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Importers of Havana Cigars, Oilmen's Store, Tin Plates, Portland Cement, Etc.  
British Columbia Salmon:—Ewen & Co., "Lion."  
"Bonnie Dundee"; Bon Accord Fishery Co's Consuls; Candaian Pacific Packing Co. "Flagship" brand.

## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, March 6.

## VICTORIA.

The most important commercial event of the week was the suspension of Green, Worlock & Co's private bank, (the details of which appear in the editorial column.) Collections, which have not been of a satisfactory nature for sometime, will, it is believed, be still tighter in many quarters on account of the bank failure.

Trade is reported quiet in all lines, for spring business has not opened up yet.

The Vancouver *News-Advertiser* says: "The past month is usually a quiet one, and this year it has been one of the quietest on record. With the advent of March, however, trade usually shows an improvement, and merchants are hoping that this will be the case. Collections are reported as very slow and hard to make both in towns and country districts. Most of the manufacturing industries, especially those in the lumber trade, are still shut down, the only important resumption being the Moodyville Mill, which started running full time at the beginning of the week, after being shut down for six months. The outlook for the lumber trade and kindred industries is far from encouraging, and, unless an improvement occurs before long, some of the larger mills will not be started up. The disastrous cutting in prices for the foreign trade seems to have been about 'played out,' and the mills are now awaiting better prices. The news of the suspension of the old established banking house of Green, Worlock & Co., Victoria, was received with much surprise here yesterday, though it is not thought it will directly affect any in this city. In wholesale lines, a slight improvement is to be noticed, but this is usually the case at the beginning of the month, as retailers very often hold over their orders till the first. No special features are to be noted this week."

## DRY GOODS.

The Toronto *Empire* says: "At the moment there is a lull in dry goods. Travellers are off the road, and are employing their time in seeing that orders booked during the past 10 days are promptly filled. The trade is putting everything in order in anticipation of the visit of a large number of country buyers next week. The millinery openings begin on Monday, and this event will no doubt bring to the city the usual number of purchasers. The millinery houses are in readiness to receive visitors, and those who come in may expect to see some of the daintiest creations in the millinery line ever shown in this market. The general dry goods trade, as indicated by importations and orders to mills, is proceeding on conservative lines. Importations are running lighter than at this season last year, and orders received by mills are also lighter. The mills are engaged at present on repeat orders for spring fabric, and on sample pieces for the autumn clothing trade. Forward orders for autumn tweeds, blankets, shirts and drawers, hosiery and yarns are also rather under those received at this date a year ago, and cautious buying will

in all probability continue till the tariff question is definitely settled. In prices the most important change is in laces. Advices from Germany state that prices have been advanced 15 per cent. Nearly all lines are in a strong position, and an increased demand would mean stiffer prices. A few bankrupt stocks have been disposed of during the week, and remarkably good prices have been obtained. The lowest price heard of was 40c on the dollar, but as high as 70c was realized for one stock in Manitoba. Payments are again slowing up, as merchants are beginning to prepare for the 4th of March."

## FRUITS AND VEGETABLES.

There were no changes in prices during the week, and trade is reported quiet.

Jobbers' quotations for fruits are as follows:—

Oranges—California navels.....	2 50 @	3 00
"          seedlings....	2 00 @	2 50
Japanese .....	50 @	65
Lemons—California .....	3 00 @	3 50
Bananas—New Orleans.....	3 00 @	0 00
Apples.....	bxs 1 25 @	1 50
"          Canadian.....	bbls 5 75 @	0 00
Cocoanuts .....	per 100 8 00 @	9 00

## Vegetables are quoted:

Potatoes.....	per ton 22 50 @	25 00
Onions—Silverskins.....	per lb 0 @	2½

## GROCERIES AND PROVISIONS.

The meat market in the east is weak, and there is a tendency toward lower prices. Packers are reported as anxious to make sales, and shading of prices is said to be offered to induce business. All other quotations are steady. It was rumored that sugar had again been reduced, but inquiry failed to authenticate the rumor.

## Jobbers quote:

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

## Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	29 @	30
Manitoba dairy.....	00 @	00
California creamery .....	28½ @	34
Cheese—Canadian, lb.....	13 @	14
California.....	16 @	18
Eggs, pickled, case, per doz.....	00 @	20

## Smoked meats and lard are quoted:

Hams.....	13 @	14½
Breakfast bacon.....	14½ @	15
Short rolls.....	10½ @	11½
Dry Salt, long clear.....	10½ @	11½
Backs—Canadian, lb.....	13½ @	13½
Pure Lard, 20lbs, pails.....	14 @	14½
"          10lbs, tins .....	14½ @	14½
"          5lbs .....	14½ @	15
"          3lbs .....	14½ @	15
Lard Compound, 10lbs.....	11½ @	00
"          20lbs.....	11 @	00
"          5lbs.....	11½ @	00
"          3lbs.....	11½ @	00

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

Dry Granulated (China).....	4½
Extra C, China.....	4½
Australian Granulated .....	4½
Dry Granulated (B. C. Refinery).....	4½
Extra C.....	4½
Fancy Yellow .....	4½
Yellow .....	3½
Golden C.....	4
Cubes.....	5½
Powdered.....	6½

Syrups, per lb.....	3
"          1 gal. tins, American (10).....	5 50
"          "          "          (16).....	5 35
"          "          "          Vancouver.....	5 50
"          "          "          "          ".....	7 00

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

Helmet brand sugar cured hams, medium	0 16
"          "          heavy	0 16½
"          "          breakfast bacon	0 16½
Fancy Gold Band hams.....	0 17½
"          "          breakfast bacon.....	0 18½
White Label pure leaf lard, tierces.....	0 14
"          "          50-lb tins.....	0 14½
"          "          20-lb .....	0 14½
"          "          10-lb .....	0 14½
"          "          5-lb .....	0 14½
"          "          3-lb .....	0 14½
Lard compound (tierces).....	0 11½

## FLOUR AND FEED.

The Columbia Flour Mills have lowered the price of Enderby flour. Premier, XXX and Superfine are down 10c a bbl., and Strong Bakers, or XX, is reduced 15c. The Enderby Mills also quote bran at \$16.50 per ton, and shorts at \$17.50 in carload lots delivered at customers' stores in Victoria. Snowflake flour is quoted 10c lower than last week, on account of a reduction in the Oregon markets. Oil-cake meal is quoted from \$5 to \$7.50 less than last week.

The Portland *Commercial Review* says:

"The flour market moved along in a steady quiet way last week; offerings have not been large, but fully equal to the demand. Most standard brands have been well supported at from \$2.45 to \$2.50 per bbl. to jobbers, although we hear of small lots having been closed out for spot cash at 10c per bbl. lower. The inquiry from China is again improving and the last steamer from the Sound took out about 1,500 tons of Oregon and Washington flour."

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

Ogilvie's Hungarian.....	\$4 00
"          Strong Bakers.....	3 80

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

Premier.....	\$3 90
XXX.....	3 75
Strong Bakers or XX.....	3 30
Superfine.....	3 05

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

Delta.....	\$4 00
Victoria XXX.....	4 00

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 25 @	0 00
Lion.....	4 25 @	0 00
XXX.....	4 25 @	0 00
Premier, Enderby mills.....	4 25 @	0 00
XXX.....	4 10 @	0 00
XX.....	3 65 @	0 00
Superfine.....	3 40 @	0 00
Ogilvie's Hungarian.....	4 40 @	0 00
"          Strong Bakers.....	4 25 @	0 00
H. B. C. Fort Garry Hungarian.....	4 40 @	0 00
"          Strong Bakers.....	4 25 @	0 00
Oak Lake Patent Hungarian.....	4 40 @	0 00
"          Strong Bakers.....	4 25 @	0 00
Regina Hungarian.....	4 40 @	0 00
"          Strong Bakers.....	4 25 @	0 00
Benton County, Oregon.....	3 85 @	0 00
Portland Roller.....	3 85 @	0 00
Snowflake.....	3 75 @	0 00
Wheat, per ton.....	25 00 @	30 00
Oats.....	30 00 @	32 50
Oil cake meal.....	35 00 @	40 00
Chop feed.....	25 00 @	30 00
Shorts.....	23 50 @	28 00
Bran.....	20 00 @	25 00

National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 00 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	23 00 @ 25 00
California oatmeal.....	3 75 @ 0 00
California rolled oats.....	3 75 @ 0 00
Corn, whole.....per ton	37 50 @ 40 00
Corameal.....	2 75 @ 3 00
Cornmeal-feed.....per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote whole-sale :

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

LUMBER.

