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COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Nov. 7.

VICTORIA.

The rainy season may be said to have set in for the autumn months, and while the effect will result in a decrease in outside work, it has stimulated the demand for reasonable goods, notably dry goods, clothing, boots and shoes and fuel, which is eagerly welcomed by the retail trade. There is a fair demand reported by the wholesale trade, who state that they can sell all the goods they wish if on credit, but the past year with a tight money market and dealers slow in making payments together with numerous failures among the trade, has made wholesalers rather conservative. The most important changes during the week have been a decline in the price of Hungarian flour and sugar. There has been a very fair addition to the list of tonnage on the way to British Columbia this week, and a number of lumber charters will help considerably to increase our lumber exports for the year. Collections are reported rather poor for the beginning of the month.

At Vancouver, according to the *News Advertiser*, "business has been very fair, though it was rather quiet during the early part of the week owing to the near approach of the end of the month. The wet weather of the past few days has of course stopped for the time all outside work. During the past week, there have been two arrivals here, one to load lumber and another with a general cargo from England. Wholesale business continues steady, prices being almost unchanged."

FRUITS AND VEGETABLES.

Apples are reported scarce, and local quotations are higher than last week. Apples are scarce in Portland; 90c is about the price there, but the supply is not sufficient to meet the demand. The eastern crop is also reported as light. The fruit is, on the whole, not equal in quality to that of past years. This will affect the evaporated apple market which promises to be high this year. Concord grapes in baskets are now down to 35c a basket which prices

will clear up all the stocks in jobbers hands. The steamship Warrimoo is expected about Thursday with large consignments of both Australian and Hawaiian fruit of which the market is entirely bare. There will undoubtedly be a heavy demand for oranges and bananas. There have been a few bananas on the market recently, but they are slow of sale at \$3.00 and \$1.00 a bunch. New California oranges will soon be arriving. The fruit is yet too green to ship and give any kind of satisfaction.

Jobbers quotations for fruits are as follows:—

Oranges—Australian	0 60	@	0 00
California	3 25	@	0 00
Lemons—California	1 50	@	5 00
Australian	0 00	@	0 00
Bananas	3 50	@	1 00
Apples	bxs 1 25	@	1 50
Pears	1 25	@	1 50
Grapes, California	1 00	@	1 25
Concord, baskets	3	@	0 00
Cocoanuts	per 100	\$ 00	@ 9 00
Pineapple—sugar	per doz	0 00	@ 1 00
Hawaiian	per doz	0 00	@ 0 00

Vegetables are quoted:

Potatoes—Local	per ton	17 00	@ 20 00
Onions—Silver-skins	per lb	@	2

GROCERIES AND PROVISIONS.

The important feature of the grocery market is the decline of 1c in sugar quotations last week. On Wednesday the B. C. Sugar Refinery dropped 1c, and again on Friday they dropped another 1c which brings the wholesale quotation down to 6½¢ for dry granulated. It is generally believed that this reduction by the Refinery is made in consequence of the large shipment of refined sugar received by Victoria merchants ex ss. Tacoma. The butter market continues firm. Alice & Ault, expect a car of the celebrated Clover Leaf Brand creamery butter, September make, early this week. It will be in large and small tubs, and 5 lb. tin pails. They quote it at 25c for large and 28c for small tubs and pails. They guarantee that it is the finest butter ever offered on this market and superior to the last car being of September as against August make. Meats are unchanged in price. Eggs in cases are scarce and quotations are a little stronger.

The *Montreal Trade Bulletin* says: "Butter receipts during the past week were 3,161 pkgs., against 3,202 pkgs., for the week previous. Although the market is quoted by some as being dull and easy, a good deal more September and October made creamery has changed hands than is generally believed, sales having been reported at from 22c to 22½c at the factory, and yet when holders offer their goods on this market they can only get these figures. It seems that most of September make of the finest creameries have been secured, and holders of October make who thought they should get at least 1c more than for their September goods are now willing to take less, and we quote 22c to 22½c, a fair range for late made creamery, shippers being willing to pay the inside rate. About 1,500 to 2,000 packages have recently changed hands. In dairy butter there is no great surplus, most of the offerings being wanted for the local jobbing trade. A lot of 60 tubs of fine Eastern Townships fall butter was sold at 20c, and a lot of good straight dairy sold at 19½c. Western dairy is steadily

