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Reserve Fund..... (£200,000) \$1,000,000

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Pioneer Steam Coffee and Spice Mills,

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Lycoming American Rubbers,

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Letter orders will receive prompt attention.

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The Northern Fire Assurance Company
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Bills discounted, Checks collected, Exchanges
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Extra quality. Extra dry.Messrs. Phillips & Co's London,
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4 prize medals.Johannis Brunnen Natural Min-
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AGENTS FOR THE CELEBRATED CORONADO
MINERAL WATER.

Pure California Wine a Specialty.

55 & 57 Broad St., Victoria, B. C.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Jan. 3.
VICTORIA.

Holiday week is generally the quietest in the year in wholesale houses and this year is no exception to the rule. Merchants generally are getting ready for their annual stock taking.

FRUITS AND VEGETABLES.

There are no features in the market this week, and prices are entirely unchanged. Japanese oranges are in good supply, and meet with a steady demand.

Jobbers' quotations for fruits are as follows:—

Oranges—Sweet Loretta	35 @ 3 75
Navels	1 75 @ 5 00
Riverside Seedlings	1 00 @ 0 00
Japanese	0 75 @ 0 00
Lemons—California	5 50 @ 7 50
Sicily	7 50 @ 9 00
Bananas, bunch	2 50 @ 3 50
Apples—Red	1 50 @ 1 75
Green	1 50 @ 0 00
Canadian, bbls	6 00 @ 0 00

Vegetables are quoted:

Potatoes—Local	per ton 17 00 @ 18 00
Onions—Red California	1 @
California Silverskins	1 @

GROCERIES AND PROVISIONS.

During the holidays there is scarcely any activity in wholesale lines and the time for stocktaking has again come round. Prices in all lines continue steady with no special features to note.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 16c per lb; heavy hams, 15½c; choice breakfast bacon, 16½c; short clear sides, 13c, and dry salt clear sides, 12½c. Armour's white label pure lard, 1c lb. pails, 15½c 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, 17½c, breakfast bacon, 18½c.

London layer raisins are quoted by Victoria jobbers in 20 lb. boxes from \$2.30 to \$2.40 per box; Valencias, 28 lb. boxes, from 7c to 8c per lb.; and sultanas, 10½c to 12c per lb., currants, in bbls., 7½c per lb., half bbls. 7½c, cases 8c to 8½c. Candied peels are quoted as follows in 7 lb. boxes:—Lemon 18c, orange 19c, and citron 26c to 28c. California evaporated fruits are quoted as follows:—Apples, evaporated, 50 lb. boxes, 12½c per lb., 25 lb. boxes 13½c; apricots, 25 lb. boxes, 18c; prunes, 25 lb. boxes, 14c; plums, 25 lb. boxes, 11½c to 14½c; peaches, 50 lb. boxes, 16c, 25 lb. boxes 16c. Canadian evaporated apples, 50 lb boxes, 9½c.

The British Columbia Sugar Refining Co. Ltd., quote as follows in their weekly price list: Powdered icing and bar, 6½c; Paris lumps, 6½c; granulated 5½c; extra C. 4½c; fancy yellow, 4½c; yellow 4½c; golden C. 4½c. Above prices are for barrels or bags; half-barrels and 100 pound kegs, ½c more, boxes ½c more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows: Finest golden, in 30 gal. bbls. 2½c; ditto, in 10 gal. kegs. 3c; ditto, in 5 gal. kegs. \$2.25 each; ditto, in 1 gal. tins, \$1.50 per case of 10; ditto in ½ gal. tins, \$6 per case of 20. Prices cover delivery in Vancouver, and at Vic-

toria, New Westminster and Nanaimo, and are subject to a discount of 2½ per cent. for cash in fourteen days. All prices subject to change without notice.

The Montreal Trade Bulletin says: "Butter receipts during the past week were 3,583 pkgs., against 2,450 pkgs., for the week previous. A few small lots are still going forward to the English market, costing 22c to 23c for creamery and 19c for Western; but shippers say that 23c is a very extreme figure for creamery. There is a fair local demand for both creamery and dairy at steady prices. The supply in the Eastern Townships is said to be very limited, most of the fall goods having been picked up. An enquiry has been received for choice creamery from British Columbia, which it is hoped may lead to business. Creamery choice fall, 22½ to 23c; Creamery good to fine, 21½c to 22c; About 1c to 2c may be added to above prices for choice selections of single tubs. Receipts of rolls are liberal, several large lots coming to hand yesterday. They meet with good demand at 18c to 19c for Western, anything fancy in baskets bringing 20c. One or two lots of broken rolls, not done up in cloths, were sold at 17c, one lot selling as low as 15c. Cheese receipts during the past week were 1,505 boxes, against 1,103 for the week previous. The market here keeps very firm with actual sales of finest Western at 11½c and 11c, but holders are not anxious to make sales, as they confidently look for higher prices and a brisker market next month. Stocks in this city are estimated by well posted men at 60,000 boxes. The Liverpool public cable is firm at 53s, while private cables quote 51s to 55s for finest colored and white."

The Toronto Empire reports: "The butter market was unchanged and steady to day. Supplies were good and demand brisk. Large rolls sold at 16 to 17c for choice, and 13 to 14c for medium grades. Dairy tub butter continues to be somewhat scarce. A few lots of extra choice packages sold at 18½ to 19c. Common or bakers' butter is held at 13 to 15c. There is hardly any accumulation of butter on the local market. A good local demand is reported for cheese, and prices are firm. Dealers are asking 11 to 11½c for jobbing lots of fall made cheese. English markets are steady. The Liverpool cable was unchanged to-day at 53s for white and colored cheese. Quotations are: Butter, good to choice selected dairy, tubs, 16 to 18c; medium do, 13 to 15c; large rolls, good to choice, 16 to 17c; medium do, 13 to 14c. creamery, in tubs and crocks, 21 to 25c. Cheese, choice colored, jobbing at 11 to 11½c."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27½ @ 30
Manitoba Dairy, choice	22 @ 23
Cheese—Canadian, lb	13 @ 14
California	16 @ 00
Eggs, doz	24 @ 25

Smoked meats and lard are quoted:

Hams	15 @ 18
Breakfast bacon	15 @ 17½
Short rolls	12 @ 13
Bucks	13 @ 15
Dry Salt, long clear	11 @ 12½
Pure Lard, 50lb	13 @ 14
" 20lb	13½ @ 14
Lard Compound	11 @ 12

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

Dry Granulated	52
Extra C	51
Fancy Yellow	5
Yellow	42
Golden C	41
Syrups, per lb	3

FLOUR AND FEED.

During the past week The Ogilvie Milling Company have reduced the price of their Manitoba Hungarian Flour 16c per bbl. and jobbers have lowered their prices in sympathy. Oregon flour prices are weak, Snowflake is quoted slightly lower than last week. Other quotations are unchanged, and, but little business is reported doing.

The Portland Commercial Review says: "There is a fair local call for best family brands of flour, which are held at \$3.50 per bbl. Lower grades are rather slow sale, although stocks are not especially large, but agents find it quite active work to place any large orders. The output of all mills have been curtailed and receipts show a falling off. The foreign and outside demand is not active and shipments have been light. The Anulree, with 26,505 bbls., sailed during the week for the United Kingdom, and 1800 bbls. went by last steamer to San Francisco. Quotations are nominal at \$3.50 per bbl. for standard brands and \$3@3.25 for lower grades."

