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- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Brand.

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- Wannuck Packing Co's 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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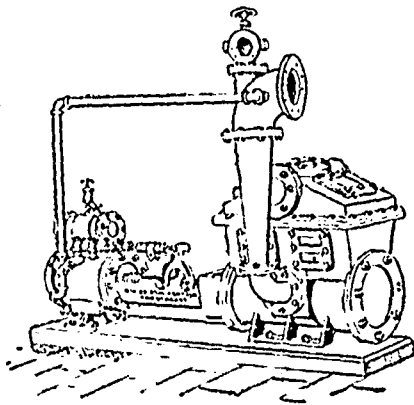
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- British Columbia Salmon:—Ewen & Co., "Lion," "Bonnie Dundee"; Bon Accord Fishery Co., "Consuls"; A. J. McLellan's "Express."



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TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, August 22.

VICTORIA.

The most important matter affecting British Columbia commerce since our last issue was the award of the Behring Sea arbitrators. The new regulations, as now understood, would certainly kill the industry, but it is believed by certain interested persons that when the full text of the regulations arrive matters may assume a different aspect. An additional sum of \$25,231 has been received from the Imperial Government on account of the losses to sealers through enforcing the *modus vivendi* in 1891. This sum is for distribution to the "lay" men.

Business, it is said, is beginning to show signs of moving in money lines. Confidence is stronger among all lines and a good fall trade is expected. There is a general impression that the values of nearly all lines of goods have been to the bottom and that any changes which occurs later in the season will show an advancing market. Collections are not improving.

GROCERIES AND PROVISIONS.

Jobbers' quotations for creamery butter have been advanced 1c per lb in sympathy with the recent advance in eastern markets. Recent advices from eastern factories state that their quotations will be from 1c to 1c higher than last year for fancy grades. Since the decline during the past two weeks the American meat

have advanced 1c during the week and choice breakfast bacon 1/2c. Dry salt clear sides are also up 1/2c. Lard, however, is unchanged. Jobbers' quotations for pure lard and lard compound have been reduced in sympathy with the American market. Canadian cheese is a little stronger.

Advices have been received that the first shipments of new season's Mediterranean fruits are expected in New York about the middle of September.

The *Montreal Truth Bulletin* says: "Butter receipts during the past week were 20,512 pkgs. against 6,181 pkgs., for the week previous. The market is quiet all round, the big decline in the English market reported by us last week having made shippers more cautious and caused them to reduce their former limits. The sale, however, is reported of the July make of a factory at 20c in the country, notwithstanding that shippers say 20c is the outside price they can pay. It was hinted that the factory referred to might be for local account. From what can be learned, there is evidently a little prospecting going on, but whether or not the intention is to make a scoop if prices can be got down to a reasonable basis, it is difficult to say. We are informed that a creamery has an offer for its July and August make at above our outside quotation. There is very little business to report in Eastern Townships, for the reason that there is so little to offer. A lot of 68 tubs was sold at 19 1/2c, said to be of very fine quality. Single packages would bring more money. In Western, the market is quiet but steady at 17c to 17 1/2c for fine lots, the latter figure for selected. The shipments last week were 2,100 pkgs, against 3,400 pkgs for the corresponding period last year. The total shipments of butter for the season up to the close of last week were 20,300 pkgs, against 14,200 for the same period last year, showing an increase of 6,100 pkgs. We quote: Creamery, 20c to 20 1/2c; Eastern Townships, 18c to 19c. Receipts of cheese during the past week were 32,617 boxes against 70,874 boxes for the week previous. The market is in that peculiar shape at the moment, that it is strong to buy on and weak to sell on. Upon a parity of prices ruling in the West, this market is a 10c one for finest Western colored, and yet these same goods cannot be sold here for export at a profit at over 9 1/2c, so that values at the moment are purely nominal and very irregular. Some further contracting has been effected in the Belleville section at 10c for balance of July, and 10 1/2c for August, September and October. Statistically, the market is strong, but financially it is weak; and it is said to be a question whether the 200,000 to 225,000 boxes supposed to be held in cold storage can be carried. If by the aid of English capital they can, then the outlook is not as blue as some would have us believe, as it should be remembered that the chances of a big fall make are not as bright as they were, the shrinkage in the milk supply being more than has been generally supposed. At Belleville on Tuesday there were free buyers at 9 1/2c to 9 11/16c, and at Ingersoll sales were made at 9 1/2c to 9 1/4c. The shipments last week were 27,200 boxes against 27,200 boxes

for the same week last year. The total export for the season up to the close of last week were 682,400 boxes against 726,000 boxes for the corresponding period last year, showing a decrease of 43,600 boxes."

American canned meats, staples, are quoted to the jobbers in bond as follows: Roast corned and lunch beef, 1's per doz., 7c; do. 2's per doz., \$1.05; lunch tongues, 1's per doz. \$3.00; do. 2's, \$6.00. Armour's white label conserved soups in 2 lb. tins are quoted at \$3 per doz.

Commission agents quote American meats f. o. b. Victoria, duty paid as follows: Medium hams, 15 1/2c per lb; heavy hams, 15 1/2c; choice breakfast bacon, 17 1/2c; short clear sides, 14 1/2c, and dry salt clear sides, 12 1/2c. Armour's white label pure lard, 10 lb. pails, 13 1/2c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 18 1/2c, breakfast bacon, 21 1/2c.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	26	@	00
Manitoba creamery, 5-lb. tins	27	@	00
" dairy.....	17	@	18
Cheese—Canadian, lb.....	13	@	11
California.....	16	@	00
Eggs, case, per doz.....	17	@	00
Smoked meats and lard are quoted:			
Hams.....	16 1/2	@	18
Breakfast bacon.....	17	@	18
Short rolls.....	14	@	15
Dry Salt, long clear.....	13	@	11
Pure Lard, 50lbs.....	16	@	17
" " 20lbs.....	16	@	16 1/2
Lard Compound, 10lbs.....	13 1/2	@	11
Sugar—Jobber's prices 1/2-barrels and kegs in each case being 1/2c higher:			
Dry Granulated.....	63		
Extra C.....	52		
Fancy Yellow.....	51		
Yellow.....	53		
Golden C.....	53		
Dry Granulated (China).....	61		
Syrups, per lb.....	3		
" 1 gal. tins, American.....	6	50	
" " " ".....	5	75	
" 1 " Vancouver.....	5	50	
" 1 1/2 " ".....	7	00	

FRUITS AND VEGETABLES.

The demand for small fruit continues brisk. Plums and peaches are slightly cheaper this week. There has been a good demand for bananas. It is reported that bananas are ripening rather quickly, and some dealers will probably have to force sales to work off surplus stock of over-ripe fruit. The retailer will get the benefit for prices will in that case drop considerably. Watermelons are cheaper—small sell for 25c each and large for 50c. Oranges are firm, as there are only Tahiti seedlings and Australian on the market. Lemons are also confined to Santa Barbara and Australian brands. A few native plums have been received, but not in sufficient quantity to effect prices.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian.....	2	50	@	0	00
Tahiti seedlings.....	3	00	@	3	25
Lemons—Santa Barbara.....	6	50	@	0	00
Australian.....	2	50	@	0	00
Bananas.....	1	35	@	2	25
Apples, Red Astrakan.....	1	50	@	0	00
Nectarines.....	1	25	@	0	00
Plums.....	85	@	1	15	

Peaches.....	1 00 @	1 15
Grapes.....	1 50 @	1 75
Cocanuts.....per 100	7 60 @	7 75
Watermelons.....per doz	3 00 @	6 00
Cantalopes.....per crate	3 50 @	1 00
Pineapples—sugar.....per doz	4 00 @	1 50
Hawaiian.....per doz	2 00 @	0 00

Vegetables are quoted :

Potatoes—Local.....per lb	1 @	1 1/2
New California.....per lb	1 @	1 1/2
Onions—Silverskins.....	1 1/2 @	
Cabbage.....	1 1/2 @	2
Tomatoes.....per box	75 @	90
Cucumbers.....per box	1 25 @	1 75

FLOUR AND FEED.

There have been no changes of any note for some time, and local jobbers' quotations are about the same. Bran is reported firm.

