shippers an actual loss. Scotch cannot be loaded, as the strikers will not permit it to be delivered. Liverpool has prohibitory rates of insurance on Brynbo grades."

DAIRY PRODUCE.

The Montreal *Trade Bulletin* says: "Better receipts during the past week were 2,966 pkgs against 3,580 pkgs for the week previous. There has been a little more doing in creamery in the country, but chiefly on account of local dealers, who have paid 19½c to 20c for cheese late made. This has been somewhat of a surprise to shippers, as the prices paid are above what the latter claim they can pay. Several lots of creamery have been bought in the West, one lot being taken for the Pacific coast. There has been some looking around for Western dairy for Newfoundland account, but very little business resulted. The sale of a lot of about 80 tubs of fine Eastern Townships dairy was reported at 17½c. We quote prices as follows:

Creamery, fresh.....	19 c to 20 c per lb
Eastern Townships dairy.....	16 c to 18 c "
Western.....	14 c to 16 c "

Add 1c to above for single packages of selected.

Cheese receipts during the past week were 40,364 boxes, against 57,814 for the week previous. There has been no flagging in the cheese market, as buyers have been as eager as ever to secure a portion of the September and October make, although they have had to pay 10½c to 11c for finest Western, in order to appease their anxiety. Since our last issue, about 50,000 to 60,000 boxes have been contracted in the West at 10½c to 11c for August, September and October. The drought scare has no doubt had a good deal to do with the active buying; but we do not think the shrinkage in the make will be as great as expected, present high prices being a big inducement to turn out the goods by hook or by crook. If the pastures fail, the mills will no doubt supply the desideratum in the shape of bran and mouillie. We quote prices as follows:

Finest Western colored	10½c to 11 c
" white.....	10½c to 10½c
" Quebec colored.....	10½c to 10½c
" white.....	10½c
Under grades	9½c to 10½c
Cable.....	50s

The above prices show quite an advance over those of last week, but it should be remembered that they represent a better class of goods.

IMPAIRED LIVES.

There is one phase of the insuring of impaired lives which has, perhaps, never been sufficiently considered, and that is the tendency on the part of a man in weak health, or who thinks himself so, to take extra precautions against such exposure and excesses as will be likely to hasten his end. The man with a bad stomach or liver is hardly liable to excess in pleasures of the table, and by frugality of diet will quite possibly outlive the heavy diner, who makes lots of blood, and

may be carried off by apoplexy or kidney complaint. So with the rheumatic, who protects himself from the cold and wet, and thus avoids pneumonia without directly intending to. In a magnificent article on the causes of longevity in the last *Medical Examiner*, Dr. Holden, medical director of the Mutual Benefit Life, of Newark, throws a sidelight on the subject. He has noticed during a long series of observations that the very old are generally, and always have been inclined, to complain about their health. He thinks that this is due to a supersensitiveness of certain persons which proves a monitor to them and puts them on their guard about any course which would tend to injure their health and shorten life. I would not go so far as some and assert that the so-called impaired life which becomes a rejected risk is really most likely to beat the expectation tables. But certainly there are plenty of individual instances which appear to demonstrate that the *Medical Examiner* may be too particular when desiring to conform to a set rule of practice.—*Insurance Age*.

VANCOUVER BOARD OF TRADE.

A meeting of the Board of Trade was held in the rooms, Merchants' Exchange block, on Tuesday evening, at which a fair attendance was present. Amongst other business transacted, was the following: A letter from the Vancouver Soda Water Works concerning duty on returned empty bottles. The Board decided that before taking action in the matter, the secretary write the proprietors of the ship's stores in the city to ascertain if a change was desirable in the customs regulations affecting such supplies. The president and vice-president were appointed a committee to wait upon Mr. Abbott, relative to increased wharfage accommodation. It was pointed out that recently some \$8,000 worth of canned salmon arrived in this city for shipment east over the C.P.R.; but, owing to the lack of wharfage accommodation, the vessel could not effect a landing, and had to carry away with her to Nanaimo the consignment, which likewise had to be reinsured. The urgency for increased dockage facilities is becoming more and more apparent daily. It is a healthy sign, but it is also one that should be looked after by the railway company, whose attention has been called to the affair over and over again for years past. A promise is made to have the matter looked into and that is the last heard of it, although the piles for the extension have been on the ground for a considerable period. Another committee was likewise appointed to take into consideration the establishment of a trade with the northwest and northeast coasts of Vancouver Island and to report thereon at an early date.—*World*.