The Columbia Flouring Mills quote Enderby flour in carload lots:

Premier	\$5 00
XXX	4 75
Strong Bakers or XX	4 50
Superfine	3 75

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 4 75 @ 0 00
Lion, " "	4 75 @ 0 00
Premier, Enderby mills	5 25 @ 0 00
XXX, " "	5 00 @ 0 00
XX, " "	4 75 @ 0 00
Superfine, " "	4 00 @ 4 25
Ogilvie's Hungarian	0 00 @ 5 35
" Strong Bakers	5 00 @ 0 00
H. B. C. Fort Garry Hungarian	5 35 @ 0 00
" Strong Bakers	5 00 @ 0 00
Lake of the Woods Hungarian	5 35 @ 0 00
" Strong Bakers	5 00 @ 0 00
Benton County, Oregon	4 85 @ 0 00
Portland Roller	4 90 @ 5 00
Snowflake	5 05 @ 0 00
Royal	4 75 @ 0 00
Wheat, per ton	28 00 @ 35 00
Oats	25 00 @ 30 00
Oil cake meal	40 00 @ 45 00
Chop feed	28 00 @ 30 00
Shorts	26 00 @ 28 00
Bran	23 50 @ 25 00
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 @ 4 35
California rolled oats	3 75 @ 3 85
Corn, whole	per ton 37 50 @ 40 00
Corameal	2 75 @ 3 00
Corameal-feed	per ton 40 00 @ 50 00
Cracked corn	40 00 @ 45 00
Hay, per ton	17 00 @ 18 00
Straw, per bale	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$ 77 50
Best China rice	100 00
China rice No. 1	70 00
Rice flour	70 00
Chit'rico	25 00
ob Meal	17 50

LUMBER.

Since last review, the British ship County of Yarmouth, 2,151 tons, Capt. Cain, now at San Francisco, has been chartered to load at the Hastings mill, Vancouver, for the U. K. for orders at 50s. The German ship Katharine, 1,030 tons, Capt. Spille, from Santa Rosalia, arrived Dec. 23, having missed her cancelling date by three days, to load at the Moodyville mill for the West Coast S. A., and is awaiting orders. The Grasmere, after a satisfactory Jiver's survey, sailed from Esquimalt Dec. 25 for Valparaiso. The barkentine Bittern has gone up to Vancouver to load on owners' account for Fremantle, Australia. The British ship Abeona, 970 tons, Capt. Black, sailed Dec. 29 for Port Pirie with a cargo of 775,110 feet lumber valued at about \$7,000. The George Thompson when loaded was drawing 21 feet 6 inches, and she is being lightened to draw only 18 feet, as the channel in the Fraser River from the Brunette mills to the Gulf is said to be only 10 feet. All of the cargo will be reloaded at the mouth of the river.

There are at present 6 vessels loading at British Columbia ports for foreign. At Burrard Inlet—Br. bark Mark Curry, 1,236 tons; Nor. bark Fritzoe, 1,078 tons, for Valparaiso; The Br. bark Highlands, 1,235 tons, for Montreal Chil. bark India, 933 tons, at Moodyville, for Valparaiso f. o.; Br. bark Bittern, 399 tons, for Fremantle, Aus. At Cowichan—Am. bark Colorado, 1,036 tons, for Valparaiso for orders.

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... \$ 9 00 Deck plank, rough, average length, 35feet 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

FREIGHTS.

Dull and declining wheat markets abroad and the consequent improbability of obtaining remunerative rates of freight forces owners to load their vessels on own account or lay them up. No less than six ships are now loading at San Francisco on owners account, while in the open market vessels have been offered at 18s 9d and refused.

Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 35s; direct port on West coast, South America 32s 6d; Sydney 30s; Melbourne, Adelaide or Port Pirie, 35s; United Kingdom, calling at Cork for orders, 50s; Shanghai, 50s; Yokohama, nominal.

Grain freights from San Francisco to U. K., Cork for orders, 18s 9d offered; from Portland and Tacoma the rates are entirely nominal.

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

THE YEAR 1892 IN VICTORIA.

During the year 1892, the entrances and clearances at the Victoria Custom House were as below:

ENTERED.	
Deepsea.....	1,051
Coasters.....	1,277
Total.....	2,328
CLEARED.	
Deepsea.....	1,137
Coasters.....	1,315
Total.....	2,452

The customs collections at the port of Victoria for 1892 were \$953,082.09; free goods, \$767,516. Total value of exports for the year 1892, \$2,533,704; duties paid during 1892 were \$953,082.09.

Inland Revenue receipts for 1892 were \$145,036.30.

The following are the output coal totals for the year:

	TONS.
Union Colliery.....	93,827
Wellington Collieries.....	276,118
New Vancouver Coal Co.....	433,238

The following is the result of the season's scaling operations:

Total lower coast catch.....	4,479
Total upper coast catch.....	24,531
Total Asiatic catch.....	11,804

Combined catch.....	43,814
Indian catch (casual).....	1,571
Grand total.....	45,385

The returns of the British Columbia salmon pack show a total of 221,797 cases against 312,211 cases for 1891. The pack is divided as follows:

	CASES.
Total Fraser River pack.....	68,132
Total Skeena River pack.....	90,000
Total Rivers Inlet pack.....	19,123
Total Naus River pack.....	26,250
Pack of other canneries.....	18,292
Grand total for British Columbia.....	221,797

The value of building operations for the year was \$1,015,500, divided among the wards as follows:

North Ward.....	\$392,500
Central Ward.....	310,500
South Ward.....	267,500
Repairs, etc.....	75,000

In the city of Victoria there were 316 births, 191 marriages and 300 deaths during the year.

THE CARELESS CLERK.

There are some employes in stores who, though not really dishonest are equally dangerous to merchants. Those are the careless ones. Though they will not actually steal, still they are as criminal as the thief. The losses incurred through the carelessness of employes often escape notice, for it is a species of viciousness the results of which are not always apparent. Yet the merchant suffers all the same. Perhaps we are wrong in deeming this trait vicious. At worst it is but a deplorable weakness of character, often not latent, but acquired by an unwise training. For the possession of this drawback in character, people invariably

have to lay the blame with those on whom their early training depended. The boy who learns his early lessons from the man who conducts his business in a slipshod or haphazard manner cannot help possessing a disregard of order in his later years. Habits are easily acquired, but it is woefully hard to rid oneself of them, especially if they are bad habits.

The clerk who is careless in even the most trivial things never will be successful. Business, like life, is a series of incidents; on the attendance of each item depends the success of the whole. The man who shirks, disregards or ignores trifles will be successful in the main, for great things are but an aggregation of little things.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending December 31:—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
21.	Wilmington, str., Portland, Or...	157
26.	Sea Lion, str., Port Townsend...	33
27.	Holyoke, str., Port Townsend...	33
27.	Haytian Republic, str., Portland.	147
28.	Baymore, str., San Francisco...	3,045
28.	India, ship, San Francisco.....	2,011
28.	Tacoma, str., Port Townsend.....	26
30.	Jennie, str., San Francisco.....	1,306
30.	Oriental, ship, San Francisco....	2,586
30.	Tacoma, str., Port Townsend....	20
Total.....		9,305

SEALING MEN TAKE NOTICE.

Japanese papers received by the Northern Pacific liner Tacoma contain the following notice which will be read with interest by all identified with the sealing industry:

Masters and owners of British vessels are, by instruction of Her Majesty's Government, hereby warned that vessels attempting to pursue seals or fur otters in the Russian territorial waters without special license, are liable to seizure and confiscation, and go at their own risk.

(Signed) JAMES TROUP,

British Consulate, H.B.M.'s Consul, Yokohama, December 10, 1892.

Mr. Thomas Spence has been appointed postmaster for the new office at Kelowna, Okanagan Mission.

At the annual meeting of the Okanagan & Spallumcheen Agricultural Society the receipts for the year were shown to be \$2,082.98 and the expenditure about \$150 less.

A meeting was recently held at Vernon at which a resolution was passed that Vernon was the proper place for the location of a land registry office for the Yale District.

John S. Anderson, electrical contractor and manufacturers' agent, Edison building, Vancouver, expects in about two months to carry a \$35,000 stock of electrical goods. He is sole agent in British Columbia for Siemens & Halske Electric Company of America; Eddy Electric Manufacturing Company, Windsor, Conn; Patric & Carter, Philadelphia; American Electrical Works, Providence, R. I., and Montreal, Que.; Hart & Hegemen Manufacturing Company, Hartford, Conn.; Jewell Electric Company, Hartford, Conn.; Sam. Rogers & Co., Toronto, Can.; Crosby Steam Gauge and Valve Company, Boston, Mass.