The Portland Commercial Review says of flour: "This article remains exceedingly quiet, without any material changes to report either as to the demand or supply. There is a small foreign enquiry from China and a fair coast request, beyond that the local market is looked to to take the production of the mills. Standard brands are nominal at \$3.40 per bbl."

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

Ogilvie's Hungarian.....	\$1 10
Strong Bakers.....	1 10

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

Premier.....	\$1 55
XXX.....	4 55
Strong Bakers or XX.....	4 05
Superflour.....	3 55

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 50 @	0 00
Lion, ".....	4 50 @	0 00
Premier, Enderby mills.....	4 90 @	0 00
XXX, ".....	4 80 @	0 00
XX, ".....	4 10 @	0 00
Superflour, ".....	3 90 @	0 00
Ogilvie's Hungarian.....	4 75 @	0 00
Strong Bakers.....	4 60 @	0 00
H. B. C. Fort Garry Hungarian..	4 75 @	0 00
Strong Bakers.....	4 60 @	0 00
Oak Lake Patent Hungarian.....	4 75 @	0 00
Strong Bakers.....	0 00 @	0 00
Virginia Hungarian.....	4 75 @	0 00
Strong Bakers.....	0 00 @	0 00
Benton County, Oregon.....	1 65 @	0 00
Portland Roller.....	4 70 @	0 00
Snowflake.....	4 75 @	0 00
Royal.....	4 60 @	0 00
Wheat, per ton.....	28 00 @	35 00
Oats.....	32 50 @	35 00
Oil cake meal.....	45 00 @	00 00
Chop feed.....	30 00 @	35 00
Shorts.....	23 00 @	30 00
Bran.....	25 00 @	27 50
National Mills oatmeal.....	3 50 @	0 00
" " rolled oats.....	3 50 @	0 00
" " split peas.....	3 50 @	0 00
" " pearl barley.....	4 50 @	0 00
" " Chop feed.....	26 00 @	28 00
California oatmeal.....	4 25 @	0 00
California rolled oats.....	1 00 @	5 00
Corn, whole.....per ton	37 50 @	10 00
Cornmeal.....	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

RICED.

The Victoria Rice Mills quote whole-sale:

Japan rice, per ton.....	\$ 77 50
Best China rice ".....	100 00
Chinarice No. 1 ".....	70 00
Rice flour.....	70 00
White rice ".....	25 00
Rice Meal ".....	17 50

SALMON.

The Ger. ship Sirene, the second of this year's salmon fleet, arrived at Vancouver during the week with a cargo of tea from Yokohama, she loads on account of Robt. Ward & Co. The City of Carlisle, which arrived at Santa Barbara, on August 5, is expected to arrive by the end of the month to load on account of Turner Beeton & Co. Packing has been steady at the Fraser River canneries, the fish are running light and the results are unsatisfactory to the cannerymen. The Government have extended the open season from the 25th to the 30th of the month. There is almost nothing doing in sales, but the market has stiffened up a little during the last few days. It is confidently believed that the Alaska pack will be a short one this season and will be an important factor to strengthen the English market. The total pack on the Fraser River, it is estimated, was about 320,000 cases at the end of last week.

LUMBER.

The American bark Sonoma, 995 tons, Capt. Anderson, sailed Aug. 16 for Iquiqui with a cargo of \$11,183 feet rough lumber, valued at \$9,289 from the Hastings Mills, Vancouver. The American King Cyrus, 667 tons, Capt. Christiansen, arrived in Royal Roads Aug. 20 from San Francisco. She is under charter to load a cargo at Cowichan for Port Pirie on account of Robt. Ward & Co. (Ltd). No charters have been reported since last review and the general tone of the market is unchanged.

These are at present seven vessels loading at British Columbia ports for foreign. At Burrard Inlet—Am. ship Gunford, 2,105 tons, for Port Pirie. Am ship Wm. H. Starbuck, 1,272 tons, for London; Nor. bark Fortuna, 1,332 tons, for Australia; Br. bark Gainborough, 985 tons, for Valparaiso f. o.; Chil. bark India, 951 tons, for Valparaiso; Chil. bark Eliza, 915 tons, for West Coast S. A. At Cowichan—Am. schr. King Cyrus, 667 tons, for Port Pirie.

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

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet	\$ 8 50
Deck plank, rough, average length, 35 feet	
per M.....	19 00
Dressed T. and G. flooring, per M.....	17 00
Pickets, rough per M.....	9 00
Laths, 4 feet, per M.....	00

The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7 per M ft; rough clear, \$11; ship lap, \$10; flooring and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.60; lath, \$1.60.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending August 19—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
16.	Romulus, str. San Francisco....	4,001
17.	Mogul, str. Port Townsend.....	50
17.	Sea Lion, str. Port Townsend.....	31
18.	L. J. Morse, ship, San Francisco.....	2,300
19.	India, ship, Santa Monica.....	2,089
Total.....		8,474

Patrick Kilroy, butcher, Lytton, is dead.

BUSINESS CHANGES.

Thos. Levi, hotel, Westminster, sold by mortgagee.

Robt. Sutherland, succeeds Mr. Quenville blacksmith, Lumby.

T. W. Clarke & Son, grocers, Vancouver, sold out to Joshua Fletcher.

Disher & Campbell, grocers, Victoria, have assigned.

A. Douglas & Co., have opened as photographers in Vancouver.

Geo. W. Weeks, grocer, Vancouver, style changed to Weeks & Robson.

Genelle Bros., sawmill, Tappin Siding, have dissolved, J. Genelle continues.

B. & L. Lequime, sawmill, Kelowna, have dissolved; Lem. Lequime continues.

John L. Relallack, has been appointed receiver of J. M. Burke & Co's. bank at Kaslo.

Lazenby Bros., general store, Port Hammond, contemplate closing out the business.

Edward White, dry goods, Victoria, has assigned to J. J. Austin.

J. P. Matthews & Co., grocers, Victoria, have assigned to Michael Baker and D. R. Ker.

Winchester & Campbell, saloon, Kaslo, has been closed. G. A. Bigelow & Co., of Nelson, are in charge.

Simpson & Simpson, barristers, Nanaimo, have opened a branch at Comox, with P. W. Patterson in charge.

C. G. Ballentyne succeeds S. H. Matson as manager of the Provident Savings Life Assurance Society for the province.

A. Eader & Co., of Vancouver, have been appointed agents of the Graziers Butchering Co., of Brisbane, Queensland.

J. G. Langley, of Mission City, has purchased the general store at Mount Lehman, formerly carried on by D. W. Sutherland.

James McKim, general merchant, Union, has admitted E. W. McKim and John J. McKim into partnership, under the firm style of James McKim & Sons.

A petition has been filed in the Superior Court by one of the stockholders of the Michigan Lumber Co., of Vancouver, to have a receiver appointed to wind up the affairs of said corporation.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, July 11, 1893, is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

James J. Chevasse, assignor of two-thirds to G. Bengough and A. G. Phillips, Toronto, power-sifting machine.

Edward Harner, Ottawa, advertising device.

Wm. G. Lane, Pictou, coal dumping car. Gerald D. O'Grady and John R. Collins, Toronto, station indicator.

D. Richie & Co., Montreal, trade-mark for tobacco, cigars, cigarettes and cheroots. The word "Puritan."

D. Richie & Co., Montreal, trade-mark for tobacco, cigars, cigarettes and cheroots. The word "Athlete."

Total issue including patents, designs, trade marks and reissues, 496.

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

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Mining & Financial

**AGENTS.**

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The Yorkshire Guarantee and Securities Corporation, England.  
Alliance Assurance Company (Fire), England.  
The Albion Fire Insurance Association, Ltd., England.  
The Great West Life Assurance Co., Winnipeg and Victoria.  
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."  
The Stoveston Canning Co., Stoveston, Fraser River, "Lighthouse Brand of Salmon."

64 YATES ST., VICTORIA.

## MANIFEST.

British bark Formosa, 915 tons, Capt. Kain, sailed from Liverpool, March 18 for Victoria—R. P. Rithet & Co. (L<sup>td</sup>) consignees.