held, and late sales have been in favor of holders, sales of 200 packages being reported at 19½c for fine and 20c for selected, being 1c advance upon last week's sales. A lot of Kamouraska has been sold below Quebec at equal to 20c here. Creamery, September, 21½c to 22½c, per lb., Eastern Townships, 19c to 21c. For single tubs of selected, 1c per lb., may be added to the above. Receipts of cheese during the past week were 45,812 boxes against 45,071 boxes for the week previous. The market has not undergone any change during the past week that either buyers or sellers can boast of. The principal business comprised sales over the cable, which, of course, are not a fair criterion for spot quotations. The French cheese which sold at the boat on Monday, commanded 1c less than the week previous, the price paid being 11c. There are ready buyers of finest Western Septembers and Octobers at 11½c to 11c, but holders ask 11½. A large make of October goods may be expected, as prices have been eminently conducive thereto, while the weather has been all that could be desired. It is true some factories have been closed for the season, but quite a number are turning out almost as many cheese as during the first half of the month. A few contracted lots of cheese are said to have been refused on account of quality not being up to the standard of finest; but this is always liable to occur to a greater or less extent every season. An important feature in the present situation favorable to Canadian holders is the fact that the United States to all appearances will not be able to render much assistance in supplying England's wants during the coming winter season. The English market is firmer for finest Canadian, the Liverpool cable having advanced another 1s to 55s, while private cables advise actual sales at 56s. The exports this week will be over 100,000 boxes."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27½	@	23
Manitoba creamery, 10-lb tins		@	23½
" dairy	20	@	23
Cheese—Canadian, lb	12½	@	11
California	16	@	18
Eggs, case, per doz	22½	@	23
Smoked meats and lard are quoted:			
Hams	16	@	18
Breakfast bacon	17	@	18
Short rolls	14	@	15
Dry Salt, long clear	14	@	60
Pure Lard, 50lbs	15½	@	00
" 20lbs	15½	@	00
" 10lbs	15½	@	00
Lard Compound, 10lbs	13	@	13½

Sugar—Jobber's prices ½ barrels and kegs in each case being 1c higher:

Dry Granulated (China)	61
Dry Granulated	61
Extra C	5½
Fancy Yellow	5½
Yellow	5½
Golden C	5½
Syrups, per lb	3
1 gal tins, American	6 50
" 1 "	5 75
" 1 " Vancouver	5 50
" 1 "	7 00

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

Helmet brand sugar cured hams, medium	0 16½
" heavy	0 16
" breakfast bacon	0 00
Fancy Gold Band hams	0 18½
" breakfast bacon	0 21

White Label pure leafard, tierces.....	0 15
" " " 50-lb tins.....	0 15 1/2
" " " 20-lb ".....	0 15 1/2
" " " 10-lb ".....	0 15 1/2
" " " 5-lb ".....	0 15 1/2
" " " 3-lb ".....	0 15 1/2

FLOUR AND FEED.

The principal feature of the flour market is a drop of 15c in the price of Manitoba Hungarian flour, which was reported last week. Jobbers' prices are unaffected by the drop until new stock is received. Oregon flours are very weak and quotations are for the most part nominal. Japan rice is reported stronger in outside markets, but no change in quotations has yet been announced by the Victoria Rice Mills.

The Portland Commercial Review says of flour: "There is a fair demand from China for our best brands and considerable stock is going forward both by rail and steamer. The call from San Francisco is steady and shipments thence meet with a fair profit. The European demand is unsatisfactory, and cargo offerings from this side meet with but poor response from abroad. The River Indus, with 17,780 bbls., passed out for Londonderry during the week and another vessel is on berth loading for Europe. Values continue little if any above the milling cost, yet dealers are willing to place stock at or about the cost of manufacture to work off supplies and prevent accumulation of stock. A fair amount of best brands have gone to British Columbia and this market appears to be the best at present. Quote standard brands \$2 75 @ 2.90 per bbl.