Duluth!

Situated at the Entrance to Seymour Narrows, the Terminus of the Canada Western Railway, in connection with the Ferry to the Mainland.

LOTS IN THE ORIGINAL
TOWNSITE.

Lots in this Townsite can be obtained at present prices until January 1st, at which date prices will be raised 25 per cent.

The Lots owned by the Canada Western Railway Co. in Duluth are
NOT FOR SALE.

For Prices and Terms Apply to the Head Office,

HENRY CROFT, 72 Government St.

HOW THE SUEZ CANAL IS WORKED

A correspondent of a London paper, who has been spending a few months examining the working of the Suez Canal, writes:

To begin with, a vessel is sighted coming from the Mediterranean and a pilot is sent out. This man's duty is to take the boat a distance of about two miles into Port Said harbor and tie her up fore and aft to buoys, providing she is a fair sized ship, otherwise she is anchored in what is called the tier—that is, a place where the boats lay alongside of each other. Here she remains for from two to six hours, according to the quantity of coal she is going to take. The coal at Port Said is very cheap, being only \$5.12 a ton by contract and \$5.02 current price. A ship takes from two hundred to twelve hundred tons, according to her size. The coal is put in very quickly, as much as two hundred tons being shipped in an hour. This, when you consider it is all put on board in little baskets and carefully stacked, and also that no machinery is used, is very quick work.

At Port Said, also, the canal dues are paid and the ship takes in provisions and water. The canal dues are 9 francs 50 centimes on every registered ton, equal to about \$1 91; 10 francs (\$2) for every adult passenger, 5 francs (\$1) for each child, while infants are passed free of charge. For example, a ship whose tonnage is 1,300 tons, and which has passengers, would receive a bill as follows:

1,800 tons at 9.50 per ton.....	17,100
100 passengers at 10 francs..	1,000
10 " " 5 francs..	50
	18,150 francs

equal to \$3,630.

All the bills, provisions, water, canal dues, etc., are sent into and paid by the agents who supply the coal, with but very few exceptions.

The ship then signals for a pilot, and, providing the canal is clear to the first station, proceeds on her journey through the canal. A word about the pilots: They are divided into four sets, the first being Port Said to Ismailia; second, Ismailia to Suez; third, Suez to Ismailia; fourth, Ismailia to Port Said; no pilot doing a return journey except in very busy times. The canal is eighty-seven miles long, and is divided into stations about six miles apart. At these stations the canal is widened, and it is here that the vessels pass each other, the one being tied up while the other proceeds. The only thing to liken these stations to is a tramway crossing where there is only a single line of rails. The usual time taken in transit is sixteen hours, including tying up, although the Peninsular and Oriental mail boats sometimes do it in less. The authorized speed through the canal is five and a half knots an hour. Mail boats take precedence of others and are allowed to pass them. The canal is much better now than it was originally, the bends having been widened, making the danger of running ashore considerably less. Another invention, too, of late years is the use of electric lights on ships, thus enabling them to enter and pass through the canal by night as well as by day.

Formerly ships arriving late in the afternoon used to tie up in the harbor all

night, and if in the canal had to tie up at a station until daylight. The light is fastened on to the bow of a ship, and in it there is a man regulating the light on to the little buoys which mark the channel, thereby enabling a vessel to proceed with safety even on the darkest night. Should a boat run ashore, as is frequently the case, means are used to get her off, and if these fail, tugs are sent for and she is towed off. Should, however, she be too firmly imbedded in the bank, she is lightened by having part of her cargo taken out, and is then towed off. The canal company are not responsible for groundings. The vessel having got safely through the canal to Suez, the only other thing necessary is for a barge to come alongside to fetch the electric light, except of course when it is the vessel's own, and the agent to get the letters for post, etc. The ship then proceeds on her way down the Red Sea. The return voyage is much the same.

Sixty in every hundred ships going through the canal are British. As to the canal itself and the scenery, there is not much to be said, Port Said, Ismailia and Suez being the only places of note. Ismailia, as seen from the canal, is pretty, but otherwise the view from the canal consists of long stretches of sand.

TOBACCO INTEREST IN CUBA.

The cultivation of tobacco is increasing every year, and the exports of the article in bales for 1892 exceed that of 1891 10 per cent. In the same time the export of cigars has decreased 20 per cent. This no doubt was caused by the working of the McKinley bill, more Cuban tobacco having been manufactured in Key West and Tampa during 1892 than in previous years, Cuban cigarmakers going hence to supply the demand for skilled workmen, who find employment at these two great cigarmaking centers, while a great number are without occupation in Havana at the price of 6 reales arroba and upwards.—U. S. Ex.

Rubber tires are to be tried on some of the London omnibuses.

Several women in Holland earn a livelihood as practicing chemists.

One-seventh of the land surface of the globe is controlled by Russia.

Fully 25 per cent. of all the champagne that is made is lost by the bursting of bottles.

Hard coal loses eight per cent. in bulk, per annum, when exposed to the weather. Soft coal loses 12 per cent.

To the Municipal Electors of North Ward:

I shall be a candidate for Alderman at the coming election, and solicit your support.

MUNROE MILLER.

To the Electors of the North Ward:

I intend to be a candidate for alderman at the coming municipal election, and respectfully solicit your vote and influence.

A. G. McCANDLESS.

DALBY & CLAXTON
Real Estate, Insurance,
Mining & Financial
AGENTS.

—AGENTS FOR—

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Alliance Assurance Company (Fire), England
The British Columbia Fire Insurance Company, Victoria.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Company, Claxton, Skeena River.

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D. M. CARLEY EDITOR
L. G. HENDERSON . . . BUSINESS MANAGER.
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VICTORIA, TUESDAY, JANUARY 3, 1893.

"A HAPPY NEW YEAR!"

"What is the New Year to us?" will be asked by many. "We may not see it," some will say, "and it will bring about the same daily routine of labors and disappointments occasionally varied with the same joys and the same successes that have now and again been experienced in the past." But, outside of these pessimistic views of matters, what is the prospect? It is not by any means a gloomy one. We appear to have just emerged from the shadow that has hung like a pall over our business interests and in consequence people ought to appear in better spirits. The gloom, however, is not all gone; but the sky is brighter, and on this account the tendency is to be happier and more cheerful. The depressions that have been experienced are not without their lessons, which doubtless some have taken to heart, and will avoid the mistakes that have been made. We cannot recover what we have lost all at once; but the better time is coming. "There is wealth for honest labor" and honest enterprise, too, and we would therefore repeat on the eve of the New Year Henry Russell's well known words "cheer, boys, cheer!" THE BRITISH COLUMBIA COMMERCIAL JOURNAL has, it is proud to say, reasons to be hopeful, and it bids one and all take courage with the conviction that much depends on them individually to make the New Year a prosperous and happy one.

THE MAYORALTY.

The Hon. Robert Beaven, leader of the Opposition in the Provincial Legislature and the retiring political Mayor, is again out as a candidate for re-election to the Chief Magistrature of the city. The sole qualification which he so far advances for being chosen to occupy the mayor's chair is that he has "the necessary time at his disposal." Why does he not add that he has had twelve months' experience at a heavy cost to the city and that he has spent a day or two at Seattle and Tacoma to see how they worked things, while he has done more tinkering with the municipal act than almost everybody else in the province, and still it is a mass of threads and patches which do no very great amount of credit to gentlemen who have specially interested themselves in that matter. Surely, at his time of life, Mayor Beaven ought to be well satisfied with the opportunities which the public have afforded him in one way or another, and having

accomplished so very little both at James Bay and on Douglas street, should have concluded that he had mistaken his avocation. We anxiously await Mr. Beaven's explanation in public of what he has done and what he has neglected to do, with the full hope that there will be a large attendance of those who have a right to be informed.