For Victoria—4,768 steel rails, order; 4 cs paper, T. N. Hibben & Co; 40 bxs glass, order; 1 cs cocoa, order; 150 bxs tinplates, order; 5 cs preserves, order; 2 cs dog carts, order; 15 octaves brandy, Boucherat & Co; 1 cs paper, order; 3 trusses, 13 cs and 3 trunks emigrants' effects, J White; 154 bbls galvanized sheets, 32 cs galvanized iron, 1 keg fittings, R P Rithet & Co. (l<sup>td</sup>); 30 cs whiskey, 1 cs showcards, Turner, Beeton & Co; 73 bxs glass, 12 cs do, A Haslam, Nanaimo; 1,000 cs beer, 1 cs showcards, 1 cs show trays, Hudson's Bay Co. 75 cs stout, Boucherat & Co; 150 cs beer, 1 pkg showcards, R P Rithet & Co; 25 cs stout, Fell & Co; 5 octaves whiskey, order; 50 tons pig iron, 49 tons 8 cwt Glen-garnock pig iron, 69 bundles steel sheets, 55 bundles sheet iron, 5 bars steel, 63 plates steel, 1,077 bars and 349 bbls iron, 25 bars iron, 3 ironplates, 1 chain, R P Rithet & Co; 15 cs ginger ale, 10 bbls vinegar; 15 octaves do, 50 cs bath bricks; 33 crates bottles, 1 csk earthenware; 7 crates earthenware; 2 csks china, 30 bxs glass, 18 csks tiles, 6 rolls wire, 2 csks holloware, 50 kegs B of soda, 7 crates buckets, 6 bbls oil, 4 cs paper, 20 drums oil, 1 cs stoppers, 9 cs lemon peel, 60 bxs soap, 3 cs salts, R P Rithet & Co; 100 cs whiskey, 255 cs do, 100 crates claret, 20 bbls rum, 2 csks wine, 1 csk samples earthenware, order; 2 cs glass, order of Mongenais. Bowen & Co, Montreal; 4,363 sacks salt, 20 csks clay, 2,805 sacks salt, 20 bbls soda, 10 bbls Paris white, 10 bbls whiting, 7 cs galvd iron, 50 drums soda, 33 csks soda ash, 15 bbls soda ash, 32 bbls soda, 20 bbls iron, 10 bx plates; 10 bbls iron, 40 bbls do; 2 cs bolts and washers, 4 cs brass tubes, 5 chains, 10 bbls putty, 20 kegs zinc, 10 cans lead, 1 cs dryers, 3 csks paint, 2 chains, R P Rithet & Co; 4 pkgs, J Bennett; 3 parcels private effects, Rowland Stewart; 1 cs private effects, Mrs H Smith; 81 csks saltpetre, order; 50 cs whiskey, Boucherat & Co; 6 crates e'ware, Gowan, Kent & Co; 15 qr csks brandy; 20 hf octs do, 150 cs do, H Saunders; 5 qr csks brandy, 40 cs do, Fell & Co; 3 cs tools, A Scroggs; 20 cs champagne, Turner, Beeton & Co; 1 land roller, M N T Castley; 75 cs sauce, 3 cs showcards, order; 15 bbls paper, J Johnston & Co; 13 bales paper, 7 cs

# PAINTS, VARNISHES, ETC.,

MIXED PAINTS, DRY COLORS, CALSOMINES,

Coach Colors in oil and  
Japan, Coach Varnishes,  
Window Glass, Plate Glass



Ornamental Glass and  
all kinds of Painters' and  
Artists' Requisites.

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Are the only Paint Manufacturers in the province, and have now a complete stock, in  
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**READY MIXED PAINTS, VARNISHES, PUTTY, DRY COLORS, BOILED LINSEED OIL,**  
**RAW ditto, KALSOMINE, OXIDES, GLUE, COLORS in Japan, CASTOR OIL.**  
We have 40 years experience of this business. We guarantee every package bearing our name  
or brand. We are sole owners of the following brands, viz:  
"Elephant" White Lead Ready-Mixed Paints and Colors," "Primo" White Lead Ready-Mixed  
Paints and Colors," "Decorators' Pure White Lead," "Diamond Ready-Mixed Paints  
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Colors," "Peerless Varnish," "Sun Varnish."  
These goods can be procured at any of the ship chandlers, hardware or paint stores in the  
province. Ask for our brands and take no other.

do; 3 cs do, 10 cs do, 12 cs do, J Bennett, 1  
csk whiskey, order; 10 qr csks whiskey, 10  
octs do, 100 cs do, Hudson Bay Co; 25 cs  
do, H Saunders; 100 cs gin, Boucherat &  
Co; 14 cs mdse, 1 csk do, 2 baths, 1 stove, 1  
spared case, Hedley Chapman, 1 qr csk  
whiskey, J H Innes, Esquimalt; 332 bales  
empty bottles, order; 2 csks bromide, 10  
bbls oil, 3 csks oil, 25 bbls oil, 4 csks lead,  
2 csks earth, 19 csks white lead, 30 csks  
zinc oxide, 5 csks earth, 2 csks colors, 20  
csks white lead, 1 csk colors, 80 kegs red  
lead, 4 csks litharge, 2 csks red lead, 14 csks  
ochre, 8 csks and 2 cs colors, Canada Paint  
Co; 50 bbls oil, 6 csks alum, 34 bbls V red,  
34 bbls do, 4 csks black, 26 csks gypsum, 4  
csks glue, 5 cs shellac, 2 csks alkali, Can-  
ada Paint Co.

For Vancouver—200 cs bottled beer, or-  
der; 30 bbls oil, 1 keg do, 16 csks color, 16  
csks whiting, 27 csks paints, order; 1 run-  
let oil, 12 bbls do, 1 drum do, 5 drums oil,  
order, 11 cs window glass, 160 bxs do, To-  
ronto Plate Glass Co; 30 cs whiskey, order;  
3 bales carpets, Wm Skene; 35 cs wines,  
87 cs eprits, 1 cs show tablets, order; 100  
cs whiskey, Hudson Bay Co; 34 cs ink,

Bell-Irving & Paterson; 1 cs piano, W H  
Phillips; 1 csk glassware, 1 bale mats, or-  
der; 48 cs tin plate, 17 ingots tin, W  
Ralph, 30 drums oil, 1 cs varnish, 11 csks  
paint, order; 50 bxs tinplates, order.

For New Westminster—4 cs effects, M L  
Dove, 4 crates e'ware, Gowans, Kent & Co.

The ratepayers of Peterboro, Ont., voted  
recently in favor of a by-law to build a  
drain for the Canadian General Electric  
Company from the works to the river, and  
carried it by 65. A by-law to build a new  
public school building was defeated by 61.

A report from Cork, July 23, says: Per-  
haps in the memory of man there was  
never a better spring and summer and  
finer weather up to this all over Ireland.  
The crops are splendid, and one month  
earlier than usual. The cutting of oats is  
in full swing in the South of Ireland, and  
with the present dry weather the harvest  
will be gathered next month. The ex-  
portation of hay continues on a large  
scale, and there is no doubt that we will  
have a good demand for maize very soon.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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VICTORIA, TUESDAY, AUGUST 22 1893

## THE SEALING SITUATION.

It would be amusing, were not the outcome so serious a one to an important industry in this Province, to notice the self-satisfaction with which Great Britain and the United States regard the finding of the Behring Sea arbitration. The former—and we so far accord with them—claim that they have gained a signal victory as concerns what even the Americans now admit to have been fraudulent and groundless pretensions. As we remarked at the time, many of the United States claims were so very preposterous at the first sight that the wonder was that men of good faith and decency and representing a powerful nation which certainly lays claim to some vestige of honor, honesty and self-respect, should have preferred them. But it is now said that their very preferment is regarded by the Americans as having secured for them the consideration and adoption of the regulations, which the decisions of the arbitrators distinctly declared that they had no right to lay down. Behring Sea is distinctly affirmed not to have been a *mare clausum*, and that the Americans have no proprietary interest in or right to govern it outside of the well recognized territorial limit is definitely declared, nevertheless the arbitrators though fortunately, in our opinion, the report is not binding on the parties, lay down regulations to be observed by British and American sealers in the prosecution of what is declared to be a legitimate industry. They propose to prohibit pelagic sealing during the only months that it is possible to carry it on profitably and lock up the rookeries where the greater slaughter of seals is carried on for the exclusive use of the companies which the United States have licensed, and, we may add, may license in the future.