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

Ogilvie's Hungarian.....	\$1 25
Strong Bakers.....	1 05
The Columbia Flouring Mills quote Enderby flour in carload lots in warehouse in Victoria:	
Premier.....	\$1 25
XXX.....	1 10
Strong Bakers or XX.....	3 75
Superfine.....	3 40

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 50 @ 0 00
Lion, " ".....	4 50 @ 0 00
Premier, Enderby mills.....	4 50 @ 0 00
XXX, " ".....	4 35 @ 0 00
XX, " ".....	4 00 @ 0 00
Superfine, " ".....	3 65 @ 0 00
Ogilvie's Hungarian.....	4 75 @ 0 00
Strong Bakers.....	4 50 @ 0 00
H. B. C. Fort Garry Hungarian.....	1 65 @ 0 00
Strong Bakers.....	4 50 @ 0 00
Oak Lake Patent Hungarian.....	4 65 @ 0 00
Strong Bakers.....	4 50 @ 0 00
Regina Hungarian.....	4 65 @ 0 00
Strong Bakers.....	4 50 @ 0 00
Benton County, Oregon.....	4 25 @ 1 35
Portland Roller.....	4 25 @ 1 35
Snowflake.....	4 25 @ 1 35
Royal.....	4 25 @ 1 35
Wheat, per ton.....	30 00 @ 35 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	45 00 @ 00 00
Chop feed.....	28 00 @ 30 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.....	25 00 @ 28 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	4 00 @ 5 00
Corn, whole..... per ton	37 50 @ 40 00
Cornmeal.....	2 75 @ 3 00

Cornmeal-feed..... per ton	10 00 @ 09 00
Cracked corn.....	10 00 @ 00 00
Hay, per ton.....	18 00 @ 20 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
Chinarice No. 1 ".....	70 00
Rice flour ".....	70 00
Chit rice ".....	25 00
Rice Meal ".....	17 50

LUMBER.

There have been two clearances during the week—the schr. Salvator, from Brunette mills, for Port Pirie, with a cargo of 527,000 feet, and the brig Gen. eva, from Vancouver for Sydney. There are a number of quarters to report. The Am. schr. Reporter, 333 tons, arrived Nov. 4, and is loading at Hastings Mill for Japan for lump sum. The Am. bark Snow & Burgess, 1,578 tons, from Vancouver to Santa Rosalia. Am. bark Templar, 910 tons, Vancouver to Callao at 35s. Am. schr W. H. Talbot, 776 tons, from Vancouver to East London, Cape Colony, South Africa, at 75s and the Am. ship Benj. Sewell, 1,361 tons, from Vancouver. The bark Colorado, 1,360 tons, Capt. Gibson, arrived in Royal Roads Nov. 4 seeking and will probably charter for a lumber cargo.

There are at present four vessels aggregating 2,955 tons, loading at British Columbia ports for foreign.

At Victoria - American schooner John D. Tallant, 533 tons, for Australia. At Burrard Inlet - Am. schooner Louis, 820 tons, for Iquiqui. Nor. ship Germanic, 1,269 tons, for Cork, U. K., for orders. Am. bark Reporter, 333 tons, for Japan.

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

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet	\$ 8 60
Deck plank, rough, average length, 35 feet per M.....	00 00
Dressed T. and G. flooring, per M.....	00 00
Pickets, rough per M.....	9 00
Laths, 1 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, \$14; ship lap, \$9; flooring and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.50; lath, \$1.50.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending November 4:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
28.	Rufus E Wood, bk, San Francisco	2,23
31.	Tacorua, str., Port Townsend	81
31.	India, ship, San Francisco	2,059
1.	Tyce, str., Port Townsend	68
1.	Louis Walsh, ship, San Francisco	2,268
2.	Wanderer, str., Port Townsend	53
3.	Romulus, str., Valparaiso	765
Total.....		7,460

The newly organized Wellington Investment and Improvement Company (Ltd) have made application for incorporation with a capital stock of \$200,000. J. A. Thompson, A. J. McMurtrie, E. Patten and R. McManus compose the board of directors. The object of the company is to make improvements to Wellington new townsite, including hotels, a brewery, a theatre and other public buildings.

BUSINESS CHANGES.

R. J. Hewton, baker, of Vancouver, is dead. Selkirk House, Donald, burned out; insured.

Thos. Howell, tailor, has once more opened in Victoria.

A. McKinnon, saw-mill, Duncan's, has sold out to Jas. Menzies.

J. R. Kerr, stationer, Victoria, mortgages in possession.

H. G. Downer, plumber, Victoria, has been closed by mortgagees.

John Morello, Station Hotel, Nanaimo, has sold out to Harry Ward.

D. J. McQuarrie, fruits, New Westminster, has sold out to W. A. Cumyow.

Sinclair & Carr, general merchants, Port Haney, succeeded by Carr & Co.,

G. B. Cross has been appointed receiver of the Northern Shipping Co., of Vancouver.

The Haddington Island Stone Quarrying Co. will shortly apply for incorporation.