The steamer Idaho was fined \$500 for going from Nelson to Kaslo without clearing at customs.

The *Slocan Times* urges that lots to the north and south of the town be cleared so as to prevent danger from bush fires.

An effort is being made to get a fruit cannery established at Okanagan Mission. At a meeting held there to discuss the scheme it was said that the statement made by Mr. Hutcherson, of Ladner's Landing, that Bartlett pears did not do well in the Okanagan Valley was incorrect as they have done very well on the Aberdeen ranches.

The *Tacoma West Coast Trade* says: "The general outlook among the jobbing trade continues to brighten, and the accelerated movement in all lines of business noted last week still continues. County buyers are coming to the markets in greater numbers, but are not buying in large stocks, doubtless because of the convenience with which they can replenish their stock when the necessities of trade demand. The change in the weather has caused an increased demand in certain lines, and jobbers are preparing for a large volume of business during the next 30 days. The effects of the Interstate Fair are beginning to be felt, in bringing into the city many country dealers who seldom visit the market and the personal acquaintances of these dealers with our wholesale merchants will prove beneficial."

Bradstreet's, commenting on Labor Day, says: "The first national labor holiday in the United States was marked in Great Britain by the opening of the twenty-seventh annual Trades Union Congress, which met at Norwich. One of the first acts of the congress was a vote declaring for a compulsory eight-hour day for miners, in favor of which an overwhelming majority was recorded. The congress adopted a resolution instructing the parliamentary committee to begin agitation to get the Mines Act amended so as to forbid employment underground for more than eight hours a day. A resolution favoring the federation of the trades union councils was carried, as were resolutions declaring that employers ought to be legally punished for importing extra labor into any locality where the existing supply is sufficient to meet the needs of the district; urging that promoters of public works should be compelled to provide suitable dwellings, with thorough sanitary appointments, for their workmen, and recommending the introduction of a bill giving rural laborers holding land allotments a guarantee of tenure for the same. The most notable outcome of the proceedings, however, was the development of a strong socialistic tendency, which found expression in several resolutions."