If Behring Sea is an open sea, who is there entitled to make special regulations regarding it and who has the right to say that seals shall not be taken on the broad Pacific? Even supposing that, by a stretch of authority, it is possible to prevent pelagic sealing by vessels carrying the British or American flags, is there not a gross injustice perpetrated on the people of the two contracting nations in shutting them out from waters to which crews belonging to other nations have free and unrestricted access? Under what law—human or divine—can Great Britain or the United States establish a protected zone of sixty miles around the Pribiloff Islands, when those islands are let out to tenants

of the United States at so much per year and at a levy of so much per skin on the seals taken? This to be sanctioned by Great Britain, would be nothing short of a legalized robbery.

It has been very well pointed out that if the United States cannot close Behring Sea according to international law, they cannot do so acting in conjunction with Great Britain. To attempt such a thing would involve the sending out of armed cruisers whose guns might at any time be trained and fired with deadly effect upon the subjects of other countries with which the two powers are at peace and who have not nor would they have anything to do with the arbitration. Certain of the Americans are rejoicing over the outcome. They see money in it for themselves as protected monopolists and for the friends of the politicians who undertook to carry on the international controversy in their interest. Again, will the Americans have outwitted the British if the treaty in so far as the regulations go is carried into effect. Legitimate American sealers are no better off than our people. They are delivered tied and bound to the Alaskan Commercial combine, an influential member of which (Mr. Liebes) explains thus the situation: "We have the skins; Great Britain has the monopoly of drying and preparing them. What more do you want?"

But what does this all mean? Between \$500,000 and \$1,000,000 of good British Columbia money invested in sealing schooners and their outfit is rendered unprofitable, 1,500 British Columbians are thrown out of work, with some 5,000 or 6,000 British Columbia people dependent upon them, and the results of the industry are thrown out of circulation in this Province and community. And they say in London and at Ottawa that they are well satisfied with the success of the arbitration. Moreover, they propose to dine and wine Sir John Thompson and Mr. Tupper on their return to the Dominion capital. Faugh! Let them come to Victoria and see what a reception they would get, or let it be ascertained how liberally Victoria would subscribe towards fettering the doughty champions of its interests!

## DECREASE IN SALMON.

On the Columbia River they are beginning to fear that the steady and gradual decrease of the salmon output yearly, notwithstanding the decreased facilities, is a grim and serious reality, which is well calculated to cause apprehension. According to a calculation made by Mr. J. R. Rathon, formerly of this city, and published in the *Portland Oregonian*, there is a serious and alarming possibility of the Columbia River pack shrinking by 1898 to 50,000. Now, though it is believed that this is an extreme estimate, the announcement has been sufficient to cause a great deal of thinking and arouse a considerable amount of apprehension.

The main cause is believed not to be the wheels which are said to have been so continuously grinding the royal fish to destruction, but the dams and series of dams that have been erected for the utilization of the increase wealth of water power that exists. None of the indus-

tries, indeed—not all combined can, it is claimed, make up for the terrible destruction that is entailed, whose effects are being more disastrously experienced. It is said that during the running seasons salmon may be seen by the tens of thousands struggling and crowding each other out of the water below the obstructions. If all these obstacles were removed entirely, or the most adequate fishways built at once, it would, it is urged, soon prove the means of bringing millions of dollars into the country annually. Otherwise it will only be a very short time when the salmon will be a curiosity in the waters of the Pacific Northwest. How much of these remarks, it may be asked apply to British Columbia, the cause, possibly not the obnoxious dams, but other agencies equally destructive?

## EXISTING CONDITIONS.

The *Canadian Journal of Commerce* has an editorial in its last issue under the title "The Tariff under Present Conditions." The editorial concludes: "The old woman who explained how she could sell apples so cheaply, said she lived on the losses. When a factory is making up goods which cannot be sold at ordinary prices, it may be better even to sell goods at a loss than to keep them. The shutting down of a mill or a factory is often a very costly business. Machinery unused will seriously depreciate, and, within limits of course, it may pay a manufacturer to sell his goods at the barest cost of production, or even below it, for a time, in order to avoid the greater loss which closing up would cause. A large number of the U. S. manufacturers have stocks on hand which are unsalable; they are in great need of ready cash; if then the markets of Canada were now altogether unprotected there would be such an influx of American goods as would drown out the industries of this country and bring the manufacturers of Canada into even a worse financial and industrial plight than that in which the Americans now are.

"The tariff, with all its faults, is at this time demonstrating more than it has ever done, the value and the necessity of guarding our industries from slaughtering operations. The contention that the time had come for leaving our industries without shelter, 'taking them out of the cradle,' as one speaker said—who often mistakes facetiousness for sense—proceeds on the assumption that trade goes on with the monotonous steadiness of the planetary system. Trade, however, is subject to tornadoes and cyclones, and a disastrous one would now be levelling our factories but for the wind-guard of our fiscal system." No doubt the Ministerial Commission will, in reporting on tariff matters, take into account conditions on the other side the line, for, as our contemporary well puts it, "trade is subject to tornadoes and cyclones," and it is one of these brought on, however, among other causes by undue protection that has led to the present condition of things. No doubt, from the experiences of our neighbors, profitable lessons will be derived.

## RUSSIA AND GERMANY.

It will be remembered how that some time back the United States complained of the methods resorted to by Germany to keep out the American hog. Now Russia and Germany are at issue on the subject of tariff regulations. The condition of things which exists along the border and among those who do business together is described as intolerable. Russia began by imposing a duty of 30 per cent. upon all German products. Germany retaliated with a duty of 50 per cent. upon all Russian products. Russia's second shot was in the shape of an increase from 30 to 80 per cent. upon German products and an additional tonnage duty upon German ships entering her ports. Germany cannot put the duties any higher just now because the constitution prohibits the imposition of more than 50 per cent. without the express sanction of the Reichstag. It is alleged that the action of Russia is due expressly to the determination of the Czar to break off all relations with Germany. He hopes also by shutting the gates of Russia against German commodities and leaving them open to those of Austria to be able to detach the latter power from the Triple Alliance.

## RAILWAYS IN THE U. S.

In its statement for the year, *Poor's Manual* gives the total railroads of the United States up to December 31, 1892, as 175,223 miles, the net increase in the year having been 4,429 miles. The mileage at the close of the fiscal years of the companies was 171,866 miles of main line track. The liabilities of these companies were \$11,089,000,000, and the assets \$11,182,000,000. Full statistics of operations were received from companies operating 170,607 miles, and on these the following figures are based: The revenue train mileage, exclusive of elevated roads, was 845,000,000; the passenger mileage, 13,097,000,000; the freight ton mileage, 81,418,000,000. The total traffic earnings were \$1,265,000,000, operating expenses \$847,000,000, net earnings \$359,000,000, other receipts \$115,000,000, and total available revenue \$473,000,000. The payments in interest amounted to over \$230,000,000, and in dividends to a little over \$83,000,000.

The ton-mile rate for the year was .367 which is somewhat better than the two preceding years, and nearly as good as the year 1889. The freight receipts per mile of railroad were the best since 1883, having been \$4,757. The tons of freight hauled per mile of railroad were 4,392, the highest figure ever recorded. The tons of freight per freight train mile were 161.21—less than either of the two preceding years, but greater than in any other year. The average haul per ton was 112.7 miles. The average passenger fare was 2.143 cents per mile, being the lowest ever recorded. The receipts per mile of railroad were \$1,721 from passenger fares, which is less than most of the preceding ten years. The passengers carried per mile of railroad were 1,375 and the average train load 42.29. The interest paid on bonds and debt amounted to 4.38 per cent., the dividends

on stock to 1.08 per cent., and the total payments of interest and dividends to 3.01. The locomotive equipment at the end of 1892 is reported as 35,751; the passenger service cars at 31,221, and the freight cars 1,108,867. The miles of steel rail in track were reported as 182,558, being an increase of about 8,000 miles; and the miles of iron rails were reported as 38,041, a decrease of 1,100.