The American schooner Pioneer, 397 tons, Capt. Hughes, sailed Feb. 28 for Santa Rosalia, with a cargo of 57,714 feet of rough lumber and 68,043 lineal feet of poles. Robt. Ward & Co., L'td., were the consignors of the cargo. There have been no new charters, nor have any of the vessels yet under charter arrived. The Moodyville Mill commenced operations on Monday, Feb. 26, to cut a cargo for the American schooner Aida, which is expected shortly from Valparaiso to load for Shanghai. She will be followed by the India, Hindostan and Atacama, which are to load return cargoes for Valparaiso.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet \$ 3 00  
Deck plank, rough, average length, 35feet per M..... 19 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

The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7.50 per M ft; rough clear, \$14; ship lap, \$9 to \$10; flooring and rustic, No. 1, \$16; do., No. 2, \$12; shingles, \$1.50; lath, \$1.50.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Feb. 13, 1894, is reported expressly for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

Stringed musical hand instrument, James S. Back, Ottawa, assignor of one-half to George Lewis Orme, same place.

Ball-bearing axle, John Bell, Toronto.

Leather measuring machine, Jules E. Fortin, Quebec, assignor to Edmond Pare and Joseph P. Roy, same place.

Tin plate for railway tracks, Joseph A. Harris, Moncton.

Reversing gear for steam engines, Alexander R. Lamb, Fenelon Falls.

Electrolytic cell, Ernest A. Le Sueur, Ottawa.

Car brake handle, John Marrissett, Vancouver.

Folding bag-holder, Robert Matier, Winnipeg.

Hot water generator for stoves, Aleck Saunders and John Story, Goderich.

Caster, Ernest J. Washbrook, Montreal.

Process of curing and drying fish, Thomas S. Whitman, Annapolis.

PROVINCIAL TRADE NOTES.

F. J. Wheeler, of New Westminster, succeeds H. V. Burner, at Vancouver, as agent for the Great Northern Railway.

The contract in connection with the land transportation necessary in the building of the fortifications at Esquimalt has been awarded to the Victoria Transfer Co.

J. W. Prescott has resigned the office of business manager of the *News-Advertiser*, and has been appointed agent for the Sun Life Assurance Co., for Vancouver, succeeding the late C. Z. Perry.

The total loss by the Kaslo fire is figured at \$117,000, with less than \$20,000 insurance. Among the principal losses are:

Byers Hardware Company, stock .....	\$12,000
Byers Hardware Company, building....	6,400
P. Geigerich, merchandise.....	20,000
Grand Central hotel.....	7,000
Ward's Cœur d'Alone hotel.....	7,000
Burke's bank.....	2,000
Dardanelles hotel.....	5,000
Palace hotel.....	5,000
Bon Ton hotel, Freeman, Long & Co.....	3,000
Balfour Trading Co.....	8,000
G. H. Williams, drugs.....	3,000
Baldwin hotel.....	3,000
A. T. Cook, stationery.....	1,000
R. T. Lowery, stationery.....	1,000
Henderson, clothing.....	5,000

BUSINESS CHANGES.

F. F. Raitt, flour, feed and grain, has opened in Victoria.

A. E. Crickmay, customs broker, has opened at Vancouver.

T. F. Jaeck, succeeds John Reed, druggist, Vancouver.

A dressmaking and millinery store will, it is reported, shortly open at Golden.

W. H. S. Perkins, dry goods, Nanaimo, stock and fixtures being sold by auction.

Thos. Kitchin, real estate, Nanaimo, contemplates opening an auction business.

The Wannuck Packing Co. Rivers Inlet, have sold out to R. P. Rithet & Co., L'td.

John T. Jones has gone into the oil business in Victoria, under the style of Victoria Oil Co.

A new paper has been issued from the office of James Cohen. C. St. Barbe is the managing editor.

Emanuel Bloomingdale, of San Francisco, partner in the firm of Simon Leiser & Co., Victoria, is dead.

George R. Raymond, formerly leasee of the Colonial, New Westminster, has leased the Wilson hotel at Nanaimo.

Green, Worlock & Co., private bankers, Victoria, assigned March 2nd, to Ian. Coltart, H. F. Heisterman and J. S. Yates.

Chas. Minor, formerly in business here, contemplates opening shortly in guns, ammunition, bicycles and sporting goods generally.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports March 3, as follows: "During the week there have been the following arrivals: From the Coast

mines 17,508 tons, from Cardiff 3,700 tons, from Australia 2,673 tons. Business for the week for domestic consumption has been very active, and jobbers and small dealers have had all the orders their teams could deliver. Importers still complain of a scarcity of cargo orders, only such are going forward as are absolutely necessary to fill urgent demands; there is no evidence of speculation whatever. The outlook for a large consumption of steam coals this spring is most encouraging, and manufacturers are now shaping their business accordingly. The change of duties on coal, coke and iron will soon be ascertained, and we sincerely hope the modification will be gratifying to the managers of our industrials. It was anticipated last month that there would be labor troubles at some of the Australian collieries, but recently received cablegrams report an adjustment has been arrived at. Australian quotations for coal this year are lower than for several years past, caused by sharp competition among the colliery proprietors."

WHY Premier Davie went East some time ago and concerning which the members of the Opposition were so anxious to learn all particulars has just come out in returns recently presented to the Legislature. The first result of the conference between the Premier and the Dominion Ministers was a letter sent to Sir John Thompson by Hon. Mr. Davie before his return, setting forth in great detail the most urgent desires of the Province with respect principally to the delimitation of the railway belt; immigration affairs; quarantine, and public improvements generally. Something has already been done in these matters by the authorities at Ottawa and there is every reason to believe that much more is in process of being carried out.

MR. HUDDART, of the Canadian-Australian Steamship line, has, it is announced, received a splendid model of a new vessel for the antipodean service, so soon as a third vessel shall be necessary. It is to be hoped that this will not be long delayed, because British Columbia will have to depend largely upon the trade of the Pacific for her future development. It has been well expressed that commercially, as well as from a military point of view, British Columbia commands the Pacific and Oriental military situations, and we are glad that, in the meantime, the British authorities do not appear disposed to long delay carrying out defensive arrangements at Esquimalt, while it appears very likely that before long something will be done in the way of giving to Nanaimo what is required in this particular.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending March 3:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
21.	Sea Lion, str., Port Townsend...	60
25.	Oregon, bark San Francisco.....	2,215
27.	Tacoma, str., Port Townsend.....	45
27.	Tyce, str., Port Townsend.....	24
1.	Maid of Oregon, str., Port Twms'd	52
2.	Wachusett, ship, San Pedro.....	2,452
Total.....		4,922

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MADE THE COMPASS USELESS.