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

B. C. LUMBER FLEET, 1894.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO 1 ST .	VALUE.	ARRIVED.	RATE.
Am ship.	Eclipse	1536	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720	June 7	60s
Nor ship.	Beaconsfield	1150	Basliansen	Feb. 5	Vancouver	Amsterdam	1,055,411	13,491	July 8	Private.
Am schr.	Pioneer	337	Hughes	Feb. 28	Victoria	Santa Rosalia, A.	57,714	161	July 8	Private...
Am schr.	Aida	507	Anderson	March 25	Moodyville	Shanghai	686,562	6,362	June 10	40s
Chil. bark.	India	953	Funke	April 7	Moodyville	Valparaiso	761,101	5,355	July 2	owners ac
Br bark.	Thermopylae	918	Winchester	May 2	New Westminster	Shanghai	581,853	6,112	July 7	37s 6d
Chil. ship	Hindustan	1512	Welsh	May 12	Moodyville	Valparaiso	1,207,572	9,278		owners ac
Br ship	Astoria	1335	Dagwell	June 21	Vancouver	Antwerp	740,681	17,115		65s 9d
Ger bark	Gutenberg	627	Zephen	May 12	Moodyville	Valparaiso f.o.	591,765	5,392		42s 6d
Am bktnr	Modoc	452	Bosch	May 5	Victoria	Santa Rosalia, C.	101,211	2,210	arrived	Private.
Am bktnr	Katie Flekinger	119	McRae	May 5	Vancouver	Santa Rosalia, B	399,118	3,258	May 29	Private.
Br ship	East Croft	1312	Rammer	May 25	Moodyville	Valparaiso f.o.	1,058,081	9,067		40s
Br ship	Renmore	1169	Scott	Aug. 2	Victoria	Adehaide	1,088,479	8,710		40s
Br scnr	Grace Harwar	1750	Hunt	June 27	Vancouver	Queenstown fo. E.	1,98,871	12,199		62s 6d
Br bktnr	Nautippe	909	Falconer	June 11	Vancouver	Adehaide	811,219	12,211		Private...
Am bktnr	Chelabs	655	Watts	May 31	Vancouver	Moodyville	722,163	6,197		40s
Br ship	Large Law	1597	Furcoaux	June 20	Moodyville	Valparaiso f.o.	1,358,471	12,177		37s 3d
Br bark	Gainsborough	985	McPhail	June 21	Moodyville	Melbourne	710,800	5,630		37s 6d
Am ship	Guardian	1673	Marden	July 3	Victoria	Santa Rosalia, D	170,357	4,000	Aug. 1	Private...
Am bark	Olympic	1112	Gibbs	July 12	Vancouver	Callao	1,398,752	11,010		35s
Nor bark	Don Carlos	624	Tobey	July 11	Vancouver	Noumen	536,091	1,819		40s
Am bark	Borrowdale	1197	Bolderston	July 28	Moodyville	Culeta Buena	910,683	6,830		40s
Am bark	Hesper	665	Sodergren	June 30	Vancouver	Sydney	711,091	5,957		30s
Br bark	Vilhalla	866	Harland	July 9	Vancouver	Melbourne	656,735	1,850		37s 6d
Am bark	Southern Chief	1219	Svensen	July 12	Vancouver	Santa Rosalia, F.	89,136	6,982		Private...
Am schr	Wm. Bowden	725	Fjerem	July 8	Moodyville	Sydney	676,072	8,192		30s
Ital bark	Elixa	915	Harken	July 16	Moodyville	Antofagasta	703,972	7,011		owners ac
Nor ship.	Drammen	1317	Anderson	Aug. 21	Vancouver	Amsterdam	991,910	12,430		Private.
Br ship	Verageau	1821	Crowley	Aug. 29	Vancouver	Alexandria	1,622,176	19,161		70s
Am schr	Aida	507	Anderson	Aug. 29	Moodyville	Shanghai	691,381	6,162		12s 6d
Am ship	Occidental	1170	Morse	Sept. 11	Victoria	Santa Rosalia	682,607	5,291		Private
Am bark	Newsboy	1559	Molstedt	Sept. 11	Vancouver	Sydney				31s 3d
Ital bark	Cavour	1489	San Menter		Vancouver	Callao				32s 6d
Br ship	Balachulish	1837	Gowley		Moodyville	Valparaiso				32s 6d
Br ship	Lismore	1308	Ferguson		Vancouver	Buenos Ayres				37s 6d
Am bktnr	Irmgard	628	Schmidt		Vancouver	Iquiqui				37s 6d

A-Also 65,043 lineal feet of props valued at \$1,029. B-Also 20 cords of slabs and 100 poles. C-Lineal feet of poles. D-Mining props. E-Also 770 lineal feet spars. F-Also 255M slungles and 15 cords slabs.

VESSELS IN PORT.

(September 17, 1894)

VICTORIA.

Am. bark Wrestler, 417 tons; wrecked Feb. 7 and floated July 6, repaired on Esquimalt Marine Railway.

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

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

Am. ship Occidental, 1,170 tons, Capt. Morse, arrived Aug. 11, loading mining props at Vesuvius Bay for Santa Rosalia.

Am. ship Iroquois, 2,025 tons, Capt. Nickells, arrived Aug. 17. Laid up at Esquimalt.

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

Br. ship Eaton Hall, 1,779 tons, Capt. Laurisen, arrived Sept. 15, from London

with general cargo, Robt. Ward & Co., Ltd., consignees.

Br. bark Corryvreckan, 1,229 tons, Capt. Abbott, arrived Sept. 17, from Cardiff with coal for Naval storekeeper, to load salmon for London.

CHEMAINUS.

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

VANCOUVER.

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

Ital. bark Cavour, 1,589 tons, Capt. San Meter, arrived Aug. 19, for orders, loading lumber at Hastings mill for Callao.

Br. ship Lismore, 1,508 tons, Capt. Ferguson, arrived Aug. 10. Loading lumber for Buenos Ayres.

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

NEW WESTMINSTER.

Br. ship Clan Robertson, 1,516 tons, Capt. Lane, loading salmon at Phoenix Cannery for U. K., on account Robt. Ward & Co., Ltd.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
Am. ship J. B. Brown, 1,473 tons, Capt. Magune.
Br. ss. Crown of England, 1,658 tons, Capt. Hamilton.

WELLINGTON SHIPPING.

Am. ship Oriental, 1,625 tons, Capt. Parker.
Am. bark Undaunted, 1,722 tons, Capt. Lewis.