## THE FEDERAL BANK OF CANADA.

At last the affairs of the Federal Bank are reported to be practically wound up. In 1881, the capital was reduced from \$3,000,000, of which \$2,952,680 was represented as paid up, to \$1,250,000. On the reduced capital a final dividend, in winding up, has been paid of 50 per cent., so that about half the remnant of \$1,250,000 of the stock has also disappeared. Besides this the Rest, at one time reported \$1,500,000, has gone with the other losses.

There are no means, at present, of knowing what were the total losses suffered by the public through this Bank. They were probably not less than \$7,000,000, and it is claimed at this late period to be the bounden duty of the Government to cause a searching enquiry to be made into the whole of this business. The books ought still to be in existence, for their destruction would be a misdemeanor under the Fraudulent Trustees' Act.

On June 19, 1883, the directors, acting in connection with the general manager, and necessarily relying upon him, state that "after making full provision for bad and doubtful debts," there was a net profit for the past year of \$459,265.61. On the 17th May, 1884, they declared how much net profits remain after "providing for bad and doubtful debts." It is true they did not say "all bad and doubtful debts," but their language should be understood in this sense.

At this time, despite the assurance of the directors, bad debts had accumulated to an enormous extent, and it became necessary to change the manager. On the 28th of June Mr. Yarker came to the aid of the bank, and he, after examining the accounts for four months, came to the conclusion that the bad debts, for which just before his accession to the management provision was said to have been made, figured up to \$2,621,121.37, and doubtful debts to \$349,155.94.

The directors and the first general manager may, it is well said, consider themselves fortunate to have escaped criminal prosecution. The English Act, known as the Fraudulent Trustees' Act, which in 1858 became the law of Canada, makes the publication by any director of a public company, of a statement which he knows to be false, "with intent to induce any person to become a shareholder or partner," a misdemeanor, punishable with three years' imprisonment. Are there none of them yet to be made example of, for iniquity of this kind ought not to be allowed to go unpunished? At least for the sake of the good name of the country and as a deterrent for the future, the machinery of the law ought to be set in operation and the guilty parties be made to suffer. It is under an accusation of making false statements that the president and

manager of the Commercial Bank of Manitoba lie at the present time.

## EDITORIAL COMMENT.

THE returns of the shipping trade of the port of Quebec continue to show a steady decline in the number of arrivals from sea. From the opening of navigation to date, only 141 sailing vessels have arrived, as compared with 237 during the corresponding period of last year. But it must not be forgotten that the number and tonnage of steamships is greatly augmenting.

INSURANCE managers in Canada complain regarding the enormous amount of uncollected premiums. Several institutions admit that this item is larger just now than ever before in their history. Insurers are becoming more and more backward in paying for the policies they hold; but if a loss occurs it must be promptly settled, and there is no good reason why premiums should not be paid as quickly.

THE monthly bulletin issued by the Toronto Board of Trade shows the value of imports and exports for July. The total value of imports during that month was \$1,790,755, and of exports \$260,200, the aggregate being \$2,051,045. The figures for July, 1892, were:—Imports, \$1,908,024; exports, \$224,303; with an aggregate of \$2,132,927. It will thus be seen that the aggregate value of goods handled during July, 1893, is some \$80,000 less than that for the same time last year.

THE returns of traffic on the Intercolonial Railway for the year ending June 30, show earnings, \$3,665,499.09; working expenses \$3,045,317.50; leaving a net profit on the year's transactions of \$20,181.49. The figures of the previous year were: earnings, \$2,945,411; working expenses, \$3,439,377; leaving a deficit of \$493,935. This is a good showing when it is considered that a deficit of almost \$500,000 is wiped out within a year's time, and a balance of something like \$20,000 of profits added. Moreover, the earnings have reached the highest point in the railway's history.

THE wheat market does not promise any considerable permanent rise for the present, for, though the British, European and United States crops are all short, the supplies carried over seem ample to meet the deficiency. The *London Times* says that the continued depression in wheat is due to the large stocks in hand is certain, as *Dornbusch* gives the supplies in the hands of farmers, United Kingdom traders, afloat, and in America at the end of the 47th week of the cereal year, as 15,480,000 qrs., against 9,876,877 qrs., at the same period last year, and 6,705,193 qrs., in 1891. The imports are also likely to be heavy and depress prices. On July 22, there were no fewer than 3,236,000 qrs., of wheat and flour (as wheat) afloat for the United Kingdom, against 1,937,000 qrs., on July 23, 1892, and 2,129,000 qrs., on July 25, 1891. The English quarter is eight bushels,

### THE UNIT OF VALUE IN ALL TRADE.

The *Engineering Magazine* for August contains an able article by Mr. Edward Atkinson dealing with the unit of value and the mechanism of banking or exchange, of which we give the principal points. "Modern trade and commerce is an exchange of services or of products for mutual gain or benefit. Very few men now consume any great part of their own product. Division of labor exists because a more abundant supply of goods can be made when each nation, each section, each state, each community, and, finally, each man or woman, works upon a special product to which climate, soil, conditions, and special personal skill or aptitude are most fully adapted. Each then produces more goods of one kind than each can consume. This makes supply. Each then wants some part of the product of many neighbors. That makes demand. All men are neighbors; all states and nations are interdependent. The science of the engineer has converted distance into a mere fraction of a cent a ton per mile. The day's work of a mechanic upon the seaboard covers the cost of moving his year's supply of bread and meat a thousand miles. The western farmer a thousand miles or more away is next door to the eastern workshop, and it often costs an eastern workman more to move a barrel of flour to his house from the railway station to which it has been brought than it did to get it to the station from the far-away western farm. This year eleven to twelve tons of food, fuel, fibre or fabric will be moved 112 miles over the railways of this country for every man, woman and child in it. The cost of this service to each one will be \$10 or a little more. Each year for many years the quantity has increased greatly, and the distance but little, while the price of the service has diminished. If a pair of horses in steady work for 300 days in the year could move two tons sixteen miles a day, then it would take seven pairs of horses for each fifty persons to do the work of the railways at twelve tons, 112 miles each. That would require the work of over 18,000,000 horses to provide the people of this country with the food, fuel, fibres and fabrics now moved for them by the railways of the United States at a charge of \$10 each, or a fraction more.

The distance is measured in miles—the price of the service is measured in dollars. What is a dollar? It is a coin made either of gold or of silver. A coin is a piece of silver or gold made in the shape of a flat disk and stamped by the government in order to certify its weight and quality. The silver dollar weighs 412½ grains, nine-tenths pure silver, one-tenth alloy. The gold dollar weighs 27.810 grains—nine-tenths pure gold, one-tenth alloy. The grain is the common unit of weight; which dollar is the unit of value? The answer is in the law of the land. The statutes of the United States provide that the gold dollar is the unit of value. There can be but one unit."

The international commerce of the world consists of sales and purchases made by individuals in each country.

When a sale of goods is made, the vendor buys the money. When a purchase is made, the vendee sells money. The specific kind of money in each State, country or nation may be legal-tender paper money or promises to pay, legal-tender silver money or legal-tender gold money. But when the remittance is to be made from one country to another, each kind of money must be converted into that kind which passes current the world over without any act of legal-tender.

There is but one kind of money which meets this condition, and that is money made of gold, or gold itself. It follows that, without acts of legal-tender, or in spite of them, without legislation or in spite of it, without international agreement, but by a process of natural selection, a given weight of gold has become the standard or unit of value in the world's commerce. It matters not whether the gold is made into coin or not; coins are estimated or valued or may be exchanged one for another only at the ratio of pure gold in each one. Certified gold bars or ingots serve the same purpose in making international remittances, and are often preferred. The higher law of commerce, laid deep in human nature, has established gold and gold only as the unit or standard of value. This fact must be recognized in all monetary legislation in every state or nation that takes part in international commerce, and its own unit of value must be adjusted to this fact and to this condition. "It is a condition and not a theory." The welfare and prosperity of this country depend in great measure upon the recognition of this condition, because we produce more food than we can consume, more fibres than we can spin, more oil than we can burn, and we are tending to produce more iron than we can use.