The story that a deviation of her compass resulting from the presence of steel in a cork leg worn by the man at the wheel caused the steamer Susan E. Peck to strand near Bar Point, Lake Erie, in September last, with a loss to the underwriters of upward of \$20,000, recalls a similar circumstance. According to the narrator, on one of the trips of the fine steel steamer Castalia down Lake Huron the past season, the second mate reported to Capt. Allen that the compass had suddenly gone wrong; that the needle would swing three or four points to the right or left at intervals, and that because of these erratic movements it had become utterly impossible to steer a course—in fact, he had lost track of the course of the steamer altogether. Capt. Allen accompanied the mate to the pilot house and found matters just as they had been reported. Besides the man at the wheel, two lady passengers were in the pilot house when Capt. Allen entered. Turning to them, after meditating for a moment, he asked if they wore steel corsets. A reply in the affirmative led to a further question as to where they had been, and this elicited the information that the ladies had paid a visit to the engine room and that while there the engineer had afforded them an opportunity to inspect the dynamo which supplied the electric lights of the steamer.

"That settles it; you must get out of here!" next greeted the ears of the ladies as Capt. Allen opened the pilot house door for their exit. And while they were walking back to the cabin in a maze of surprise and astonishment at Capt. Allen's exhibition of bluff, sailor-like authority, that compass got right down to staid business again and showed the man at the wheel the way with its usual precision. It is hardly necessary to explain that the dynamo had magnetized the steel corsets worn by the ladies and that the corsets became responsible for the crazy race the needle of the compass ran as the wearers moved to and fro in the pilot house.

A Sydney, N. B., law firm, of which Mr. Gillies, M. P. for Richmond, is the head, applies for the incorporation of the Boynton Bicycle Electric Railway Company, of Canada, to run from Winnipeg, Man., to Louisburg, N. S.

The chief officer to be appointed under Hon. Mr. Foster's Insolvency Bill will be known as receiver. He will be paid by fees, those requiring his services paying for them, as is now the case with the sheriffs and the registrars. It seems only fair that litigants and others, for whose service these officers are provided, should pay for the work performed. The general taxpayer, who is neither debtor, creditor nor land speculator, should not be called upon to pay a cent towards their sustenance.—*Carleton Place Herald.*

• W. J. STEIN, •

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

—AND—

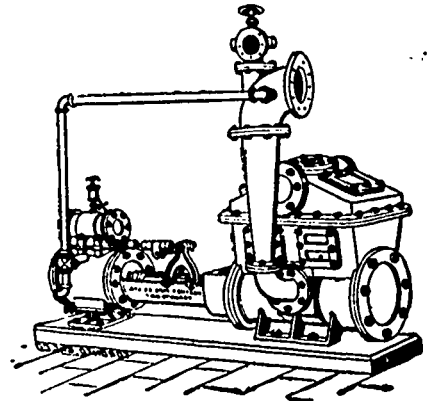
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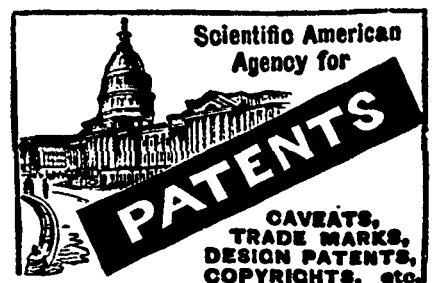
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The Mannheim (Marine) Insurance Co., L'td., Germany.  
The Great West Life Assurance Co., Winnipeg and Victoria.  
The Royal Canadian Packing Co., Claxton, Skeona River, "Globe Brand of Salmon."  
The Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

**64 YATES ST., VICTORIA.**

**PERSONALITIES IN BUSINESS.**

It is often remarked by foreigners that the personality of a man in this country influences buyers more than the merit of his goods. While this seems to be putting the matter rather strongly, it cannot be denied that a salesman who is well liked in the trade can sell more goods than one who is not possessed of the faculty of making all men his friends. A happy faculty it is that is born with a few, cultivated by more, and, unfortunately, disregarded by many. A charming personality seems to veneer all faults, even to throwing a glamor over somewhat undesirable goods, though it may not always succeed in making a sale.

In Europe, it is said that the merit of goods alone decides a sale; well, perhaps so, but we still think that the price is an important item. It is a common idea that the American is very keen after value received; but merit and price do not always win, in spite of the copy book maxims of our youth; but sales are daily made founded upon personal liking for the retail as in wholesale circles, and is a fact worthy of consideration. A salesman is valued according to his sales; if these are increased by the confidence and popularity that he can establish, his value rises in proportion. This may be a mercenary reason for adapting oneself to all people; but to look at the matter in another light, it is pleasanter to be on good terms with both your customers and employers; the pleasure of living is increased when one's business surroundings are congenial, and their congeniality depends upon yourself to a greater extent than you may be aware. Such a manner, mind or feeling may be cultivated—though it will not come in a day; but, if naturally possessed of it, be thankful, and add to it energy and ambition, the three forming a trio which goes far to make up the ideal salesman.

**BETTER THAN STRIKES.**

The recent effort of Dr. Wescott, the bishop of Durham, to induce the men who have heretofore resorted to the strike in order to settle their difficulties to substitute argument and discussion for this last resort between parties is a step in the direction of industrial peace. What he suggests is boards of conciliation by which both parties may learn from one another



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what the actual state of affairs is. It was significant of a new condition of things when a miner said the other day that "if the owners would trust the men and give them full particulars of their trade there would not be a strike in Durham for twenty years." This remark and the Bishop of Durham's position show that locally a step forward has been taken between the employers and their workmen by consenting to meet together for conciliation when any troubles exist. It has been found by actual experience that strikes are a very costly and unsatisfactory means of settling industrial troubles, but too often the promoters of them have been unwilling to listen to conciliatory methods of settling difficulties.

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L. G. HENDERSON . . . . . BUSINESS MANAGER.

Office No. 77 Johnson Street.

VICTORIA, TUESDAY, MARCH 6, 1894.

## GREEN, WORLOCK & CO'S BANK.

Since our last Victoria has had a financial failure, the well known and much appreciated private banking concern of Green, Worlock & Co., having been forced to succumb, with assets, according to the statement of Manager Worlock, amounting to about \$610,510 and liabilities of about \$44,910. The suspension took the form of an assignment to Messrs. H. F. Heisterman, J. S. Yates and J. Colard, for the benefit of the creditors. In the announcement of the collapse the figures given showed a balance of assets over liabilities amounting to some \$165,000 and the hope was expressed that the creditors would not complicate matters by the initiation of suits or the inauguration of other legal proceedings, the assurance being given that, judiciously administered, there was more than enough to pay everyone. Subsequently Mr. Worlock is reported to have said that after all was paid a substantial balance would be left for Mrs. Green, the widow of the head of the concern, to whom the failure is most certainly a very serious matter. It would appear that since the beginning of the depression in the United States and up to the end of January last the withdrawals from the bank have been over \$200,000, a most serious reduction in the amount with which the management had to earn the amounts necessary to pay interest on deposits and working expenses.

Various causes are assigned for the crisis. One is that Wells, Fargo & Co., by whom the Bank was established early in the fifties, and with the assistance of which they had handled the mineral output of Cassiar and Golden Cariboo had recently refused some of the paper offered by the Bank. Another story says that they were carrying more paper than their capital permitted and that for some time it has been a case of the sharpest hustling to keep things going, particularly since it is now said that the purchase of the Garesche interest was the means of withdrawing a very considerable amount of working capital. Apropos to these stories there are numbers of the "I told you so" class who now say that they have long known that this was coming. But why, it may be asked, did they keep their own counsel so long and now only that the misfortune is upon us give utterance to their deliverances?

One story may be mentioned for what it is worth, and that is that an individual who had for some time been negotiating

an outside purchase, had arranged with the bank for sufficient money to make the preliminary deposit. This was to have been completed on Wednesday; but the funds not being forthcoming as arranged for, the party explained matters to the person with whom he was dealing. The latter being in a position to make very heavy demands upon the institution, became at once so urgent in his calls that he, it is said, cleared out all the resources available in the bank, which, it being impossible to replace, a determination was arrived at late on Thursday night to suspend payment and to make an assignment. This may or may not be the case, but certain it is Mr. Worlock is credited with making the statement that it was not until a late hour after the bank had closed it was concluded to shut the doors. No doubt this statement will be dealt with by the management, whether or not it should prove to be a correct one, the more so since there has been no small amount of adverse criticism passed upon the course of the institution in receiving deposits up to the close of business hours.