Fortin & Son, sash and door factory, Mission City, sold by auction to Mr. Sinclair.

R. W. Patmore, general dealer, Donald, burned out: greater part of stock saved; insured.

The Colonial Metropole Hotel, Thos. Tugwell, Victoria, is advertised for sale by tender.

J. Fred Hume is reported to have withdrawn from the Slovan Mercantile Co., of New Denver.

The Buse saw-mill, at Hastings, has been sold by Mrs. Mueller to a Japanese syndicate for 45,000 yen.

Daniel A. Leamey, general merchant, Lardeau, has assigned to Wm. D. Armstrong, of the same place.

N. K. Fairbank & Co., of Chicago, have recently certified to a change of name to The Fairbank Company.

A. A. Richardson and W. H. S. Perkins, of Nanaimo, have formed a partnership and intend opening in dry goods.

J. Sand, carrying on business in Victoria as I Sand, and who recently assigned, is reported to have left the country.

O. G. Evan Thomas has become the lessee of the Vancouver opera house. A. W. P. Goldman continues as business manager.

The municipality of Okanagan, Yale district, is seeking for incorporation. C. O'Keefe, E. J. Tronson, and Price Ellison, are applicants.

Samuel L. Kelly, carrying on business in Victoria as S. L. Kelly & Co., stoves and tinware, has assigned to R. H. Hall and E. A. Pauline.

The cooperage factory of the B. C. Jute and Cooperage Co., Vancouver, has been destroyed by fire. Loss, estimated at \$30,000; insurance, \$27,000. The Jute company will rebuild at once.

The Thunder Hill Mining Company's directors will meet here in an extraordinary general meeting to reorganise and generally consider the Company's standing.

C. S. Butler, who forged a cheque for \$7,000 on the Bank of Montreal, has been arrested at San Antonio, Texas.

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TORONTO.

TO AUSTRALASIA.

A fast Atlantic service is a necessary part of the scheme of a new Australasian route. We heard much of it a year or two ago, but latterly there has been little mention of it. For this Mr. Haggart is chiefly responsible. The proposition which excited most comment was that the Canadian Pacific company should take over the Intercolonial, and in consideration of an annual bonus equal to the chronic deficit in operating that railway the company would establish a fast Atlantic line and make the Intercolonial a part of its system. But Mr. Haggart put a stop to this talk by making the Government railway self-sustaining. The question will come up again, however, and Mr. Huddart's visit to England is likely to precipitate it. The new service from Vancouver to Sydney, has quite taken the fancy of the English, and it is thought within the region of probability that the Imperial Government will listen favorably to Mr. Huddart's appeal to round it off by making the Atlantic end of it as perfect as possible. Canada is giving a subsidy of \$125,000 a year to the Pacific line, and keeps standing an offer of a much larger sum to assist in establishing a twenty-knot service across the Atlantic. It only requires the co-operation of the British Government to insure the success of the enterprise, and this Mr. Huddart is hopeful of obtaining. With a fast Atlantic service and the improvements that would be made along the rest of the route, the time between London and Sydney would be reduced to twenty-eight or twenty nine days, breaking the P. and O. record by a week.

In an interview with a London pressman Mr. Huddart speaks enthusiastically of the Canadian route. Leaving out its purely commercial aspect, he thinks it is bound to become the favorite with the travelling public. "In British Columbia alone," he says, "you have a Switzerland and a Norway rolled into one. No man can attempt to describe the scenery and no man who knows the country will deny that from the gate of the St. Lawrence to Victoria on the Pacific coast you have a tourist land of unparalleled attractions." There is more to the same effect, but that is not all. "Do you know what it is to be quarantined?" ask Mr. Huddart. He does. In the East they quarantine on the slightest provocation, and in the hot sun of Aden, Malta, Gibraltar, and the Suez itself the restraint superinduces a condition akin to being grilled. The risk of quarantining by the Canadian route is too slight to be taken into account. With its advantages in time, which will be of great commercial value, and with its superior and varied attractions as a purely tourist route, the effort to establish a first-class service between Great Britain and Australasia across Canada is bound to be successful.

-Manitoba Free Press.

The State of Kansas has 9,000 miles of railroad.

Eastern Switzerland manufactures annually about \$20,000,000 worth of machine made embroidery, nearly all for export.