INFRINGING "THE MODUS."

The case of the sealing schooner Oscar and Hattie came up for hearing on Thursday in the Admiralty Court before Chief Justice Begbie. The charge against her was that she had entered Behring Sea in violation of the "*modus vivendi*." The commander and an officer of the U. S. Mohican which had made the seizure testified as to the facts connected with the capture: but admitted that there were no seals in sight at Atu where the vessel had put in—it was claimed by the defence for water and they did not think the schooner's boats were out sealing. The owners of the schooner, through Mr. Eberts, contended that they had a right to go in for water. The Chief Justice, in effect, intimated that the schooner had *de facto* violated the law; but he would only condemn her in the costs of the action. An elaborate judgment in the case is expected, which will set forth many interesting points.

NEGLECT OF BRITISH COLUMBIA.

We are pleased to notice that the *Colonist* has come out with a condemnation of the manner in which this province is too often treated by the Dominion departments. Such declarations on the part of the organ, although late in the day, are certainly pleasing; but they fail to make up for a record of slavish subservience, which we suppose for the sake of avoiding absolute monotony is once in a while broken. We trust that our contemporary's remarks will have some weight and influence. In the present case it denounces the manner in which the Marine Hospital is conducted. The amount collected from vessels entering this port last year as sick mariners' dues was \$9,000, yet only \$6,000 were expended for hospital purposes. In this way was filched out of the pockets of seamen—many of them foreigners—something like \$3,000 during the course of last year for which they received no benefit and which went into the Dominion treasury, no one being in any way benefitted. This Sick Mariners' Fund is a trust for the benefit of sick seamen, yet, as was shown at a recent meeting in this city, ship captains, agents and foreign consuls had been obliged to put their hands into their pockets and pay for outside accommodations and comforts which the proper authorities had in their niggardliness neglected to supply, though they had collected their equivalent in hard cash.

We need not further dwell upon what the Dominion authorities neglect which they ought to do. We have said more upon this subject than probably all the other papers in the province. We must, however, take exception to the following fulsome eulogy by our morning contemporary: "The members from British Colum-

bia, we have reason to know, are not by any means slack in representing the claims of their province. They are faithful in making its wants known to the authorities and in urging that they be supplied." If a constant discharge of club duties, a regular attendance on the State functions of K. Jean Hall, and an unremitting round of social gallantries are proper representations of the claims of this province, then we say that one member really does his duty; but if all the members—as are some of them—were more assiduous in visiting the departments and making themselves heard by the ministers and their deputies, then much more would be accomplished, particularly if upon the floor of the House members made as good a display of their persuasive eloquence as they do at election times.

THE JURY LAW.

Although the jury law in this province has been amended so as to make larger allowances to persons, a part of whose public duty is to serve upon special or assize trials, the remuneration is by no means sufficient. Indeed, in some instances, no amount of money could remunerate a business man from this enforced neglect of his own affairs. In the recent case of Rihet vs. Whitelaw, four out of the gentlemen summoned failed to put in an appearance, and in consequence were fined \$25 each. Possibly, even with this, as the law now stands, they had the best of the bargain, but twenty-five dollars will seem in the opinion of many to be a high price for a man to pay for the privilege of minding his own business.

Besides, is it not something in the shape of a reflection—whatever it may not have been in the olden days—to find litigants unwilling to submit their civil disputes to the law and the facts, as interpreted and appreciated by men whose training it has been and whose business it is to adjudicate upon them. It may be all very well for an individual whose life or whose liberty are at stake to throw himself and his case "upon God and his country—which country the jury represents;" but even though this is the birthright of the citizen, there are thousands who would sooner depend upon the Bench than upon the jury, where "fear or favor" have yet some influence and whose good judgment may at times be imposed upon by the denunciations or pleadings of counsel upon one side or the other.

THE Dominion Government has, we notice, passed an order in Council authorizing the issue of Dominion notes to bring up the present issue of over eighteen millions to the limit of twenty millions, provided for under the Act. This is a good move; but it may be asked is the silver currency equal to the requirement?

We should have been very glad to have seen Lieut. Governor Dewdney take as his private secretary a British Columbian instead of having created a vacancy in one of the Departments at Ottawa, which is not likely to be filled by a native of this Province, in order only, it is said, to employ an imported article—a son of Col. Jacobs of the Indian Army.

DALBY FOR MAYOR.

We feel sure that we only echo the sentiments of a large number of citizens and voters when we say that we are decidedly pleased to learn that Mr. William Dalby has consented to be nominated as a candidate for the Mayoralty. He is one of those men who having been put to the test in a variety of public capacities has acquitted himself with the highest credit and to the satisfaction of those whom he represented. He is no stranger to public life and he is not afraid to discharge—and that properly—public functions however onerous they may be. William Dalby is not a man to hesitate between wrong and right, and with his past experience as a public legislator and his other qualities will again prove himself to be fully deserving of the term "your Worship."

FAST ATLANTIC SERVICE.

It is announced that the much talked of fast Atlantic service between Canada and Great Britain is on the eve of attainment, an understanding having been reached between the Canadian Pacific Railway authorities and the owners of the Allan line. The combination is a very strong one and will be able to carry out anything that it takes in hand. But it will be so powerful an organization that the fear is that it may have at its mercy the Government and all the authority in the Dominion. One of the parties is already credited with being master of the situation and being able to do as it pleases with the power that is at Ottawa. We have all experienced how potent a factor it is in everything that concerns us, and unless the arrangement entered into is definite and explicit the new organization may make us really no better off than we now are.

There is, however, this much in it, that if a new Atlantic fleet be guaranteed, there are some of the vessels already on that route that are quite equal if not superior to any steamships connecting Pacific ports and Australasia, and it may be that with their assistance it is contemplated to make the connection for which negotiations have been going on so long between the Canadian Pacific Railway Company and those in power at Ottawa and at some of the Australian capitals. We may, there is no doubt, hope that whatever there may be in the alliance to which we have alluded, it is a step in the direction of securing what is so essential to the interests of Canada, the sister colonies and the Empire.

THAT FIRE INQUEST.

The recent holding of an inquiry into the circumstances attending a fire on North Park Road is an event of some interest and significance as indicating that the authorities and insurance people have no intention of allowing suspicious fires to pass without making an investigation into the circumstances. A recent fire at or in the vicinity of Vancouver has given rise to very much unfavorable comment, and Eastern insurance men are loudly declaring that it was a very suspicious piece of

business. In the North Park Road fire the jury of inquest consisted of Messrs. W. J. Dwyer, Thomas Matthews, A. S. Henskie, J. Whitfield and William White. Their deliverance was: "We are of opinion that the house was set on fire by some person unknown to the jury and we would recommend that insurance agents be more particular as to whom they employ to solicit insurance." The Police Magistrate presided over the deliberations and inquiry.

Incendiarism or arson is hardly a remove from murder, as there is no knowing what a fire once started may sweep away with it—life or property. Moreover, it is always set with deliberation and with in almost every case an object—that of robbing the insurance companies out of the amount of the policy. In Victoria there is no special machinery for hunting up criminals, as is the case in almost all other cities. There they have a detective force; but here work of this kind has to be taken up by a sergeant, who is relieved of his ordinary routine and has to be replaced by some one else, or by an officer who may or may not be taken off his beat, in the latter case having to do his ordinary work all the same. No doubt a business Board of Aldermen would recognize the city's weakness in this particular and would, as soon as possible endeavor to remedy it. We commend this subject to the attention of the City Fathers who are to be.

EDITORIAL COMMENT.

It is the opinion of not a few people who are supposed to be posted on fish and their habits that shad fishing will before long be one of the most important branches of this industry on the Pacific coast. They increase very rapidly, and since the time—four years ago—when first specimens of shad were noticed in the Straits of San Juan de Fuca, they have propagated wonderfully fast, having by this time worked their way up to Rivers Inlet and even further North—fish between two and two and a half pounds in weight having been taken in the salmon nets.