As to the effects of the collapse, it may be said that the people principally affected belong to the working classes, for whom the higher rate of interest given by a private banking institution had more attractions than the smaller percentage offered by the chartered banks, whose customers have the advantage of all the special protection afforded by the provisions of the Dominion Banking Act, and of the checks which under it the other banks are enabled to exercise over one another. It was only the other day that another private bank, in the county of Huntingdon, Quebec, went to the wall and the results there were of a very disastrous character. It is to be hoped that the experiences of Mr. Somerville's creditors, which are not yet over, but which have already been detailed to some extent in the local papers, may not be repeated here. There was litigation that with a properly digested insolvent law would not have been entered upon. Here, if the trustees are considered to be reliable and capable of properly liquidating the concern, let them have every assistance in their work. If not, let them be replaced as soon as possible, and let the Provincial law, with a due regard to the equities of the case, be carried out. There are, it is said, several business concerns of considerable importance interested in the matter of overdrafts. It would be the most short-sighted and disastrous policy to drive them to the wall if their transactions with the bank were honest and above board, and if there is any means of obtaining a settlement with them. If, however, they have deliberately gone to work to swindle the bank they are not deserving of any consideration; but even in that case regard should be had to those whom they might unfortunately be in a position to bring down with them.

As far as we can learn the management of the Bank is entitled to the general sympathy, and to them and all the sufferers by its fall we extend our individual expression of it. So far we do not see that, with the exercise of caution and the maintenance of confidence, there need be any fear of any very serious re-

sults being the outcome of this disaster. Most of the depositors in the Bank are in some kind of employment; but the loss of their hardy earned savings is a most deplorable one. There might possibly be, it is thought, one or two minor collapses among people who may be called to make good their drafts upon the establishment, some of which it may probably be beyond their means to meet, but if those who are not serious losers will only take thought for those who are, and do not unduly press their less fortunate brethren, the outcome of this local misfortune will neither be lasting nor far reaching.

## MISREPRESENTATIONS.

Toronto wholesale merchants complain that their financial standing is being misrepresented to old country houses and as a result losses and a great deal of inconvenience have followed. Unfortunately the tendency on the other side the Atlantic is to belittle the colonies as much as possible. Some of this is attributable to occult but well understood influences in the United States, and some of it, it is said, to misrepresentations of business men here who continually complain of bad times and losses when the true policy is to look on the bright side of the case. If merchants, no matter how straitened they may be, would avoid putting on a face fitting only for a funeral or grave yard scene and would talk more cheerfully than many of them do, the appearance of things would be advantageously changed and then all of us should find that matters would go more smoothly at home. We fully expect that in connection with the bank suspension of Friday, the worst side of it will be presented by many who ought to know better. They will, no doubt, in their peculiarly miserable way, talk about business graves and commercial sepulchres, whereas their policy would be to look up and do all they can to point out the silver lining that in all verity exists behind the cloud. The matter of which we speak is only a mere circumstance; of course more appreciated here because it is at our own doors.

It appears likely that before the end of the Wiman affair is reached some very interesting matters will be made written history. What the public does not know about commercial agencies will in all probability be better understood when all the dirty linen is washed that is about to be handled in the New York courts. Some years since a Parliamentary committee sitting at Ottawa was the means of making some very interesting developments principally by the aid of those who had grievances against the system and of unwilling witnesses. Now, however when it has become a case of war to the knife between Mr. Wiman and Mr. Dun the former may feel inclined to be a little more communicative than he might be were the circumstances different. In any event the public is sure to be interested and probably benefitted by the relations of some who have a practical knowledge of the workings of these institutions;

EDITORIAL COMMENT.

UNDER United States law if the drawer of a check has taken it to the bank and had it certified he is still jointly with the bank responsible to the payee if the bank fails. If the payee, however, has taken the check to the bank and had it certified the drawer of the checks is no longer responsible to the payee, because the payee accepts, by that action, the responsibility of the bank.

It has been held by the U. S. Court of Appeals that while contracts or combinations between employers or workmen to fix and abide by certain prices for labor or services may be valid in their inception, they become illegal restraints of trade whenever the associations formed under them interfere with the freedom of those who are not members to refuse to abide by their prices, or to employ or be employed at other rates, or whenever such associations undertake to prevent non members from using their property or their labor as they may see fit.

IN Canada, Messrs. McGreevy and Connolly, who were sent to the Carleton county prison for a conspiracy to defraud the Government, have been released on account of the condition of their health, which a number of physicians declared would altogether collapse were they retained in durance any longer. Their conviction was hailed in many quarters with great satisfaction as a signal triumph over political corruption, and it may be that, under all the circumstances, the ends of justice have been served by the vindication of the law and of morality which had been effected.

YEARS ago, Boss "Tweed," for abuses of office in New York, found himself an inmate of the prison. Boss McKane, of Gravesend, New York, finds himself similarly situated. There was a great difference between the two men and their methods, though both perpetrated the same kind of abuses. Tweed appeared to care neither for God nor the devil; but McKane served both of them most faithfully, for he was a devout church member, and served his other master wearing the livery of the court of heaven. He has six years to serve in the penitentiary, which it is to be hoped the scoundrel will be made to carry out.

THE mayor and members of the City Council of Victoria have at length placed themselves under the knife and His Worship's allowance has been reduced 15 per cent., that of the aldermen by half that amount. Now, in our opinion, this should not have been the case. It is only a short time since the "wages" of these people were doubled—and that at a time when the business outlook was not particularly bright. There was no special reason for the increase, the same work had been done just as well previously at the lower figure, so that if ever there was room for a sweeping reduction. On expenses it was in this particular, instead of at the expense of the men who by the sweat of their brow were earning their bread. Then, since the

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of February, 1894 :

ARTICLES.	VALUE.	DUTY.
Ale, beer and porter	\$ 585	\$ 175 68
Animals	3,378	933 70
Books, pamphlets, etc	799	177 53
Brass and manufactures of	414	105 40
Breadstuffs—grain of all kinds	26,354	4,831 00
Flour	2,418	745 75
Meal, corn and oat	49	7 70
Rice	1,712	1,215 87
Other breadstuffs	3,100	667 81
Bicycles, Tricycles, Velocipedes and parts of	135	40 40
Cars—railway and tram		
Coal, bituminous	102	7 62
Copper and manufactures of	271	27 45
Cottons, bleached or unbleached, not dyed, colored, etc	1,441	419 81
" bleached, dyed, etc.	2,336	742 51
" clothing	767	279 32
" thread not on spools, yarn, warp, etc.	11	2 49
" thread on spools	72	18 00
" all other manufactures	1,614	443 45
Drugs and medicines	3,115	1,289 98
Earthen, stone & Chinaware	912	313 15
Fancy goods & embroideries: Bracelets, braids, fringes, etc	268	80 40
Laces, collars, nettings, etc	631	189 30
All other fancy goods	886	246 95
Fish and products of	1,060	244 07
Fruits and nuts dried	1,267	342 00
Green, oranges and lemons	1,271	208 30
All other	295	82 18
Furs, manufactures of		
Glass, manufactures of—		
" Bottles, jars, etc	409	129 30
" Window glass	158	31 60
" Plate glass		
" All other manufactures	23	4 60
Gunpowder & explosive substances	1,197	386 20
Gutta serena, manufs of	1,496	332 40
Hats, caps, and bonnets, beaver, silk or felt	472	141 60
" All other	434	128 55
Iron and steel and manufs of	326	140 85
" Band, hoop, sheet, plate		10 00
" Bar iron & railway bars	2,155	1,044 43
" Cutlery, hardware, etc	2,574	813 13
" Machines, machinery, etc	595	184 60
" Pig iron, kenzledge, etc	552	153 12
" Stoves and castings	455	136 90
" Tubing	407	74 52
" All other manufactures	11,894	654 25
Jewelry & watches & manufs of gold and silver	1,317	316 74
Lead and manufactures of	152	36 30
Leather, all kinds	86	22 16
" Boots and shoes	351	63 30
" All other manufs	167	41 75
Marble & stone & manufs of	8	2 00
Metals and manufactures of	506	175 30
Musical instruments	254	81 36
Oil, mineral and products of	1,112	319 80
" Flaxseed or linseed	1,667	1,490 82
" All other	1,291	303 33
Paints and colors	553	41 55
Paper, envelopes, etc	3,388	1,082 72
Pickles, sauces, capers	867	399 15
Provisions, lard, meats, fresh and salt	2,962	844 05
" Butter, cheese	5,396	959 36
Seeds and roots	505	56 20
Silk, manufactures of	3,085	925 10
Soap, all kinds	978	358 89
Spices, ground & unground	79	16 25
Spirits, all kinds	4,278	8,078 18
Wines, sparkling	1,761	904 50
" other than sparkling	2,032	1,850 65
Molasses	35	10 50
Tobacco and cigars	2,784	3,139 23
Vegetables	1,842	582 47
Wood, manufactures of	968	256 50
Wollens: Carpets, brussels and tapestry		
" Clothing	374	110 85
" Cloths, worsteds, etc	633	270 40
" Dress goods	2,221	615 83
" Knitted goods	1,346	479 80
" Shawls	1,482	370 50