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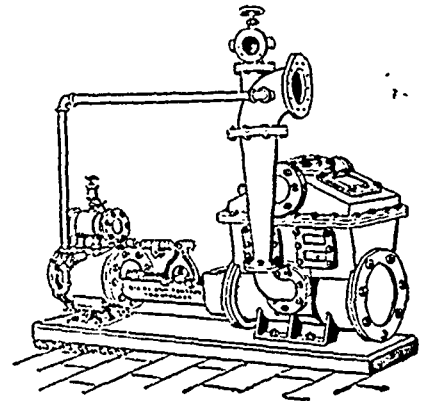
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The Albion Fire Insurance Association, Ltd., England.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."
The Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

64 YATES ST., VICTORIA.

COTTON MILLS IN EGYPT.

The negotiations now going on for the establishment by English capital of cotton mills in Egypt, reminds an exchange of the failure of former efforts in the same direction. Some thirty-five years ago, an attempt was made by Said Pasha, but like other enterprises of that government, it came to nothing, and the machinery was broken up and sold for old iron, or stolen by the natives. It had been found impossible to keep the operatives at work all year, as they were, for the most part, small land-holders, and deserted the mill for the farm. Mehemet Ali also made an effort to establish the textile industries, and on a much more extensive scale. He seems to have made a most careful study of the economic and industrial life of the different European countries, and was much impressed by the benefits conferred on England by her extensive manufactures and wide-reaching commercial connection. A large cotton factory was started near Cairo, one hundred mules being imported from Europe. Five different mills were established, and printing was carried on in connection with some of them. Italian operatives were brought over to introduce the silk industry, and finally a huge building was erected in Boulaq for a woolen factory, workmen being brought from France and Belgium. Though it has been estimated that at this time there were 2,459 spinning jennies, and 1,215 looms in use, yet complete failure was the result, and the labor and capital were expended in vain.

When discussing the practicability of manufacturing in Egypt, many points must be considered. The natural character of the people must be noticed. As a race, they are indolent and cowardly, the lower classes being practically savages, while the wealthier are ignorant, ridiculously vain, and set no good example of industry or thrift to the poor. To such a state has fallen a people whose ancestors were skilled in the weaver's art and cunning in the use of indigo and the purple dyes of the Mediterranean. Now that Egypt is once more what it was in ancient times, the highway from east to west, the people may be expected, perhaps, to rouse themselves from their lethargy. Aside from racial obstacles, there are serious economic difficulties in their way of an efficient supply of labor. The mills, it must be remembered, will be established in an agricultural district

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PLATES, ETC.

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"ELEPHANT."



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where there is no skilled labor; adult female labor is scarce, and the training of the girls is wasted by their early marriages; nor does it follow necessarily; because Egypt is a great cotton producing country, that cotton can be obtained more cheaply there than in Manchester, as is shown, for example, by oil seed, an Egyptian product, which is often higher priced in Cairo than in Liverpool—an illustration of the tendency of traders to concentrate their produce in the largest market. The matter of power, also, is a problem to be faced in a country destitute of fuel for steam generation, and also without natural water-power, except to the most limited extent. The old ox treaders on which Mehemet Ali depended for power in the early days of the century, are not sufficiently economical for to-day, and the importation of English coal would be a serious item to the Egyptian manufacturer.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Oct. 3, 1893, is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

Horace H. Balley, Ottawa, apparatus for feeding hydrocarbon or other oils into stoves, furnaces, etc.

James Canan, Owen Sound, dredger.

John T. Collins, Yarmouth, assignor to Hopedale Mappedale Machine Company, Hopedale, Mass., thread-breaking device for spinning or twisting frames.

Joseph Drader, London, vehicle pole.

John T. Dwyer, Montreal, internal stay for trunks, boxes, etc.

David S. Henderson, Brantford, machine for sharpening clippers.

James H. Paterson, Ingersoll, screw-cutting machine.

Mungo Turnbull, Toronto, dynamical-arranged celestial sphere.

Total issue, including patents, designs, trade marks and reissues, 427.

The Argentine Government has under consideration a scheme for colonizing Terra del Fuego.

ALLICE & AULT,

WHOLESALE

Produce and Commission
Merchants.

73 WHARF STREET, VICTORIA.

JUST RECEIVED

A carload of Clover Leaf Creamery Butter which was awarded the medal and diploma at the World's Fair, Chicago, 1893.

A. LEOFRED,

(Graduate of Laval and McGill.)

MINING ENGINEER.