Numerous changes have been made in the personnel of the leading officials of the Canadian Pacific Railway, the principle of promotion having, we observe, been the one carried out. This speaks well for the men and the company whom they serve. We cannot endorse much that is done or left undone by that great institution, but when a company treats its leading officials with justice and consideration, it is to a certain extent a guarantee that the staff of the lower grades are not likely to be dealt with unjustly, though there are numerous instances of men who have risen becoming the greatest of oppressors.

The announcement is made that Hon. Mr. Ives, Solicitor General Curran, with Controllers Wallace and Wood, the latest additions to the personnel of the administration at Ottawa, have been re-elected by acclamation in their respective constituencies. Why such a useless, nevertheless ponderous and pretentious, piece of machinery as the member for Sherbrooke should have been taken into the Government and why, when taken in over the heads of far better men he should have

had an unopposed election, surpasses our comprehension. He is no representative of the Protestants of Quebec, who, being in such an immense minority, should have had as their one mouthpiece in the cabinet the very best man they could find. As his late lamented and respected father-in-law might have been expected to have expressed himself, "There's nothing to him."

It is to be hoped the announcement made in the morning paper that, with the exception of Aldermen Hunter and Lovell, all the present members of the Aldermanic board will seek re-election, is not true. Why should the majority of those venerable gentlemen push their claims as it were in the face of providence and ask the electors to signally rebuke them for their wilful ignorance, incapacity and self assurance. Such men as they have proved themselves to be might have filled the bill when Victoria was a different kind of place from what it now is, but they are on too narrow a gauge, and are made of material that was long ago fossilized, while whatever little life clings to them is being slowly but surely exhausted by the moss, that in their case is not a parasite but a part and parcel of them. Surely with their past and present experiences the electors of Victoria will not hesitate in their choice of who shall serve them—men of progress and modern ideas or animated entities, who, if they had any usefulness, lost it long ago.

The Seattleites have been for some time getting up their enthusiasm in order to properly welcome the train of the Great Northern Railway what was "billed" to reach them the first day of 1893. Our neighbors of the Sound thoroughly appreciate the advantages of railway and steamboat communication and practically demonstrate that appreciation in a far more cogent manner than we do, or long ago Victoria would have been better served than she now is. It is the railway and sea-going ships which she has attracted and liberally supports that have built up the sister city of Vancouver; but really and truly what have we done in comparison with what we might have accomplished? When encouragement has been needed for public enterprises our city fathers have been unable to agree upon their policy and when they were on the eve of coming to a conclusion some one has got up and said we could not afford it. We must do more than we have hitherto done in this direction. Nothing lavish or extravagant is wanted; but something is needed if we are to hold our own. What is going to be done? We hope that whoever make up the Council Board of 1893, they will show that they are possessed of the requisite "savvy."

BUSINESS CHANGES.

Dodwell, Carrell & Co., agents of the Northern Pacific Steamship Company, are removing their offices to Bastion Square.

McCorby & Bonson, contractors, Westminister, have dissolved.

A. F. Tero & Co., watchmakers, Donald, have dissolved. W. Alexander continues

COMMERCIAL SUMMARY.

THE London Times publishes a statement from what it deems a trustworthy source, intended to show that the present rise in cotton is without a precedent except during the American civil war, and that the market is wholly speculative. Middlemen, it says, are buying as fast as they can in the teeth of a bad state of trade and the strike in Lancashire, and in the absence of any proof of a diminution of supply. The estimate of an American crop of 9,500,000 bales is probably, as was the case last year, greatly under-rated. The article continues:—A private telegram from a reliable house says the crops in Texas are much larger than is generally thought, the total visible supply of cotton being scarcely 100,000 bales under the yield of 1891. In consequence, the article says, at least 5,000,000 bales must have changed hands in gambling operations during the past week.

This is the place where tact, talent and ability can be displayed to advantage, and where politeness, courtesy and attention win their way. It is behind the counter that rare virtue, patience, which is often sorely tried, must never be found wanting. This position is one of the best fields for the study of human nature, knowledge of which is essential to every clerk, where diplomacy has to be exercised, as almost every customer differs in taste and disposition. No one can always form a correct opinion by appearances, for it is difficult to tell who has wealth and money. The only safe rule to follow is to treat all alike—kindly, considerately and justly. A pleasant word, fitly spoken, brings buyers to your counter. Never consider it a trouble to show goods. Your knowledge of human nature and its peculiarities, acquired by being in constant touch with all classes of buyers, if rightly applied, will stand you well in hand. Study to please, and you will not only satisfy and increase trade, but increase the value of your services to your employer. It is an art to bring a large trade to the counter of your stores, and if the goods are suited to the wants of the trade, the prices are right, and the salesman understand their duties, goods are quickly turned into a fair profit.

We noticed a suggestive incident in one of the daily papers a few days ago. A fire was discovered in a partition. It would, of course, be difficult to extinguish it by the use of water. Even if it was put out in this way there would be no end to the damage to furniture, etc. A quick-witted druggist appreciating this difficulty took two or three pounds of common washing soda and dissolved it in warm water, then added a pint or so of sulphuric acid. A sufficient amount of carbonic acid was generated to extinguish the fire. In valuable houses would it not be a good plan to put a generator of carbonic acid in the cellar and make the connections necessary to carry the gas to the partition spaces?

AMONG the list of commercial travellers who spent Christmas week in the Province are: R. G. Gallagher, of J. G. Mackenzie

& Co., Montreal; E. K. Watson, of the Fox Cutlery Co., Montreal; A. W. Smith, of Smith, Fischel, & Co., Montreal; W. Hargraves, of G. S. Stevens & Co., Winnipeg; "Robbie" Burns, of Copp, Clark & Co., Toronto; Harry Slater, of Robinson, Little & Co., London, Ont.; "Gentleman" Harris, of Arthurs & Co., Glasgow; J. Morris Macfarlane, of the Macfarlane Shade Co., Toronto; J. P. Martin, of Jas. Whitton & Co., Montreal; D. L. Legendre, of the Dominion Corset Co., Quebec, and W. J. Webster, representative of a large boot and shoe house in Quebec.

THE eight-hours-a-day proposition for domestic servants and various other schemes for getting Parliament to interfere between servants and employers, which have been urged by the London Domestic Servants' Union, have failed to make even a favorable impression in a critical examination before the Royal Labor Commission. The Commission gave a long hearing to a representative of the Union, but the case fell to pieces under questionings. The impracticability of the eight hour idea applied to domestic servants was very clearly demonstrated. It also appeared that the Union itself was very weak, and that the vast majority of domestic servants seemed to be well treated and quite content. The investigations showed that the servant is far better off in regard to facilities for legal redress than is the employer. The Union had a proposition to substitute a system of paying servants "in kind," but its representative was "not quite prepared to suggest a system to take the place of money wages." The conclusions arrived at by the Commission so far are that the relations between employer and domestic servant must be of a give-and-take character, and any interference by the Legislature would do more harm than good.

THE master in chambers at Toronto has made an order allowing the Manufacturers' Life Insurance Company to pay \$780 into court under the Trustees' Relief Act and freeing the company from liability in regard to such sum. The company insured the life of John Eaton, Evansville, Algoma, for \$1000 in 1890, the policy being made payable to his wife, Sarah Eaton. The wife died and Eaton married again; then he also died and the second wife, who has taken out letters of administration, wants the money paid to her as administrator, but the first friend of the infants objects to payment to her and wants the money for the infants. The company claim that Eaton made a mistake of seven years in his age and have deducted \$214 therefor.