ARTICLES.	VALUE.	DUTY.
Yarns	207	71 60
All other manufs	5	1 80
All other dutiable goods	26,825	6,261 49
Total dutiable goods	\$142,839	\$48,312 70
Free goods	33,444	
Coin and bullion	250	
Grand total	\$176,533	\$48,812 70

The following are the free goods entered at the port of Victoria for the month of February, 1894 :

FREE GOODS.	VALUE.
Animals for improvement of stock	\$ 36 00
Articles for use of Army and Navy	2,100 00
Coffee	2,811 00
Cotton waste	189 00
Dyes, chemicals, etc	712 00
Fish and products of	
Fisheries, articles for, nets, seines, etc	5,316 00
Fruits, bananas, olives, pineapples, etc	121 00
Fur, skins not dressed	600 00
Grease for soap making, etc	
Hides and skins	
Metals—Brass and copper	1 00
" Iron and steel, all other	
" Tin and zinc	12,101 00
" Other	673 00
Oil, vegetable	369 00
Salt	2,319 00
Settlers' effects	3,152 00
Sugar	10 00
Tea	908 00
Tobacco leaf	1,004 00
Wood, cabinetmakers, etc	
All other free goods	992 00
Total	\$ 33,444 00
Coin and bullion	250 00
Total free goods	\$ 33,694 00

EXPORTS

From the port of Victoria, for the month of February, 1894 - the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal	tons 384	1,920
Gold dust, nuggets, etc		9,932
THE FISHERIES.		
Fish of all descriptions		565
THE FOREST.		
Timber—square	tons 87	468
Other articles		680
ANIMALS AND THEIR PRODUCE.		
Other articles		3,066
AGRICULTURAL PRODUCTS.		
Other articles		34
MANUFACTURES.		
Iron—pig and scrap, castings, hardware, etc		1
Liquors—spirits and malt of all kinds	gals 56	60
Other articles		1,431
Grand total		\$ 23,137

Goods, not the product of Canada, for the month of February, 1894 :

QUANTITY.	VALUE.
Animals and their produce—	
Horned cattle	1 30
Other articles	450
Agricultural products—	
Other articles	7
Manufactures—	
Iron—pig and scrap, castings, hardware, etc	485
Sewing machines	2 55
Wood m's of all kinds	246
Other articles	1,416
Miscellaneous articles	64
Total	\$ 2,753
Coin—gold	1,935
"—silver	362
Grand total	\$ 5,050
Total exports of all kinds	\$ 28,187

Mayor has official expenses to meet in the way of providing for the entertainment of guests and the thousand and one calls that are not made upon the aldermen, he certainly should not have been cut down in a

greater proportion than the aldermen, unless it is intended that the chief magistrate of the city should be picayunish and skimpish in his hospitalities and benefactions.

## THE BONDING SYSTEM.

The Canadian Pacific Railway has incurred the enmity of some of the United States railway companies, and as a result some of the newspapers published there, notably the *New York Sun*, are waging war against it and advocating the repeal by the United States authorities of the bonding system between the two countries. This bonding system is one of the provisions of the Washington Treaty which still survives, and the agitation for its repeal brings up other questions which it might be well for the United States press to discuss. Whatever the object with which the Canadian Pacific Railway was constructed is a matter with which foreigners have little or nothing to do. As the *Montreal Shareholder* says, the repeal of the bonding privileges involves the interests of the two countries. The provisions of the Washington Treaty, as it was originally passed, have been cancelled in regard to several of the clauses and it would seem as though some of the Anglo-hating agitators on the other side of the international line would never be satisfied until all of its provisions were equally dealt with. Canada has shown herself vastly superior to her big neighbor, who, at times, exhibits a devouring tendency and an abnormal anxiety to do away with the boundary line between the two countries. Every opportunity is seized to berate and injure our institutions, while Canada is dignified and strictly adheres to the contracts into which she enters. These outbursts of the American papers are not becoming, and not calculated to accomplish their object. We are not desirous of union with people who do not realize the advantages we enjoy, and we are not prepared to change them for others of less value. The repeal of the bonding privileges involves other repeals. A consideration was given for the privilege, and that consideration the United States will not return in order to gratify the faction that advocates it. The Washington Treaty was not altogether a one-sided one, but the United States gained more from it than did Canada.

## THE U. S. BUSINESS SITUATION.

Of the general business situation in the United States, the *Cincinnati Price Current* says that there is anything but a satisfactory condition. It is true that in some branches stocks have been so far reduced that it has been necessary to replenish them by starting means of production into more activity, but the demand is quickly supplied, and does not increase as expected, so that it is doubtful whether there is much increase in the number of men employed in industrial enterprises, taking the country as a whole, than there was two or three months ago.

The U. S. railroads are feeling the depression in trade more than ever; this is shown not only by the decrease in the gross earnings in January, but by the actual or contemplated reduction in wages of all classes of employees, which reduction averages about 10 per cent. This in turn reduces the ability of a large number of consumers to buy general merchandise

to the usual extent, and so the tendency seems still to be towards a reduction in the volume of trade, and there is no general recuperation in business such as has been hopefully expected. Bank clearings do not always promptly reflect the changes in current trade, for they are more or less influenced by previous transactions and by monetary operations, but there should be some indication of any important variations; in January, they were nearly as small as in December. But while there cannot be much encouragement drawn from the general situation, there is undoubtedly a steady increase in the distribution of goods in some branches of trade, and it appears that nearly every industry is a partaker to a more or less extent in this improvement. There is more doing in some branches of the iron trade, some articles of hardware being taken more freely by distributors; in dry goods, there is a better demand for seasonable cotton and woollen fabrics, and the recent auction sale of silk goods in New York indicates a more confident feeling, with better prices prevailing than could have been obtained a month or two ago. There is a better undertone in most manufacturing industries, for prices of raw material are so low that there is little fear of much further decline, so that there is more encouragement to produce to the extent of the probable requirements of the spring trade, which, however, it is believed, will be much less than it was last year, although it is reasonable to suppose it will be larger than last fall, when there was such a surplus of goods to be worked off that there was little chance for new goods to be distributed. The recent depression in the market for wheat has had a depressing effect upon trade in general. Until the decline in prices is stopped and there appears to be some good ground for recuperation, much enlargement in the volume of business or any disposition to purchase in anticipation of current necessities cannot be reasonably looked for.

## SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Feb. 24, as follows: "During the week there have been the following arrivals: From foreign ports 6,772 tons; from the Northern collieries, 20,122 tons. Business with the jobbers and retailers remains brisk, as the continuous cold weather aids to consume fuel very fast. The importers complain bitterly of the lack of orders for future loading, as seductive quotations are named, yet they do not lead to business. The Australian list looms up larger again this week, and offerings are on the market at prices which must leave the importers a very shady profit, if any at all can be figured upon. Two of our wholesale dealers have retired from the coal trade this year, evidencing that the competition is so sharp that the business is not profitable; as a matter of fact, there is no line of trade where so much capital is employed where the profits are smaller. We are all on the anxious seat, awaiting the senatorial report concerning the tariff clause on bituminous coal; the writer feels assured it will be placed where it should have always been, on the free list."

## THE UNEMPLOYED IN THE UNITED STATES.

The enormous number of men without work in the States, suggests reflection upon a topic upon which a flood of eloquence was let loose some time ago in denouncing a fiscal policy charged with having sent thousands of Canadians to that country. Supposing a large proportion of those immigrants had remained in Canada, says the *Trade Review*, is it not certain that our streets would have presented similar spectacles to those seen daily in Chicago, New York and other American cities? Is it not the case that the so-called "exodus" has saved us from such scenes?

By stimulating their manufactures to such a degree as to create a market for labor which has drawn away thousands of our people they have left us with a mere sufficiency, so that while the depression in the States has thrown, it is estimated, close upon a million workers out of employment, there has been no such lack of work here as to excite remark. Is it not then an advantage to Canada to have an outlet for its spare population who find the home field not attractive enough? It is quite true this country could do well with more millions of people. But where? Is not the need rather for more cultivators of the soil and not for skilled artisans, such as have flocked to the States? The tendency however, of modern life is to drain the country to flood cities.

If all who have left us to find work, and at length destitution, in the States had gone on to the lands of the Northwest the vast bulk of them would have made a comfortable living. But as there are no means of compelling men to follow the plough, what sense is there in lamentations over their choice of another mode of life, or of fretting over their seeking to follow their bent where they choose? Had the bulk of those who went to the States remained here they would not have added one cent to the productive resources of the country, they would merely have crowded the labor market, and been a surplus which would have been a source of grave trouble in time of depression.

The British Board of Trade returns for the month of January show that the imports increased £4,330,000, as compared with those of the corresponding month last year, and that the exports increased £13,000 compared with those of January, 1893.

Adverts from Germany state that the manufacturers of rubber toys in that country have formed a combine and advanced the price of all goods 20 per cent. This means an increased cost on the large importations of German rubber balls which come into Canada. The Germans have until recently been the only manufacturers of these goods, but this year a new competitor has been offering goods to the Montreal houses in the shape of an Italian firm, who are said to be offering a nice assortment of goods at rates which ruled last year. As a result they have been taking quite a lot of trade away from the German goods.

# THE JAMES ROBERTSON COMPANY, LIMITED,

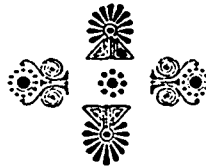
## TORONTO.

Manufacturers and Importers of

### METALS, PAINTERS' PLUMBERS' & TINSMITHS' SUPPLIES

#### SPECIALTIES :

ASBESTOS.  
BABBIT METAL.  
BARBED WIRE.  
GALVANIZED IRON.  
INGOT TIN.  
IRON PIPE.  
LEAD TRAPS.  
LEAD SHOT.  
OAKUM.  
SAWS.  
SHEET LEAD.  
SOLDER.  
TIN PLATE.  
WIRE.  
ZINC.



BENZINE.  
BRONZES.  
BRUSHES.  
COLORS IN OIL.  
COLORS IN JAPAN.  
DRY COLORS.  
OILS.  
PUTTY.  
READY-MIXED PAINTS.  
RED LEAD.  
RESIN.  
TURPENTINE.  
VARNISHES.  
WHITE LEAD.  
WHITING.

**WRITE FOR PRICES.**

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

#### COMMERCIAL SUMMARY.

J. H. Murden, an express messenger, is under arrest at Hamilton, charged with stealing \$1,500 from the Canadian Express Company.

The salmon fishery regulations for British Columbia have been practically agreed upon by the Dominion cabinet. The offal and other statutory obligations remain in force.

One effect of hard times is to demonstrate the superiority of agricultural over other industrial pursuits. The grand army of workers, houseless and hungry, is not composed of farmers.

The Havana cigar market is at present in a bad way, no orders having been received from abroad for some time. The best known factories are in consequence working on a very limited scale.

The Anglo American Telegraph Company have entered into a contract for a new cable to be laid between Ireland and Newfoundland, to be completed this summer. The cost of the undertaking is \$450,000.

At a recent meeting of fruit growers at Duncan, a resolution was passed suggesting that steps for advancing the dairy interests, by means of travelling dairy instructors, are advisable, and would

supply a want in the agricultural districts.

Mr. A. McL. Chalmers, Wellington, has completed the plans for a 30x40 building, which will be divided into three stores. It will be erected on the adjacent lot to Quennell's meat market, for H. McMillan & Son, and will be constructed right away. A dispatch to the Central News from Rome says: In consequence of the discovery of further defaults the Government has ordered new inquiry into the affairs of the Banca Italia. The Banca Anticipione, of Naples, has applied for more time.

The iron mines in the neighborhood of Bristol, in Pontiac county, have been closed down. The men have ceased pumping out the accumulation of water and the shafts are in some cases filling up fast. A large part of the miners being thus out of work have left for the shanties.

Most of the sugar-producing localities, say Havana advices of date, report an improvement in the saccharine qualities of the yield. It is generally believed that a very large crop will be made. Some of the central factories are having trouble with tenants, who refuse to abide by the contracts they made earlier in the season, and who now demand a larger return of sugar for the cane delivered. Several of the factories have stopped grinding on this account.

#### COST OF BRITISH DEFENSES.

The British empire spends as a rule upon defense from \$250,000,000 to \$280,000,000 a year, of which the military expenditure of India, with the direct expenditure for the sake of India on mobile land forces at home, forms the largest item. Almost the whole of this vast sum is expended out of British loans or taxes under the control of the Parliament of the United Kingdom, and out of Indian taxes under the direct control of the House of Commons through the secretary of state, who is a member of the government of the day. This expenditure, although vast; although open to the reproach that it does not do more than maintain a fleet slightly superior to that of France and an army of very small numbers, is a fleabite as compare (in its ill effect upon the wealth of the nation) with the military expenditure of Italy, or, in a less degree, with other continental powers. The evidences of the over-pressure of taxation in India itself, many as they are, are slight in comparison with those which are present in the case of Italy, and it may be assumed, therefore, that while the taxpayers of the United Kingdom and of India may make their voices heard in insisting upon better value for their money, the expenditure will not in itself be brought to an end by bankruptcy.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark.	Routenbeck	930	Russell	October 9.	Victoria.	Liverpool.	38,800	\$201,875	
Ger ship.	Sirene	1437	Saevermich	October 19.	Victoria.	London.	50,558	282,790	
Br ss.	Grandholm.	871	Masson.	October 19.	Victoria.	Liverpool.	31,707	158,535	January 13
Br bark.	Jessie Stowe	645	Blanche.	October 11.	New Westm'r.	London.	30,000	137,112	
Br bark.	Ladstock	816	Williams	October 19.	New Westm'r.	Liverpool.	35,773	178,865	
Br bark.	Formosa	915	Kain.	November 18	Victoria.	London.	38,126	191,890	
Br bark.	City of Carlisle.	823	Hughes.	November 21.	Victoria.	Liverpool.	37,381	185,905	
Br ship.	Candida	1222	Kee.	December 22.	Victoria.	Liverpool.	A. 50,318	249,523	
Br bark.	Harold	1307	King.	January 18	New Westm'r.	Liverpool.	61,091	321,511	
Br bark.	Primera	597	Gardner.	December 17.	Victoria.	London.	24,666	123,350	

A—Other cargo value \$4,346. B—Spoken Nov. 8 in lat. 23 deg. N., long. 121 deg. W.