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COMMERCIAL JOURNAL subscribers who have received bills for amount due on their subscription account will confer a favor by remitting promptly. It costs money to conduct a commercial newspaper, and our friends will show their appreciation of the work by paying up AT ONCE.

The German Minister of War has ordered the military authorities to use Indian corn mixed with oats in making up the rations for army horses.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

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D. M. CARLEY EDITOR IN CHIEF
L. G. HENDERSON BUSINESS MANAGER.
Office No. 77 Johnson Street.

VICTORIA, TUESDAY, NOVEMBER, 7, 1893.

FARMING POSSIBILITIES.

"Advices from the chief hog sections west and north of Toronto state that owing to the profitable nature of hog raising last season, farmers are paying special attention to this industry, having raised large quantities, which will come upon the market during the coming winter. Owing to the low prices of corn, farmers say there is more money in turning it into pork than selling it. Fat hogs were, no doubt, the best paying product that the farmer had last year, and if it does not prove so this year, it will not be because of a shortage in the crop. There are potentialities in Canada for hog production which cannot be accurately gauged and there is little doubt that in this respect, as well as in butter and cheese, and corn and eggs, she has a bright future. At present she has not had too much encouragement to proceed from the Mother Country."—*Trade Review.*

It has been shown that there are sections of British Columbia where hogs can be profitably raised and fattened. Then why, we ask, should we be obliged to import our pork, bacon and hams from Ontario and elsewhere, thus occasioning a constant drain of money from the province which would benefit our people by its circulation among them? As for butter and cheese, the fact of our procuring them from other provinces and countries causes strangers to laugh at us and ridicule our economic policy. We have a fine agricultural country, and the exhibitions of the present fall have shown how great things British Columbia farmers can achieve, if they only lay themselves out to do it in a proper manner. Hon. Mr. Foster, when at Vancouver, made a reference that ought to gall some of our people—if such a thing as galling them were possible—that is when he commented on the fact that our poultry raisers appeared to be so helpless that they procured their chicken feed from Manitoba and the Northwest. Now, we ask why should this be, considering the adaptability of large sections of the province for grain raising?

Moreover, with the fine open winters which we usually have, it seems outrageous that eggs—and those not fresh natives, but packed in Ontario—should go up to such ruinous prices. Our province ought to be the poultry man's paradise, nevertheless, despite all our natural advantages, consumers are badly supplied with poultry and their products, while their cost is almost double in winter what they are in the cold and otherwise disadvantaged province of Quebec. Our farmers ought to look up. The papers have year after year been accustomed to talk in the most eulogistic manner of the Spanish agricultural show and to dwell upon the

vast amount of things which the farmers raise that would be put on the Victoria market so soon as the railway was built. A gentleman from the east who happened to be present at the last show says that the exhibition was not equal to that of a very ordinary third or fourth class show in Ontario, although he admitted that the natural advantages were much superior at Saanich and its vicinity. Let the farmers look alive, and, if they will do so and make every use of their opportunities, then no longer will they or any one else have to growl about city people buying their vegetables from Chinamen.

THE ASH HEAP.

The following table shows the property valuations in the United States for 17 years with the losses by fire. In spite of the fact that the cities are equipped with all the modern fire-fighting appliances, the ash heap grows higher year after year, and the record for 1893 will show losses estimated at \$150,000,000:

Year	Property Valuation	Losses by Fire
1876	\$38,200,000,000	\$ 61,630,000
1877	39,827,107,247	68,265,800
1878	39,239,103,710	61,313,900
1879	39,881,196,911	77,703,701
1880	43,612,000,000	74,643,100
1881	40,479,223,651	\$1,259,000
1882	42,229,378,186	\$1,505,924
1883	43,917,029,000	100,119,228
1884	51,616,331,535	110,408,611
1885	55,215,030,883	162,818,796
1886	56,740,323,157	101,924,759
1887	57,151,000,000	120,283,055
1888	59,001,000,000	110,885,075
1889	60,710,000,000	123,916,883
1890	62,610,000,000	108,923,792
1891	61,500,000,000	143,761,967
1892	60,500,000,000	151,516,923

The total loss by fire during the period amounted to \$1,601,737,119, a yearly tax of \$2.30 on every man, woman and child in the country. The fire loss is increasing more than three times as fast as the wealth of the nation; fire insurance has multiplied twelve times in thirty-one years, while property has multiplied but four times. Every fire causes an absolute loss to the public which can never be reimbursed, and Griswold, the standard authority on insurance, states that two-thirds of the fires originate in fraud.