THE coldest known spot on the earth's surface is on the Eastern Slope, a sheiving mountain that runs down to near the water's edge on the eastern bank of the Lena River, in Northeast Siberia. The spot in question is nine and a fourth miles from Serkerchoof, about latitude 67 North, and longitude 133 East. Dr. Wolkoff, director of the Russian Meteorological service, gives the minimum temperature of the place as being 88 degrees below zero. It is a place

of almost perpetual calm. In the mountains nearby, where windy weather is the rule, it is not nearly so cold.

PRESENT BUSINESS METHODS.

"Friendship doesn't sell many goods, now-a-days," remarked a salesman recently. This is true enough in one sense, but in another friendship plays just as great a part in commercial affairs as it ever did. That friendship that tied a merchant up to a particular house, or to a certain salesman in that house, and made him blind and deaf to any other concern, has largely passed away, but there still exist many instances of warm personal consideration between merchants and salesmen, founded on mutual esteem, and on benefits given and received in the course of business, that will secure trade for certain houses, other things being equal. A merchant will usually prefer to buy of a salesman whom he knows, in whom he has confidence, and with whom he is in sympathy, but he expects just as good treatment from him as from his rivals, in fact this friendship is usually founded on the idea that the merchant can do a little better in one way or another with his particular house or salesman than with any other.

This change in the business methods of the country is due in part to its transformation from a new and thinly settled country to one in which the most advanced commercial ideas alone can rule, and partly to changes in the industrial interests of the entire country. In the early days anybody could make money retailing goods. Style was but little thought of. A merchant's stock was good until it was sold. The city and the surrounding country was being settled rapidly, money was plenty, and price was not of such great importance when everyone had money and felt certain that they would shortly be wealthy.

Now what is the state of affairs? There are more goods for sale than people must or can buy. Buyers have been taught to be cautious and critical, and economy is practiced of necessity by nine-tenths of the people. Competition hence becomes severe, and a merchant to be successful must be both wise and diligent in his purchases, and cannot afford to overlook the advantages which may be found by searching through an entire market. He must post himself on what is offered him by all the houses, and if one can make better prices on any line of goods he must avail himself of the opportunity. Not only is his competitor likely to do so, but his customers are much better posted on prices than formerly through the catalogues now so freely distributed by the large city stores. His best friend in business is that one that will make him the lowest prices, or in some way enable him to make the most money. So that selling goods is not a matter of friendship nowadays, but is strictly business as it ought to be.

To display a crest on stationary and plate, in England, costs each family a tax of a guinea a year. About 40,000 people pay it.

Small electric lamps, as substitutes for the old bull's-eye lanterns hitherto used by the police, have proved a gratifying success in London.

PROFIT HUNTING.

Profit hunting is a new feature of store-keeping that seems to have been generally adopted by progressive merchants in the west, and it bids fair to become paramount to all others in the business, writes a Chicago correspondent. It is nothing more nor less than a careful search, guided by experience, for novelties that will sell easier and at the same time bring the store into prominence. These merchants have long since realized that with a stock of staples they could only expect to carry on a conservative business with limited profits. Every man who is ambitious wants more, and it is within his reach if he will observe the advice given by an old Hebrew merchant to his son, "keep in stock those goods for which there is a demand, for convenience, but remember that the profit is in goods that people don't know they want until they see them." In short, the merchant should assume control over demand as well as the other features of his business, rather than simply fill the orders that are given by people who find it convenient to trade with him.

Profit hunting affords the most interesting exercise for the grocer or general merchant, as it not only nets him dollars, but broadens his views and fits him for greater achievements in the mercantile line. The field is so large that it is practically unlimited; it extends over all seasons and puts an end to dull business. A man who has once acquired a taste for profit hunting goes at it with all the enthusiasm of a sportsman on the warm trail of big game. Dull days are not known to him, and if there are any signs of a falling off in trade it stirs within him a desire to make a more careful hunt over the field, almost every feature of which is presented in his trade paper. By careful attention he is enabled to get on the track of new business and large profits almost every week, and by a little correspondence he often secures the first stock of a fast selling novelty that is offered in his town. While the editorial and market features of the trade journal are always appreciated by the progressive merchants, the advertisements have been regarded by many as merely appurtenant to the general make up of the paper. Advertisements that are striking in effect or offer unusual inducements have received attention, while cards serve to give them an acquaintance with certain brands of goods or a house, but to the profit hunter there is more than this among the advertisements. He reads them all every week, carefully noting anything new, and at once places himself in correspondence with the advertiser. In nearly every instance he receives a sample and catalogue, which will enable him to determine whether he will adopt the article or not. Very often he will find that the manufacturers will offer him special inducements to take hold of the goods. In a careful selection there is no more risk than in handling staples, as nearly all advertisers furnish advertising matter that will sell the goods and at the same time advertise the store.

In addition to the goods that are offered in the advertising columns, the merchant often comes across some valuable hints in the way of advertising his business or new and improved methods of conducting

it, all of which accrue to his profit when they are judiciously applied. The grocers who pay careful attention to the advertising columns, as well as the reading matter, may keep in touch with the market as well as the man located at trade centres and have the benefit of the lowest prices, as well as the newest goods. Manufacturers have long since learned to avail themselves of the advantages of advertising in the leading grocery journals. They know that the country merchant will adopt an article or take advantage of special offers as quickly as grocers more conveniently located and they do not hesitate to quote the lowest prices. There was a time when a man could open a store without any stock, except a few necessary staples, and make money, but that was long ago. Competition has put a stop to profit on ordinary staples, and he who has an ambition to make something more than a living must offer new goods and novelties. One of the best features about these goods is that they do not require large investments, while they yield large profits. Perhaps this season has afforded the general merchant and grocer more opportunities for good investments than any other for years. This is owing in a great measure to the attention of manufacturers to holiday goods, and to the inventive genius which seems to increase the number of novelties and widen the field for the merchant every year.—*Maritime Grocer and Commercial Review.*

SELF CONFIDENCE

Some salesman unfortunately do not know how to distinguish between self-confidence and egotism. The distinction should always be observed, for there is no attribute so essential to the successful selling of goods upon the road as the confidence the salesman has in himself. Upon this self-confidence depends the confidence his customers and employers have in him. It will be seen, therefore, that the word confidence is so important that every salesman should keep it constantly before him. True self-confidence depends upon a natural ability of a high order, upon a thorough knowledge of the trade the salesman is representing, and upon the assurance he has that he can satisfy his customers and please his house at the same time. When we remember that in doing this he must always be allowed considerable latitude, and must frequently exercise his own judgment, it will be seen that he is constantly bearing a great load of responsibility. The salesman who confines himself to iron-clad rules, or who is not allowed to deviate from a system prepared by some man in the house, is forced to work like a machine, and the best machines get out of order sooner or later. So fully do jobbers appreciate this that they are reluctant to employ salesman who are afraid to make any important move on their own account. It requires the greatest diplomacy to keep a dealer in constant sympathy with the jobber, and vice versa, and yet the salesman must do it, for he is the connecting link between the two. Repeated failures, or constant complainings from his employers, will cause him to doubt himself, and the moment he begins to question the wisdom

of his own movements his failure is certain. On the other hand, continued success is very apt to give him the impression that it is impossible for him to fail, and just the moment he gets such an idea in his head, he becomes arrogant, and arrogance is a step toward humiliation. The dealer wants to feel that the salesman is thoroughly posted in the lines he is selling. He wants to know that the salesman has a right to speak authoritatively. Let the salesman show the least timidity, or appear at all reluctant to make positive statements, and, even if he makes a sale, the merchant will never be entirely satisfied with his purchase. Men who feel that their work on the road is an experiment month after month, and who can never rest assured in their own minds that they are doing effective work for their houses, while they aid their customers in conducting a profitable business, are out of their proper spheres, and the quicker they seek some other vocation the better it will be for themselves and the trade generally.

HOW TO CHOOSE ORANGES.