15 to 20 p. c. of the product of our farms is exported varying year by year with the supply and demand. Under these conditions it is necessary for us to maintain our present unit of value, the dollar made of gold, because all our exports are valued at the standard of gold, especially because our largest customer is Great Britain, where the standard or mint of value is the pound sterling. In 1892 our total exports were valued at a little over \$1,000,000,000, of which Great Britain bought in value over \$500,000,000.

The coin which corresponds to a pound sterling, when of full weight, is named a "sovereign," weighing 123.270 grains, 11-12 fine, and containing 113.0016 grains of pure gold. The unit of value of the United States is therefore 23.21997 grains of pure gold. The unit of value of Great Britain is therefore 113.0016 grains of pure gold. The ratio of one dollar to one sovereign is 1 to 4.866. The ratio of each grain of gold in either is 1 to 1. This valuation or estimation cannot be changed by statute, treaty or agreement. The effort of the advocates of a bimetallic treaty of legal-tender and of the advocates of the free coinage of silver dollars of full legal-tender is to alter these facts and conditions by legislation. An act of legal-tender works by force. Under an act of legal-tender the effort is made to force a seller of goods to accept a kind of money which may or may not contain the

elements of its own value in its own substance. Gold is worth as much—that is to say, is valued as highly—after it is melted as it is in the coin. Silver dollars will not buy as much in the world's markets after they are melted as they purport to be worth in the coin. They circulate in our own country at a parity only because they can be converted into gold at their nominal and not at their true ratio.

The ratio of weight is one grain of gold in a gold dollar to sixteen grains of silver in a silver dollar, but the gold in a gold dollar will now buy nearly twice as many grains of silver in bullion as are to be found in the silver dollar. What shall be our permanent unit of value? There can be but one; the very name is single. It is not possible to think of two units or of duality in a unit."

Mr. Atkinson next speaks of the silver craze as a rebellion against common sense and clearly shows that the silver dollar is not a unit of value. He also shows that the great volume of exchanges is conducted by the issue of exchange or drafts, sometimes on demand, often drawn payable at a future date. These drafts or notes promising deferred payment are the representative or symbol of the products passing from the producer to the consumer. These instruments of exchange or titles to money are the subjects of discount and are dealt in by banks and bankers. It will also be observed that a very small part of the traffic of the country is conducted by the use of bank notes, government notes, or coin. Very little gold coin is ever seen in circulation, its true place is in the bank reserves as a basis of credit. At times there is a pressure upon the reserve. When this occurs within or among the banks themselves, relief has been found in the issue of Clearing-House certificates. What occurs is this: While some banks have large reserves of lawful money, more than they need to sustain their own daily obligations, others have ample resources falling due at a later date, but not at once available. Then the banks combine. Each bank needing aid to meet its daily obligations places in the hands of a committee its securities of undoubted character available or payable at a future date; upon these securities the clearing house certificates are issued at the ratio of seventy-five per cent. of the value of the securities pledged by each bank under the guarantee of all the combined banks in the association. These certificates pass as money in the settlement of bank balances; they are held to the standard of redemption in lawful money; the gold itself is not wanted in any of these transactions; what is required is an instrument of credit tied to the standard of redemption in gold and backed by the reserves of all the banks combined in that association. If the draft on reserves becomes general and a semi-panic ensues, the emergency is met by the combined banks each supporting the other. If it goes so far as to reduce or imperil the joint reserve, then the credit extended by the banks to the community is cut down, trade suffers, buyers and sellers are kept apart merely because the me-

chanism of exchange is disordered, as it is now. At the present time the country is full of the elements of wealth and welfare; real capital is abundant; labor has been fully employed at the highest rate of wages. The world needs all that we have to spare. Only the mechanism of exchange is disturbed by distrust."

#### DRESS SILKS, VELVETS, ETC.

Moire antique of good quality is thought well of for the winter.

A new silk crepon of a very crinkled surface is called "sable."

Small figured satin and faille Francaise brocades are Paris favorites.

"Regence" is the name of a soft, uncrushable silk, just now very popular in Paris.

It looks now as though faille Francaise might follow the satin rage, as a natural sequence.

Sweet pea is the present rage in flowers, and silk manufacturers should seize upon the idea for a design.

The *American Silk Journal* thinks that "satin antique," a heavy rich material, not heretofore especially popular, will probably share the favor of all-satin surfaces in the fall.

#### RIBBONS, ETC.

Satins and gros-grains are among the strongest staples.

Moires and taffetas are regarded with favor for the coming season.

White satin ribbons are beginning to share the popularity of black. It is predicted that the tartans will be in high favor again next winter.

Satin edge faille is selling well. Some of these in shaded effects are exceedingly rich and handsome.

Velvet ribbons, in all widths and all the leading shades, will be a prominent feature in the fall trade.

Shaded ombres and soft serge ribbons in shot effects are prime favorites for millinery use. Shot effects are good in all weaves.

All satin-faced styles are in high favor, double-face satin of good quality especially so; also satin duchesse and gros-grain, plain and with satin stripes.

Black moire—which never goes entirely out of fashion in Paris—is used in wide ribbons for ruches and collarettes edged with rows of jet spangles. A single full ruche of moire ribbon, or one with double capes below it reaching to the tips of the shoulders, is a Parisian finish for toilettes of almost any color.

#### SAN FRANCISCO COAL TRADE.

J. W. Harrison reports Aug. 12 as follows: "During the week there have been the following arrivals: From the Northern collieries, 21,015 tons; from foreign sources, 23,065 tons. The arrival this week of a large number of overdue coal cargoes has swelled the quantity of foreign on hand. A large amount of foreign grades for domestic consumption was wanted to fill pressing orders, hence a very large portion will not be yarded, but delivered from ships side direct to the consumers. As a matter of fact, sales of most

foreign coals are made so close that an actual loss would be made, if, on arrival, it had to be yarded. Reports were in circulation when the last Australian steamer left, that this year would end the Newcastle combination, which would signify a further reduction in price; this dissolution has been threatened several times before, but it has never materialized. These rumors are issued by them for effect. Labor troubles are spreading among the English collieries. This week the strike has reached the Cardiff section. If Swansea and Cardiff shipments to Frisco should be stopped, for, say three months, it would make a material difference in the local value of those goods.

#### COMMERCIAL SUMMARY.

There is a scarcity of laborers in Montreal.

The Austrian Government runs tobacco stores.

Business in Winnipeg is good and collections easy.

Writing pens made of celluloid are coming into use in France.

Photography on marble has been accomplished by a London artist.

The Windsor Brush Company has begun making brooms at Sandwich.

A farmer in Essex county has threshed 480 bushels of wheat from twelve acres.

To every 1,000 men in the British army only eighteen are over six feet in height.

A line of steamships between Vladivostok, Siberia, and Seattle is now proposed.

Nanaimo's new buildings of this year will altogether represent about \$100,000 in value.

The British navy has lost fifteen ships and 2,352 officers and men in the last thirty years.

The British steamer Glenogle has arrived at New York with 6,000 tons of tea, worth \$1,500,000.

Germany's annual average production of wine during the past thirteen years has been 56,000,000 gallons.

There are now eight vessels on the way to San Francisco from Australia with coal, and all are nearly due.

It is reported that there 100,000 men out of work in New York city, including both union and non-union men.

Seven vessels are on the way to San Francisco from Cardiff. The Pinmore and Dunderdale are chartered to load.

Grampuses, seals, and sea-lions are numerous this season in the Antarctic seas, while there is an unusual scarcity of whales.

A. D. Baker, proprietor of the South Bend, Ind., waggon works at Mishawakee, has assigned. Liabilities, \$120,000; assets, \$55,000.

Penny savings banks are connected with public schools of Belgium, and 170,000 of the 600,000 primary pupils have deposited over 500,000 francs.

Mr. James G. Kerr, of Niagara Falls, Ont., has been elected a member of the

Academy of Inventors, of Paris, France, on account of his patent hydraulic motor.

The receipts of coal at San Francisco by water during July amounted to 117,961 tons; and for the seven months 737,854 tons, against 745,277 in same period of 1892.