## B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark.	Geo. Thompson.	1128	Young.	Jan. 13.	Westminster.	Sydney.	806,938	7,844	March 21	owners ac
Br bark.	Mark Curry.	1256	Liswell.	Jan. 4	Vancouver.	Plymouth.	923,058	9,882	May 20	52s 6d
Nor. bark.	Fritzo	1078	Rolfson.	Jan. 10.	Vancouver.	Callao.	879,260	8,031	March 3.	36s 3d
Am. bark.	Colorado	1036	Gibson	Jan. 19	Cowichan.	Valparaiso f.o.	832,657	7,077	April 27.	37s 6d
Br bark.	Highlands	1236	Owen.	Jan. 26	Vancouver.	Montreal	896,663	15,537	June 23.	Private.
Chil. bark.	India.	933	Funke	Jan. 11.	Moodyville.	Valparaiso.	793,782	7,169	March 30.	owners ac
Br bktn.	Bittern	339	Stronach.	Jan. 20.	Vancouver.	Frementle, Au	302,950	4,201	May 16	owners ac
Ger. ship.	Katharine	1630	Spille.	Feb. 7	Moodyville.	Iquiqui	1,328,879	14,058	May 6.	35s
Br ship.	County of Yarmouth.	2151	Swanson	March 23	Vancouver.	Cork	1,628,530	10,500	July 27	50s
Chil. ship.	Hindustan	1542	Welsh	March 6	Moodyville.	Valparaiso	1,196,826	17,242	July 14	owners ac
Am. bark.	Seminole	1439	Weeden.	March 19.	Moodyville.	Santa Rosalia.	1,040,913	7,966	April	Private.
Am. ship.	Ivy.	1181	Lovell.	April 22.	Vancouver.	Wilmington	791,914	10,497	Aug. 28	Private.
Br bark.	Asel	795	Gilmour.	March 6	Moodyville.	Antofagasta	631,165	6,577	June 23	35s
Br ship.	Natuna	1106	Grahn	April 20	Vancouver.	Port Pirie	961,868	7,718	Sept. 22	42s 6d
Am. bark.	Harry Morse	1313	Hughes.	April 19.	Moodyville.	Shanghai.	928,219	8,900	July 18	45s
Haw. bark.	John Eua	2600	Schmauer	June 2.	Cowichan.	Port Pirie	2,580,797	19,500	Aug. 7.	40s
Br bark.	Blairhoyle	1201	Gray.	June 1.	Vancouver.	Sydney.	913,685	7,804	Aug. 16.	31s 3d
Br bark.	Mary Low	813	Robertson.	May 24.	Vancouver.	Pisagua.	663,000	5,296	Aug. 26.	35s
Nor. bark.	Sigurd.	1430	Ause	May 21.	Vancouver.	Port Pirie.	1,426,000	10,693	Aug. 31.	40s
Chil. ship.	Atacama	1235	Caballero.	May 13.	Moodyville.	Valparaiso	967,361	7,762	Aug. 19.	owners ac
Br bark.	Wythop.	1248	Edwards	May 26.	Vancouver.	Sydney.	1,019,667	8,363	Aug. 15.	31s 3d
Br ship.	Gryfe	1069	Roberts.	June 25	Vancouver.	Antwerp.	786,228	11,790	Nov. 29.	50s
Ger bark.	Heinrich	923	Henne.	June 7	Vancouver.	Holland.	577,537	4,908	Oct. 4	55s
Br bark.	Doehra	966	McJerrrow.	June 26	Vancouver.	Adelaide	740,234	5,920	Sept. 16.	38s 9d
Br ship.	Kinkora	1799	Lawton	July 29	Vancouver.	Callao	1,436,128	12,465	Oct. 29.	30s
Am schr.	Carrier Dove	672	Brandt.	Aug. 7	Cowichan.	Adelaide	886,989	7,982	Oct. 14	38s
Am bark.	Seminole	1439	Weeden	Aug. 1	Moodyville.	Santa Rosalia.	1,015,008	7,896	Aug.	Private.
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville.	Tientsin	725,951	8,625	Sept.	55s
Am bark.	Sonoma	928	Anderson.	Aug. 16	Vancouver.	Iquiqui	811,183	9,289	Nov. 2.	30s
Br ship.	Gunford	2108	Wier	Sept. 6	Vancouver.	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship.	Wm. H. Starbuck	1272	Reynolds.	Sept. 1.	Vancouver.	London.	921,554	10,300	Jan 20.	52s 6d
Nor bark.	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver.	Port Pirie	1,296,192	10,288	Oct. 29.	36s 3d
Br bark.	Gainsborough.	985	McPhail	Sept. 7.	Moodyville.	Valparaiso f.o.	702,153	5,524		53s 9d
Chil. bark.	India.	953	Funke	Sept. 10.	Moodyville.	Valparaiso.	799,297	7,000	arrived.	owners ac
Chil. bark.	Elisa.	915	Harken.	Sept. 2.	Moodyville.	Antofagasta	577,204	6,000		owners ac
Am schr.	King Cyrus	667	Christiansen.	Sept. 12.	Cowichan.	Port Pirie	511,716	5,916	Nov. 28.	37s 6d
Am bktn.	Chas. F. Crocker.	813	Lund.	Sept. 29	Vancouver.	Santa Rosalia.	783,548	7,076	Oct. 25.	Private.
Am bktn.	Hilo.	642	LeBallister.	Sept. 23	Westminster.	Sydney	688,652	6,649	Nov. 18	28s
Am schr.	Lyman D. Foster.	725	Dreyer.	Oct. 14.	Cowichan.	Sydney	871,305	7,614	arr'd Oct.	27s
Am bark.	Hesper	661	Underwood	Oct. 12	Vancouver.	Adelaide	779,336	5,886		37s
Am schr.	Wm. Bowden.	728	Fjerem.	Oct. 18	Victoria.	Adelaide	861,692	6,031		37s 6d
Br bark.	Elizabeth Graham	538	Anderson.	Oct. 24.	Moodyville.	Melbourne	621,681	3,989		Private
Am brig.	Geneva	471	Nelson.	Oct. 15.	Vancouver.	Sydney.	511,228	4,157	Dec. 19.	27s 6d
Am schr.	Aida	507	Anderson.	Oct. 14.	Moodyville.	Shanghai	637,974	6,060	arrived.	40s
Am bktn.	Robert Sudden	585	Ulberg.	Oct. 25.	Vancouver.	Port Pirie	714,808	4,646	Jan 23.	37s 6d
Am schr.	Salvator	444	Wells	Oct. 29.	Westminster.	Port Pirie	527,000	4,216		37s 6d
Am schr.	Louis.	820	Hatch	Nov. 8	Westminster.	Iquiqui	863,445	8,601	Jan. 28	40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19.	Victoria.	Sydney	705,802	10,800	Jan 21.	28s
Nor ship	Germanic	1269	Sunde	Dec. 29	Vancouver.	Cork U.K. f.o.	910,453	9,973		60s
Am schr.	Reporter	333	Mackie.	Nov. 24	Vancouver.	Nagasaki.	A. 366,294	10,000		Private.
Am bark.	Snow & Burgess.	1578	Mortenson	Dec. 30	Vancouver.	Santa Rosalia.	1,075,000	7,113	Jan. 30	Private.
Am ship.	Benj. Sewall.	1361	Sewall	Dec. 28	Vancouver.	Cork U.K. f.o.	1,021,621	13,135		55s
Am bark.	Colorado	1360	Gibson	Jan. 1.	Vancouver.	Shanghai	707,000	5,656		37s 6d
Am bark.	Templar	910	Lee	Dec. 26	Vancouver.	Callao	567,001	4,911		35s
Am schr.	W. H. Talbot	776	Bluhm	Dec. 28	Vancouver.	Cape Colony.	84,183	6,031		75s

A—Also 100 spars.