CANADA ABROAD.

The Ottawa know-all of the *Colonist* has announced that it has been definitely decided that Canada will not take part in the proposed Midwinter exhibition at San Francisco in the beginning of 1894. This may be the case; but it is difficult to understand why in the same despatch it is stated that Canada will be represented at Antwerp in the agricultural, horticultural, mining and fishing departments. Of course, this decision will in no way determine the action of the different provinces, some of which at least will send their contributions to the Midwinter fair at the Golden Gate. Opinions will differ as to the wisdom of this course on the part of the Dominion. The country is devoting some attention to the development of trade with the colonies of Australasia and it would appear that, with existing facilities for travel, a large number of people from the Antipodes will attend the Pacific

coast show, and if Canada makes a mean showing there the effect will not be the most encouraging. We agree with the idea of making a good display at Antwerp; which is the centre of a large section of country from which Canada may expect to derive a large amount of emigration within the next few years.

We notice that some of the United States papers announce that a considerable number of settlers in the Canadian Northwest are preparing to remove to some of the Western States; but we cannot see what need there can be for any change on their part. If it be on the score of climate, the Northwestern states are just as inclement as any part of this country is; while the facilities for getting produce to market are very little behind those of our neighbors, though it is certain that both as to rates and service the Canadian Pacific can be much more accommodating than it now is. We are inclined to regard the despatch to which we refer as to some extent a piece of American bluff, inasmuch as Canadian immigration agents have been successfully at work in both the Western and New England states, and there is nothing in which our neighbors delight more than in retaliation. More over, if they do not succeed in enticing people away from this country, there is nothing in the American code of political or international morality which is likely to prevent them saying that they do.

EX-PRIMIER ABBOTT.

Since our last Sir John Abbott, ex-premier of Canada, is dead, having succumbed to an operation performed on him for cancer of the bowels. Throughout his career the deceased was a man of mark, but it was in his chosen profession—that of a lawyer—that he excelled. As a commercial jurist it would have been difficult, in the prime of his life to have found his equal at the bar of the Province of Quebec, though the present Judge Cross and Mr. Strachan B. thune, Q. C., his brother-in-law, were, and the latter still is, among its brightest ornaments. Mr. Abbott had much to do with Canada's legislation on the subject of Insolvency. He was Solicitor-General in the old Parliament of Canada, and session after session occupied with marked ability the Chairmanship of the Committee on Banking and Commerce of the House of Commons. He became legal adviser of the Canadian Pacific Railway with the inception of that project, which with his political duties more recently, compelled him to retire from general practice. It is needless to attempt to sketch his career; he was a man of mark, what he did he was accustomed to do well; still it must be confessed that his devotion to the Canadian Pacific Railway interest had the effect of weakening his influence and caused his political opponents to continually discern in his actions the little finger of the great Canadian railway, whose presence in Canadian affairs, particularly in politics, has very frequently been the reverse of beneficial.

Things are looking brighter in England and fire insurance shares are rising all round.

A STORY WITH A MORAL.

A recent court martial at Esquimalt has had the effect of emphasizing the point that people should not accept blindly the statements made to them in business matters. A lieutenant on one of H. M. Ships, who was president of the canteen, and, in consequence, was responsible for its finances, was accustomed to allow Tom, Dick and Harry to go to the chest and help themselves to funds, replacing the amounts with bonds, while occasionally they left no acknowledgment. When the time for settlement came there was a deficiency. The court martial resulted in the acquittal of the officer, but he was warned of the maxim not that every man is honest until he be proved to be a rogue, but to watch other people carefully until their reliability is assured. Business men cannot keep too close an eye on their customers.

TOO MANY EXPENDITURES.

In the opinion of Mr. Clouston, General Manager of the Bank of Montreal, Canada has been spending too much money, has given too many subsidies to railways, has undertaken too many expensive works and has wasted too much good money. It is very possible that in connection with our public works there has been a certain amount of waste; but where, we ask, have public works been entered into largely without a certain amount finding its way into channels which originally it was never intended that it should find? Bankers, as a rule, are accustomed to pursue a conservative policy, but, we ask, if by our expenditures on railways and public works the country has not been substantially benefitted? Mr. Clouston has drawn the issue between himself and the Finance Minister who when here boasted of what the national expenditures had already accomplished. Let them settle it between them. No one can, however, ignore the facts, and we are all of us hoping for still more substantial results than have followed so far. Even though Mr. Clouston made the remarks we have quoted, he does not say that there is anything the matter with Canada which has passed comparatively unscathed through the recent financial crisis that has caused so much trouble in the United States. We are emphatically looking to the future for which, if we do not prepare, we need not expect to have our full share of the advantage.