The \$20,000,000 which the British Government invested in Suez Canal shares in 1875, has already, according to a Parliamentary statement, made a net gain of \$87,500,000.

A new screw has been invented by A. T. Elford, of San Francisco, and recent tests show it to be able to give greater speed with less power than the ordinary wheel, besides it is smaller.

The lumber business on Puget Sound is said to be quieter now than it has been in years. Many large mills have closed down, and others will follow their example in the near future.

Gold prospecting is now busy in the Nelson district, and it is stated that residents of the place will receive \$100,000, if the bonds now given on gold properties in the district be taken up.

It is published that U. S. Senator Perkins has been requested to ask an appropriation from Congress to blow up Arch Rock and Shag Rock, lying between Alcatraz Island and Lime Point.

The directors of the Lehigh Valley Railway Company, in view of the default of the Reading Railroad Company on bills due, have dissolved the lease of the road to that corporation.

Canadians keep coming back from New England in crowds. Canadian cotton manufacturers are engaging many of the operatives who have left the closed factories in Fall River and Lowell.

It is announced that the first sale of new English hops in the London market lately realized over \$1 per pound. Last year the first consignment brought 61 cents per pound. The prospect for good prices for hops is excellent.

The *Inland Sentinel* urges the Kamloops City Council to borrow a reasonable sum for much needed improvements in connection with the town streets, the water supply and the electric light system. The council rather favors delay, pleading lack of funds.

Indestructible piles for wharf foundations have been introduced at the United States quarantine station now building at Port Townsend. Each pile is encased in a cast iron jacket one and a quarter inches thick and at least fourteen inches in diameter. The plan is to drive the piles and then slip the jackets over them, filling up the space with cement.

The disposition of orchardists and fruit handlers generally in California, to substitute the work of white women for that of Chinese men is most commendable. There is a great gain all around by this change. The respectable and industrious women and girls of the fruit districts are thus enabled to earn a neat little sum of pin money and the fruit is kept far more cleanly in the handling. A bright girl can often earn \$2 to \$2.50 per day working by task work at cutting or wrapping fruit.

# 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    |         | Victoria | Liverpool |        |        |          |
| Ger ship.  | Sirene     | 1137 | Sauermaich |         | Victoria | London    |        |        |          |

### 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         | 1236 | Liswell      | Jan. 4   | Vancouver   | Plymouth        | 924,038   | 9,882  | May 20   | 52s 6d     |
| Nor. bark  | Fritzoe            | 1073 | 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      | 798,782   | 7,163  | March 30 | owners ac  |
| Br bktn.   | Bittern            | 329  | Stronach     | Jan. 20  | Vancouver   | Fremantle, Au   | 302,950   | 4,201  |          | owners ac  |
| Ger. ship  | Katharine          | 1630 | Spille       | Feb. 7   | Moodyville  | Iquiqui         | 1,328,879 | 14,058 | May 6    | 35s        |
| Br. ship.  | Count. of Yarmouth | 2151 | Swanson      | March 23 | Vancouver   | U. K. f. o.     | 1,628,530 | 17,500 |          | 50s        |
| Chil. ship | Hindostan          | 1512 | Welsh        | March 6  | Moodyville  | Valparaiso      | 1,196,826 | 10,242 |          | owners ac  |
| Am. bark   | Seminole           | 1439 | Weeden       | March 19 | Vancouver   | Santa Rosalia   | 1,010,913 | 7,964  |          | Private... |
| Am. ship   | Ivy                | 1181 | Lovell       | April 22 | Vancouver   | Wilmington      | 791,911   | 10,497 |          | Private... |
| Br bark    | Assel              | 735  | Gilmour      | March 6  | Moodyville  | Antofagasta     | 631,163   | 6,577  |          | 35s        |
| Br ship    | Natuna             | 1107 | Grain        | April 20 | Vancouver   | Port Pirie      | 964,863   | 7,718  |          | 42s 6d     |
| Am. bark   | Harry Morse        | 1313 | Hughes       | April 19 | Moodyville  | Shanghai        | 928,219   | 8,900  |          | 45s        |
| Haw. bark  | John Eua           | 2600 | Schmauer     | June 2   | Cowichan    | Port Pirie      | 2,580,797 | 19,500 |          | 40s        |
| Br bark    | Blairhoyle         | 1201 | Gray         | June 1   | Vancouver   | Sydney          | 913,685   | 7,804  |          | 31s 3d     |
| Br bark    | Mary Low           | 813  | Robertson    | May 21   | Vancouver   | Pisagua         | 663,000   | 5,206  |          | 35s        |
| Nor. bark  | Sigurd             | 1530 | Aase         | May 21   | Vancouver   | Port Pirie      | 1,426,000 | 10,393 |          | 40s        |
| Chil. ship | Atacama            | 1235 | Caballero    | May 13   | Moodyville  | Valparaiso      | 967,361   | 7,762  |          | owners ac  |
| Br bark    | Wythop             | 1218 | Edwards      | May 26   | Vancouver   | Sydney          | 1,019,667 | 8,365  |          | 31s 3d     |
| Br ship    | Gryfe              | 1069 | Roberts      | June 25  | Vancouver   | Antwerp         | 786,228   | 11,790 |          | 50s        |
| Ger bark   | Heinrich           | 923  | Henne        | June 7   | Vancouver   | Holland         | 577,537   | 4,908  |          | 55s        |
| Br bark    | Doehra             | 966  | McJarrow     | June 26  | Vancouver   | Adelaide        | 740,234   | 5,920  |          | 38s 9d     |
| Br ship    | Kinkora            | 1799 | Lawton       | July 29  | Vancouver   | Callao          | 1,436,128 | 12,465 |          | 30s        |
| Am schr.   | Carrier Dove       | 672  | Brandt       | Aug. 7   | Cowichan    | Adelaide        | 886,989   | 7,982  |          | 26s        |
| Am bark    | Seminole           | 1439 | Weeden       | Aug. 1   | Moodyville  | Santa Rosalia   | 1,015,005 | 7,896  |          | Private... |
| Am schr.   | Puritan            | 584  | Warner       | Aug. 4   | Moodyville  | Tientsin        | 725,954   | 8,625  |          | 35s        |
| Am bark    | Sonoma             | 988  | Anderson     | Aug. 16  | Vancouver   | Iquiqui         | 511,183   | 9,289  |          | 30s        |
| Br ship    | Gunford            | 2108 | Wier         |          | Vancouver   | Port Pirie      |           |        |          | 37s 6d     |
| Am ship    | Wm. H. Starbuck    | 1272 | Reynolds     |          | Vancouver   | London          |           |        |          | 52s 6d     |
| Nor bark   | Fortuna            | 1332 | Mikkelsen    |          | Vancouver   | Australia       |           |        |          |            |
| Br bark    | Gainsborough       | 985  | McPhail      |          | Moodyville  | Valparaiso f.o  |           |        |          | 33s 9d     |
| Chil. bark | India              | 933  | Funke        |          | Moodyville  | Valparaiso      |           |        |          | owners ac  |
| Chil. bark | Elisa              | 915  | Hurken       |          | Moodyville  | Valparaiso f.o  |           |        |          | owners ac  |
| Am schr    | King Cyrus         | 667  | Christiansen |          | Cowichan    | Port Pirie      |           |        |          | 37s 6d     |

#### FREIGHTS.

Freights remain practically unchanged, the general market being quiet.

Freights from British Columbia or Puget Sound are quoted as follows:— Valparaiso for orders, 32s 6d; to 33s 6d; Sydney 30s; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 45s Tientsin 55s.

Grain freights from San Francisco to U. K., Cork for orders, 25s to 27s 6d;

from Portland, 32s 6d; Tacoma, 30s. The latter two, however, are nominal.

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

The Bank of Montreal and Bank of British Columbia at Nelson will in future discount U. S. treasury notes and U. S. bank bills one per cent.

The stock of D. W. Sutherland, Mount Lebnan, was sold by the sheriff last week

for \$800. The sheriff's fees amounted to \$341, and the net result of the sale \$456 on a judgment of \$1,000. Two hours after the seizure Sutherland assigned the rest of his estate to J. E. Taylor for the benefit of his creditors, subject to \$500 exemption.