UNION SHIPPING.

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

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	8	10,683
Chemainus	1	1,036
Vancouver	4	5,421
Nanaimo	6	8,870
Westminster	1	1,510
Total	20	27,550
Previous week	19	27,747
Correspond'g week last year. 11	15,757	
1892	20	25,151

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	430	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	March 25
Ger ship	Sirene	1437	Sauermilch	October 19	Victoria	London	56,558	232,790	April 1
Br bark	Grandholm	371	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	645	Blanche	October 14	New Westm'r.	London	30,000	137,112	April 22
Br bark	Ladstock	816	Williams	October 19	New Westm'r.	Liverpool	35,773	178,865	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,850	April 25
Br bark	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,331	185,905	May 30
Br ship	Candida	1222	Kee	December 22	Victoria	Liverpool	A 59,318	249,523	May 12
Br bark	Harold	1307	King	January 18	New Westm'r.	Liverpool	61,091	321,511	May 26
Br bark	Primera	597	Gardner	December 17	Victoria	London	B 24,666	123,350	Aug. 11

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

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark	Ladstock	816	Williams	May 26	A. Liverpool	Victoria	R. P. Rithet & Co., Ltd	116
Ger bark	Senta	1037	Thienman		L. Honolulu	Westminster	A. B. C. P. Co.	
Br bark	Carmoney	1255	Snyth	Aug. 11		Liverpool	R. P. Rithet & Co., Ltd	38
Br bark	Thermopyke	918	Winchester			Hong Kong	Victoria Rice Mills	
Br schr	Rimac	885	Warn		M. Santos	Victoria	Findlay Durham & Brodie	
Br bark	Alexandra	1297	Bartfield		N. Honolulu	Vancouver	Hastings Sawmill	
Br ship	Cape York	2030	Mitchell	Aug. 8	N. Nagasaki	Royal Roads		11
Br ship	Victoria	1992	Panton	Aug. 23	C. Hong Kong	Victoria & Tac.	Dodwell, Carlill & Co.	21
Br ship	Empress of India	3903	Marshall	Sept. 5	G. Hong Kong	Victoria & Van	C. P. S. S. Co.	13
Br ship	Lauriston	2433	Latta	July		Shanghai	Royal Roads	R. P. Rithet & Co., Ltd
Br ship	Tacoma	1662	Perkes		D. Hong Kong	Victoria & Tac.	D. C. & Co.	52
Br bark	Arawa	3263	Stewart	Sept. 18	E. Sydney	Victoria & Van	G. A. S. S. Co.	
Br ship	Prince Rupert	351	Frank	Sept. 1	I. Greenock	Victoria		11
Br ship	Argburgh	1795	Jones			Liverpool	Victoria	

F To load a return cargo of lumber. L—Chartered for salmon to U. K. at 36s 3d., September loading. M—Chartered for salmon, to London or Liverpool 38s 9d. N—Chartered for lumber, to Calais at 6s 9d. A—Spoken June 27 equator 27° W. Spoken July 5 lat. 5° S., long. 90° W. C Via Yokohama Sept. 8. G Via Yokohama Sept. 11. D—To sail Sept. 25. Via Yokohama, Oct. 6. E Via Suva and Honolulu Sept. 30.

FREIGHTS.

The latest charter for grain and merchandise from San Francisco is reported at 20s 3d to Liverpool direct, which is equal to 25s 3d to Cork for orders, and makes a decline of 9s in the rate since last week. Lumber tonnage is reported in very light demand.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Val also for orders, 35s; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie,

36s 3d to 37s 6d; United Kingdom, calling at Cork for orders, 45s; Shanghai, 45s asked, 42s 6d offered; Tientsin 55s, nominal; South Africa 60s; Noumea, 40s.

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

The first shipment, an experimental one, of Northwest cattle for the English market, has just been made.

Mr. John Reuter, a Spanish lumber merchant, of Venezuela, is in Ottawa for the purpose of establishing a trade in Canadian pine logs between this country and Venezuela.

Commodore William A. Kirkland, United States navy, who succeeds Rear-Admiral Henry Erben in command of the European station, with the rank of rear-admiral, has arrived at Plymouth, Eng.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

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

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

PROTECTION ISLAND COAL. Upper Seam.

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

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

SAMUEL M. ROBINS, Superintendent.

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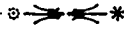
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