The expert orange buyer does not select the smooth, clean-skinned fruit invariably, nor does he object to a heavy percentage of rough, dirty skins. The latter are not always easy to sell, but they invariably give the greatest satisfaction. This is because in the case of oranges, as with almost any fruit, beauty is only skin deep, and the insects which infest orange groves and extract sweetness from the fruit much as bees draw honey from the finest flowers, only attack the sweetest and choicest to be found. The effect of their efforts is to roughen the skin by perforating it, and hence dust is retained, instead of either falling or being brushed off the untouched skins. The fruit within the latter having been rejected by the insects on account of a lack of sweetness is not so palatable as that in the rougher looking skins; and it is decidedly a good plan to follow in the footsteps of the busy little creatures who can tap an orange and ascertain how sweet it is, in a manner no man could attempt.

HOW SHOT IS MADE.

Shot is made of a mixture of lead and some form of arsenic. The effect of this arsenic is to render the lead less brittle and of a better consistency for taking the round form. The lead is melted in a large vessel, and the arsenic compound is introduced into the middle of the molten mass and stirred in. The vessel is then covered and left for some hours, during which time the arsenic becomes thoroughly combined with the lead and the mixture is then tested by dropping a little of it through a colander into water. If the drops assume a long form, or are flattened on one side or in the middle or are otherwise imperfect, it is understood that the proportion of arsenic was not correct.

The wholesale house of E. V. Mitchell, Oswego, was closed by the sheriff last week.

The heater manufacturers of the United States have formed a combine, with the head office in New York city.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOIL.	CASES.	VALUE.	ARRIVED.
Br bark...	Martha Fisher	811	Meadowcroft.	Oct. 18	Victoria.....	Liverpool.....	31,002	\$167,451	
Br bark...	Glenegarry	892	Davidson..	Nov. 3	Westminster.	Liverpool..	57,352	186,760.	
Br bark	Chill.	678	McKenzie	Dec. 12	Victoria.....	Liverpool..	30,922	163,061	
Br bark	River Ganges	612	Budge.	Dec. 19	Victoria.....	London.....	29,461	147,305	
Br bark.	The Frederick	812	Simpson.	Dec. 18	Victoria.....	London.....	32,193	167,896	

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOIL.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship...	Athlon.....	1371	Dexter.....	Jan. 5	Vancouver	Adelaide.....	1,495,128	8,265	March 18	47s 6d
Nor ship...	Morning Light.....	1316	Johansen.....	Jan. 22	Vancouver	Melbourne.....	1,001,171	9,193	March 25	60s
Am bark...	Esper.....	661	Sodergren.....	Feb. 20	Vancouver	Shanghai.....	751,921	7,781	April 23	50s
Br ship...	Angerona.....	1215	Anders-on.....	Feb. 26	Vancouver	Valparaiso.....	834,937	7,095	May 20	32s 6d
Nor bark...	Agnes.....	1821	Christoffers-n	March 4	Vancouver	Adelaide.....	1,046,611	10,476	June 7	57s 6d
Nor bark...	Agnes.....	841	Hofgaard.....	Feb. 20	Chemainus	Antofagasta	692,560	6,413	June 11	41s
Nor ship...	Kathinka.....	1063	Klevenberg.....	March 12	Vancouver	Melbourne	1,228,925	9,251	May 28	60s
Chil bark...	India.....	933	Funke.....	Feb. 22	Vancouver	Valparaiso	833,291	7,618	May 10	owners ac
Br bark...	Glenbervic.....	890	Groundwater	March 21	Vancouver	Iquiqui.....	611,610	7,689	May 10	37s 6d
Br ship...	Britt-h India.....	1129	Lines.....	March 31	Vancouver	Valparaiso	833,866	9,315	July 11	37s 6d
Am schr...	W. H. Talbot.....	776	Blumh.....	March 11	Vancouver	Tientsin.....	1,021,876	10,272	May 28	67s 6d
Am schr...	Reporter.....	1333	Dreyer.....	March 3	Chemainus	San Pedro.....	416,386	3,476	March.....	Private
Br bark...	Riversdale.....	1453	Finlayson.....	April 25	Vancouver	Sydney.....	1,167,151	9,873	June 25	47s 6d
Br bark...	Mistletoe.....	821	Smith.....	April 21	Vancouver	Wilmington	70,273	7,966	Aug. 31	\$16 00
Br bark...	Craigden.....	2218	Lewthwaite.....	April 18	Vancouver	Iquiqui, Callao	1,808,000	19,351	July 31	27s 6d & 30s
Br barktn...	Toboggan.....	676	Porter.....	May 29	Vancouver	Wilmington	1,372,828	9,730	Sept. 11	\$15.00
Br bark...	Therapopyle.....	918	Winchester.....	June 2	Vancouver	Yokohama	729,576	8,949	July 28	Private...
Nor bark...	Fritzoe.....	1078	Rolfson.....	May 29	Chemainus	Melbourne	883,191	8,072	Aug. 9	45s
Br ship...	Burnah.....	1647	Newcombe.....	June 2	Moodyville	Valparaiso.....	1,280,350	9,883	Aug. 2	35s
Br ship...	Crown of Denmark	3029	Smith.....	June 21	Vancouver	Melbourne	1,850,725	15,435	Sept. 23	37s 6d
Nor bark...	Ursus Minor.....	745	Johnson.....	June 1	Nor West'mr.	Sydney.....	911,214	4,393	Aug. 23	37s 6d
Br ship...	Carl Granville.....	1119	Flack.....	June 16	Cowichan	London.....	833,937	12,330	Nov. 5	62s
Chil bark...	Pantonetta.....	929	Stack.....	June 27	Chemainus	Valparaiso.....	836,358	9,015	Dec.....	owners ac
Ger bark...	Alfwan.....	967	Van Heuvel.....	July 8	Vancouver	Iquiqui.....	688,831	7,521	Sept. 27	33s 9d
Chil bark...	Leonor.....	801	Jenatsch.....	July 8	Moodyville	Antofagasta	637,375	6,520	Oct. 17	owners ac
Chil bark...	Gulnevcre.....	991	Glemic.....	Aug. 6	Chemainus	Valparaiso	762,062	7,612	Oct. 25	owners ac
Am bktn...	Robert Sudden.....	585	Uhlberg.....	Aug. 7	Vancouver	Valparaiso	771,140	8,737	Nov. 26	40s
Chil ship...	Hundo-tan.....	1513	Walsh.....	Aug. 7	Moodyville	Valparaiso	1,372,386	11,471	Oct. 28	owners ac
Br bark...	Zebina Gowdy.....	1087	Manning.....	Sept. 5	Vancouver	Wilmington	837,218	10,125	Oct. 28	\$13.00
Chil ship...	Atacama.....	1235	Caballero.....	Aug. 21	Moodyville	Valparaiso	914,191	9,089	Nov. 1	owners ac
Br ship...	City of Quebec.....	708	Carnegie.....	Sept. 6	Vancouver	Adelaide.....	517,400	4,018	Nov. 30	40s
Br bark...	Siveveh.....	1171	Broadfoot.....	Sept. 7	Vancouver	Sydney.....	451,900	3,267	Nov. 8	owners ac
Am schr...	Robert Skarles.....	520	Piltz.....	Sept. 8	Vancouver	Port Pirie.....	815,231	5,962	Nov. 25	41s 3d
Am ship...	George Skollfield.....	1276	Dunning.....	Sept. 20	Vancouver	Valparaiso	921,316	8,171	Nov. 25	40s
Chil bark...	Lake Lenan.....	1075	Bozzo.....	Sept. 22	Moodyville	Valparaiso	763,829	6,610	Nov. 25	owners ac
Br bark...	Sammell Bros.....	1218	McFarlane.....	Oct. 15	Vancouver	Wilmington	907,554	11,763	Nov. 25	\$11.00
Am schr...	Alice Cook.....	732	Penhallow.....	Oct. 5	Vancouver	Sydney.....	919,800	8,338	Nov. 25	40s
Nor ship...	Morning Light.....	1310	Johansen.....	Nov. 3	Vancouver	Liverpool.....	929,193	10,000	Nov. 25	34s 9d
Br bark...	Columbus.....	1310	Melhuish.....	Nov. 16	Vancouver	Adelaide.....	565,730	4,529	Nov. 25	37s 6d
Am schr...	Lyman D. Foster.....	730	Dwyer.....	Nov. 5	Vancouver	Sydney.....	822,838	7,800	Nov. 25	30s
Nor bark...	Bern Bangs.....	1118	Rjones.....	Dec. 3	Moodyville	Halifax.....	786,083	10,015	Nov. 25	48s 3d
Br bark...	Fernbank.....	1338	Boyd.....	Nov. 25	Vancouver	Valparaiso f.o.	500,700	4,728	Nov. 25	36s 3d
Br bark...	Grasmere.....	1246	Carter.....	Dec. 25	Vancouver	Valparaiso f.o.	911,688	10,370	Nov. 25	36s 3d
Am ship...	Edward O'Brien.....	1252	Taylor.....	Dec. 10	Vancouver	London.....	1,287,623	15,000	Nov. 25	50s
Br bark...	Geo. Thompson.....	1128	Young.....	Dec. 10	Westminster	Sydney.....	846,938	7,844	Nov. 25	owners ac
Br bark...	Mark Curry.....	1256	Liswell.....	Dec. 10	Vancouver	Sydney.....	846,938	7,844	Nov. 25	owners ac
Nor bark...	Fortina.....	1322	Mikelsen.....	Dec. 17	Moodyville	Valparaiso f.o.	1,265,726	12,088	Nov. 25	32s 3d
Br ship...	Meoms.....	979	Black.....	Dec. 27	Vancouver	Port Pirie.....	775,110	7,000	Nov. 25	36s 6d
Nor bark...	Fritzoe.....	1078	Rolfson.....	Dec. 27	Vancouver	Valparaiso.....	775,110	7,000	Nov. 25	36s 6d
Am bark...	Colorado.....	1096	Gilson.....	Dec. 27	Vancouver	Valparaiso.....	775,110	7,000	Nov. 25	36s 6d
Br bark...	Highlands.....	1296	Owen.....	Dec. 27	Cowichan	Valparaiso f.o.	775,110	7,000	Nov. 25	36s 6d
Chil bark...	India.....	933	Funke.....	Dec. 27	Moodyville	Valparaiso.....	775,110	7,000	Nov. 25	Private
Br bktn...	Bittern.....	729	Stronach.....	Dec. 27	Vancouver	Valparaiso.....	775,110	7,000	Nov. 25	owners ac
Ger ship...	Katharine.....	1630	Spille.....	Dec. 27	Moodyville	Valparaiso f.o.	775,110	7,000	Nov. 25	owners ac