The British ship Rathdown, 2,053 tons, Capt. Morrisey, now out 143 days from Maryport, Eng., is due. She will discharge part of her cargo of steel rails at Sidney and the balance at Vancouver.

# 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    | Blair Athole     | 1697 | Lister      | March 3  | R. Samarang      | Vancouver      | B. C. Sugar Refinery Co. | 172       |
| Br bark    | Formosa          | 915  | Kain        | March 18 | H. Liverpool     | Victoria       | R. P. Rithet & Co., Ltd. | 157       |
| Br bark    | City of Carlisle | 823  | Hughes      |          | K. Santa Barbara | Victoria       | Turner, Beeton & Co.     |           |
| Br ship    | British General  | 1754 | Tulloch     |          | A. Samarang      | Vancouver      | B. C. Sugar Refinery Co. |           |
| Br ship    | Candida          | 1222 | Whetton     | May 31   | J. London        | Victoria       | Turner, Beeton & Co.     | 83        |
| Br ship    | Drumraig         | 1919 | Sparring    | June 8   | F. Liverpool     | Vancouver      | Evans, Coleman & Evans   | 75        |
| Br ship    | Hathdown         | 2058 | Morrisey    | April 1  | C. Maryport, Eng | Victoria & Van | Turner, Beeton & Co.     | 150       |
| Am ship    | A. J. Fuller     | 1782 | Wallnut     |          | S. Hogo          | Vancouver      | C. P. R. Co.             |           |
| Br bark    | Ladstock         | 816  | Williams    | March 24 | J. Liverpool     | Westminster    | Bell-Irving & Paterson   | 143       |
| Br bark    | Archer           | 789  | Dawson      | Aug. 4   | J. Liverpool     | Victoria       | R. P. Rithet & Co., Ltd. | 18        |
| Br ship    | Dunboyne         | 1380 | Neill       | Aug. 4   | J. London        | Vancouver      | Evans, Coleman & Evans   | 18        |
| Br bark    | Jessie Stowe     | 645  | Blanche     |          | N. Yokohama      | Vancouver      | C. P. S. S. Co.          |           |
| Am schr.   | Golden Shore     | 644  |             |          | G. San Francisco |                | Robert Ward & Co., Ltd.  |           |
| Br ss      | Grandholm        | 871  | Masson      |          | B. Victoria      |                | Robert Ward & Co., Ltd.  |           |
| Ger bark   | Gutenberg        | 627  | Zeplein     | Aug. 10  | B. Glasgow       | Victoria       |                          | 12        |
| Am schr.   | Lynnan D. Foster | 725  | Dreyer      |          | L. San Francisco | Cowichan       | Robert Ward & Co., Ltd.  |           |
| Am schr.   | Wm. Bowden       | 728  | Fjerem      |          | Q. Victoria      | Cowichan       | Robert Ward & Co., Ltd.  |           |
| Chil. ship | Georgia          | 1697 | Stanley     | June 13  | W. Valparaiso    | Victoria       |                          | 70        |
| Am bktn    | Hilo             | 642  | LeBallister |          | W. San Francisco | Westminster    | Brunette Saw Mill Co     |           |
| Br ss      | Empress of China | 3003 | Archibald   | Aug. 16  | D. Hong Kong     | Vancouver      | C. P. S. S. Co           | 6         |
| Br ss      | Mogul            | 1827 | Johnson     | Aug. 8   | P. Hong Kong     | Victoria       | Dodwell, Carlill & Co    | 14        |
| Br ss      | Crown of England | 1658 | Hollywood   |          | P. Hong Kong     | Victoria       | F. C. Davidge & Co.      |           |
| Br ss      | Warrimoo         | 1897 | Arthur      |          | M. Sydney        | Vancouver      | C. P. S. S. Co.          |           |
| Am ship    | Benjamin Sewell  | 1361 | Sewell      | June 30  | J. Iquiqui       | Victoria       |                          | 53        |
| Br ship    | Brodick Castle   | 1743 | Ferguson    |          | O. Yokohama      | Vancouver      | C. P. R. Co.             |           |
| Br ship    | Osceola          | 1157 | Brown       | June 16  | J. Iquiqui       | Westminster    |                          | 67        |
| Br bark    | Martha Fisher    | 811  | Meadowcroft | Aug. 4   | F. Liverpool     | Vancouver      |                          | 18        |
| Br ship    | Ainsdale         | 1722 | Owens       |          | L. Liverpool     | B. C.          |                          |           |

a Cargo of 2,300 tons raw sugar. Chartered to load lumber at Vancouver for Cork f.o. at 48s 9d. H—March 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F—June 12 passed Tuscar. K—Chartered for salmon to Liverpool or London. at 34s 9d. A—Cargo of sugar. I—June 2 passed Dover. Spoken June 14 lat. 38° N., long. 12° W. June 21 lat. 23° N., long. 22° W. June 23 lat. 12° N., long. 26° W. Chartered for salmon from Victoria to London or Liverpool by R. P. Rithet & Co., Ltd. J—Via Honolulu. Chartered to load salmon for U. K. at 35s. C—Spoken April 27 lat. 2° N., long. 21° W. y Ma 13 lat. 31° S., long. 40° W. May 19 lat. 36° S., long. 47° W.; July 9 lat. 11° N., long. 117° 30' W. Cargo of steel rails for C. P. Railway. Chartered to load grain at Tacoma. N Chartered for salmon by A. B. C. P. Co. G—Lumber to Port Pirie at 37s 6d. B—Chartered for salmon to U. K. at 42s 6d. September 15 loading on Fraser River. L—Lumber to Sydney at 27s 6d. Q—Lumber to Sydney at 27s 6d.; option Adelaide at 37s 6d.; Sept.-Oct. loading. W—Lumber to Sydney at 28s. D—Via Yokohama Aug. 25. P—Via Yokohama Aug. 19. M—To sail Aug. 17, via Brisbane and Honolulu. S—Chartered to load grain at Tacoma. E—Aug. 6 went ashore on Kish bank, afterwards put into Kingston. O—To load grain at Tacoma.

VESSELS IN PORT.

VICTORIA.

(August 21, 1893.)

Br. bark Routenbeck, 930 tons, Capt. Russell, arrived Aug. 4, to load salmon for Liverpool, Findlay, Durham & Brodie, consignees.

Am. schr. King Cyrus, 667 tons, Capt. Christiansen, arrived Aug. 20, to load at Cowichan for Port Pirie on account of Robert Ward & Co., Ltd.

VANCOUVER.

Ger. ship Sirene, 1,437 tons, Capt. Sauer, arrived August 17, from Yokohama with tea for C. P. R., to load salmon for U. K. on account of Robert Ward & Co.

Br. ship Gunford, 2108 tons, Capt. Weir, loading lumber for Port Pirie.

Am. ship Wm. H. Starbuck, 1,272 tons, Capt. Reynolds, loading lumber for London.

Nor. bark Fortuna, 1,332 tons, Capt. Mikkelsen, arrived July 18, loading lumber for Australia.

Br. bark Gainsborough, 985 tons, Capt. McPhail, arrived Aug. 2, loading lumber at Moodyville for Valparaiso f. o.

Br. bark India, 953 tons, Capt. Funke, arrived Aug. 5, loading lumber at Moodyville for Valparaiso.

Chil. bark Elisa, 915 tons, Capt. Harken, arrived Aug. 8, loading lumber West Coast S. A., owner's account.

Br. steamship Empress of Japan, 3,003 tons, Capt. Lec, arrived Aug. 15.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship Commodore, 1,976 tons, Capt. Davidson.

Nor. bark Stjorn, 1,827 tons, Capt. Halse.

RECAPITULATION.

| Ports.                      | No. | Tonnage. |
|-----------------------------|-----|----------|
| Victoria                    | 2   | 1,597    |
| Vancouver                   | 8   | 12,005   |
| Nanaimo                     | 2   | 3,803    |
| Total                       | 12  | 17,905   |
| Previous week               | 15  | 19,936   |
| Correspond'g week last year | 22  | 27,626   |



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