## B. C. LUMBER FLEET, 1894.

Am ship.	Eclipse	1536	Peterson	Jan. 20.	Vancouver.	Greenock	1,072,890	10,720		60s
Nor ship.	Beaconsfield	1430	Bastiansen.	Feb. 5	Vancouver.	Cork U.K. f.o.	1,055,411	13,491		
Am schr.	Pioneer	397	Hughes	Feb. 23.	Vancouver.	Santa Rosalia.	A. 57,714			Private.

A—Also 68,043 lineal feet of poles.

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship.	Astoria.	1333	Dagwell.	Nov.	G Liverpool	Victoria & Van	Turner, Becton & Co. and H. Bell, I. & Co	115
Br ship.	Benmore.	1460	Scott.	Dec. 22	Liverpool.	Victoria & Van	R. P. Rithet & Co. and B.C. Iron Works	74
Br ship.	Borrowdale.	1197	Bolderston.	Dec. 22	L Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	74
Br ship.	Ballachulish.	1806	Gowdev.		A Java.	Vancouver.	B. C. Sugar Refinery Co.	
Br bark.	Northernhay	1221	Miller	Dec 5	C Cardiff	Vancouver.	Esquimalt.	91
Br ship.	Astracana	1572	Jones	Dec. 21	I London.	Vancouver	Evans, Coleman & Evans.	75
Br ship.	Eaton Hall.	1779	Lowrison.		K London.	Vic and Van.	Robt. Ward & Co., Ld and Evans, C. & E.	
Br schr.	Norma	53	Walker.		Penrhyn Islnd	Royal Roads.		
Chil. bark.	India.	953	Funke		Valparaiso.	Moodyville.	Moodyville Sawmill Co	
Br ship.	Lismore.	1598	Ferguson		London.	Victoria & Van		
Am. schr.	Aida.	507	Anderson.		B San Francisco	Moodyville	R. P. Rithet & Co., L'td.	
Br ss.	Empress of India.	3063	Marshall	Feb. 21	E Hong Kong	Victoria & Van	C. P. S. S. Co.	13
Br ss.	Tacoma.	1662	Hill.	Feb. 27	H Hong Kong.	Victoria	Dodwell, Carill & Co.	
Chil. ship.	Hindustan	1542	Welsh		F Valparaiso.	Moodyville	R. P. Rithet & Co., L'td.	
Chil. ship.	Atacama.	1235	Caballero.		F Valparaiso	Moodyville	R. P. Rithet & Co., L'td.	
Br ss.	Warrimoo.	1797	Perry.	Feb. 17	S Sydney	Victoria & Van	C. A. S. S. Co.	17
Am. ship.	C. F. Sargent	1638	Boyd		Honolulu.	Nanaimo.	Geo. Plummer.	
Br ss.	Empress of Japan	2043	Lee		M Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br ss.	Mogul.	1827	Johnson		D Hong Kong.	Victoria	Dodwell, Carill & Co	

N—Spoken Oct. 14 lat. 49° N., long. 10° W. Nov. 13 lat. 7° S., long. 31° W. To load grain at Tacoma. G—Spoken Dec. 13 lat. 4° 35' N., long. 28° W. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13° N., long. 26° W. A—To sail in March with sugar. C—Dec. 14 put into Falmouth with loss of some sails; Dec. 30, sailed again. G—Spoken Dec. 13 lat. 4° 35' N., long. 28° W. To load grain at Tacoma I—Dec. 23, passed Deal. Spoken Jan. 18 lat 3° N., long. 28° W. To load grain at Tacoma. K—Jan. and Feb. loading. L—Dec. 26 arrived at Holyhead. Jan. 3rd sailed. B—Chartered for lumber to Shanghai at 40s. E—Via Yokohama March 2. H—Via Yokohama March 10. F—To load a return cargo of lumber. S—Via Saiva and Honolulu. M—To sail March 21. Via Yokohama March 30. D—To sail March 20. Via Yokohama March 31.

#### VESSELS IN PORT.

(March, 5, 1891.)

##### VICTORIA.

Am. bark Wrestler, 447 tons, Capt. Bergman, went ashore during the gale. Advertised for sale by tender. Robt. Ward & Co., L'td, consignees.

Br. bark Archer, 789 tons, Capt. Dawson, arrived Feb. 12, from Liverpool, 192 days, with general cargo, R. P. Rithet & Co., L'td, consignees.

Br. bark Thermopylae, 948 tons, Capt. Winchester, from Hong Kong with paddy, Victoria Rice Mills, consignees.

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

Ger. bark Gutenberg, 627 tons, Capt. Zeplien, arrived Feb. 26, from Glasgow, with general cargo. Chartered to load grain for Cork, U. K., & o.

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

Parke, arrived in Royal Roads Feb. 28, in ballast for Comox.

##### VANCOUVER.

Br ship British General, 1,751 tons, Capt. Tulloch, from Java with raw sugar, chartered to load grain at Tacoma.

##### NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.  
Am. bark Sea King, 1,436 tons, Capt. Pierce.

##### WELLINGTON SHIPPING.

Br. ss. Wellington, 1,267 tons, Capt. Salmon.

Am. ship John C. Potter, 1,182 tons, Capt. Meyer.

##### UNION SHIPPING.

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

##### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	6	6,161
Vancouver.....	1	1,751
Nanaimo.....	4	4,839
Total.....	11	12,751
Previous week.....	10	12,845
Correspond'g week last year. 18		25,928
1892.....	10	22,543

#### FREIGHTS.

There has lately been more activity in grain chartering at S. F. although rates have not improved in consequence, and the closing quotation may be named at 25s. From Tacoma the rate is nominally 30s and from Portland 32s 6d.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 37s; 6d; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie; 37s 6d; United Kingdom, calling at Cork for orders, 00s Shanghai, 40s; Tientsin 55s, nominal, South Africa 60s.

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

Capt. Hansen of the Norwegian four-masted bark Priuce Robert, reports spoke Br. schooner Fawn, from Victoria to Japan, in Lat. 45, Long. 145.

# THE BRITISH COLUMBIA COMMERCIAL JOURNAL.

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STRAW GOODS.

1894.

MEN'S

## Furnishings.

**BRITISH COLUMBIA SPRING TRADE, 1894**

*Newest Styles Selected for Spring Trade.*

AGENTS FOR WOODROW'S HATS.

WAREHOUSE:

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

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REGISTERED TRADE MARK.

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

## LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Supervision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies and Preserves

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

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

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

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Agent and Commission Merchant.  
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Forwarder, etc.  
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(LIMITED.)

### REGINA, ASSA.,

DEALERS IN

## Seed and Feed Grain

OF ALL KINDS, ALSO

### Flour, Chop Feed, Bran and Shorts.

PARTIES REQUIRING

*Seed or Feed Oats or Wheat*

WILL DO WELL TO

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### Railway Supplies.

AGENTS FOR CANADA FOR

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PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc JOHN WHITY, Prop'



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

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Preservers of all kinds of Canned Fruits, Jams, Jellies  
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ALL THESE GOODS TO BE HAD FROM THE FOLLOWING MERCHANTS :

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EACH BAG GUARANTEED. SEWS WITH OUR SPECIAL TWINE—RED, WHITE AND BLUE. TAKE NO OTHER

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