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Chil. bark	Eritrea	1000	Serra		P Callao	Moodyville.	R. P. Hithet & Co., L'd.	
Br bark	Assel	735	Gilmour	Aug. 19	S London	Victoria.	R. P. Hithet & Co., L'd.	137
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver	Bell-irving & Paterson	180
Br bark	Mary Low	813	Robertson	Oct. 5	B Liverpool	Victoria.	R. P. Hithet & Co., L'd.	40
Br ship	Kinkora	1759	Lawrence	Nov. 15	Q Liverpool	Victoria & Van	R. Ward & Co. & Bell-irving & Paterson	50
Br ship	Morayshire	1428	Mowatt	Oct. 21	Q Java	Vancouver		74
Br schr	Americana (new)	820	Denny	Nov. 5	Q Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	50
Br str	Salado	1405	Crouch	Sept. 13	Q Newport, Eng.	Victoria		100
Br ship	Blair Athole	1627	Taylor		J Java	Vancouver		
Br bark	Java	871	McGregor	Oct. 3	G Cardiff	Esquimalt	Naval Storekeeper	42
Br bark	Doehra	1016	Scott	Dec. 19	G Liverpool	Victoria	Robert Ward & Co., L'd.	15
Chil bark	Entella	633	Mangini		W Callao	Moodyville	Moodyville Sawmill	
Br ship	Gryfe	1029	Roberts	Nov. 21	W Cardiff	Esquimalt	Naval Storekeeper	43
Br ss.	Empress of Japan	3003	Lee		D Hong Kong	Vancouver	C. P. S. S. Co.	
Br ss.	Flintshire	1871	Dwyer		D Hong Kong	Victoria	S. P. S. S. Co.	
Br ship.	County of Yarmouth.	2154	Cain		E San Francisco	Vancouver		

P—To load lumber for Valparaiso on owners' account. S—Aug. 21 passed Beechy Head. Spoken Sept. 21. lat. 8° N., long. 20° W.; Sept. 23. lat. 5° N., long. 28° W. E—Chartered to load lumber for United Kingdom for orders at 50s. H—Spoken Oct. 11. lat. 41° N., long. 15° W. N—July 9 passed Dover. Prior Nov. 16 put into Valparaiso for water. Q—Cargo of 2,100 tons raw sugar. R—To sail in February with 2,300 tons raw sugar. W—To load lumber for West Coast of S. A. D—To sail Dec. 28. Via Yokohama Jan. 6.

VESSELS IN PORT.

(December 31, 1892.)

VICTORIA.

Br. bark Thermopylae, 985 tons, Capt. Winchester, arrived from Hong Kong Nov. 24 in 44 days, with a cargo of rice paddy, Victoria Rice Mills, consignees.

Br. ship Crown of England, 1,753 tons, Capt. Milburn, arrived Dec. 5 from Higo, seeking.

Ger. ship Katharine, 1,630 tons, Capt. Spille, arrived Dec. 27, to load lumber at Moodyville for West Coast S. A.

Br. ss. Tacoma, 1,602 tons, Capt. Hill, arrived Dec. 30 from Yokohama.

VANCOUVER.

Br. bark Mark Curry, 1,256 tons, Capt. Liswell, arrived Nov. 18, to load lumber.

Nor. bark Fritzo, 1,078 tons, Capt. Rolfsen, arrived Dec. 7 from Melbourne, loading lumber for Valparaiso.

Br. bark Highlands, 1,236 tons, Capt. Owen, arrived Dec. 6, loading lumber for Montreal.

Chil. bark India, 923 tons, Capt. Funke,

arrived Dec. 13, loading lumber at Moodyville for Valparaiso.

Br barkentine Bittern, 399, tons, Capt. Stronach, arrived Dec. 11 from Hong Kong, loading lumber for Fremantle, Australia, on owners account. COWICHAN.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Oct. 12, loading lumber for Valparaiso f. o.

NEW WESTMINSTER.

Br. bark Geo. Thompson, 1,128 tons, Capt. Young, loaded with lumber for Sydney.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

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

Am. ship Eclipse, 1,535 tons, Capt. Petersen.

Am. bark Gen. Fairchild, 1,356 tons, Capt. Mosher.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammons.

Am. ship Occidental, 1,470 tons, Capt. Morse.

Am. ship J. B. Brown, 1,473 tons, Capt. Maguire.

Haw. ship Hawaiian Isles, 2,027 tons, Capt. Fustil.

Am. ship Wachusett, 1,510 tons, Capt. Williams.

WELLINGTON SHIPPING.

Am. ship Glory of the Seas, 2,100 tons, Capt. Freeman.

Am. ship Invincible, 1,391 tons, Capt. Howland.

Am. bark Alex. McNeil, 1,088 tons, Capt. Sorman.

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

Am. ship Columbia, 1,399 tons, Capt. Nelson.

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

COMOX SHIPPING.

Haw. ss. San Mateo, 1,926 tons, Capt. Smith.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	5,933
Vancouver	6	6,522
Cowichan	1	1,036
Westminster	1	1,128
Nanaimo	14	20,330
Comox	1	1,926
Total	27	37,541
Previous week	20	24,711
Correspond'g week last year	11	14,871



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