TARIFF REFORM.

The visiting Ministers have been to Vancouver, Victoria, Nanaimo and New Westminster, and have now returned home by way of the United States where, we presume, they may possibly pick up some information with respect to tariff matters. From their observations and statements here and also from the declarations of the Premier at Montreal, and elsewhere, the Government are alive to the necessities which exist for tariff reform, and as, Sir John Thompson said, "at the proper time the Government will show the people that it had their interests at heart." But when will the proper time arrive? There is such a thin-

as having to wait too long—till in fact "the heart grows sick and the brain benumbed as well as the wearied hand." There can be no doubt that our industrial life has been quickened and developed to a certain extent, but there has followed a pause, due to the overwhelming forces of the special interests that have been specially benefitted at the expense of those factors in the national life which although individually smaller have nevertheless done their share towards bringing about the grand result. It is these smaller interests—these more distantly separated and in consequence less considered communities—which require to be attended to, if the Government desires to show the people that it has their interests at heart. There ought to be no delay, and we trust that when Parliament meets, which, it is announced, will be in January next, Hon. Mr. Foster will have his proposals to submit at an early period of the session in order that they may be fully discussed, not alone in Parliament, but by the country at large, before tariff matters assume the shape of legislation.

For months, in fact for long before the opening of last session the Canadian tariff was in the mouths of the people—not on account of the deliverances of those who were prepared to allow our fiscal policy to be regulated from Washington; but because the existing anomalies had forced even the strongest supporters of the Government to demand changes. We can well imagine the unwillingness of the Ministry to unsettle matters and to do anything that would not be likely to have the element of permanency; but we do think that before the next session they should be able with the information at their command to do what they admittedly realize to be necessary and in the true interests—not of Montreal, Toronto, the Maritime Provinces, or even of Victoria; but of the entire Dominion of Canada, from the Atlantic to the Pacific. Much has been said about the duty of individual citizens to make sacrifices for the benefit of all. Thus far, the larger and wealthier elements have been the gainers, and now we trust will come the turn of those whose rights and whose demands have been just as great, but which have not received their due share of official attention.

EDITORIAL COMMENT.

In Toronto the price of coal has gone up to \$6 per ton, an increase of 50 cents.

TIMBER explorers report that almost the entire timber forests in the district north and west of Lake Winnipeg, have been wiped out by fires. The Indians are chiefly to blame for the destruction of the forests as they have ignited them in their endeavor to drive the fur bearing animals out of the woods.

It has been, we hear, decided at Ottawa that the Dominion will not be represented at the Midwinter Fair, still we trust that to some extent the Provinces will contribute specimens of what they can raise. We do not for a moment expect that the farming interests of the

country will be represented by their live stock. The distance from the centres of production is too far, but in manufactured products—not forgetting cheese and butter—grains and such like, the Dominion ought to make a good showing while we are pleased to know that in her own specialties British Columbia is likely to do herself every credit.

GOLDWIN SMITH has gone back to England, doubtless a very disappointed man. This former Oxford professor has probably discovered that practical politics are not in his line, however much he might be disposed to theorize and to endeavor to bring about a state of affairs which could only commend itself to *amateurs, dilettanti* and disappointed and played out politicians. Soured Sir Richard was not indisposed to utilize Mr. Smith; Erastus Wiman was glad to get hold of him, while it was a godsend to Farrar to get under the wing of a gentleman of the Professor's undisputed respectability. For the present it would appear as if lookings to Washington were out of date.

THERE are some who will scarcely regard with favor the fact of a Japanese syndicate having purchased a saw-mill at Vancouver with the object of utilizing timber limits which they own on the Sound and exporting the product to Japan. Such, however, is the report which comes from the Terminal City, and for our part we are pleased to notice that some further out-side capital, even though it is in a comparatively small way, has been induced here. It may be that the labor employed will be to a large extent Japanese; but the people of that race are not like the Chinese who are accustomed to leave as little as possible behind them. They, it is said, spend their money in the community in which they live, and this one department of trade is likely to be the precursor of development in other branches.

THE accident insurance companies have suffered severely from the numerous claims made upon them during the current year; not only have the casualties for which these companies afford remuneration been very many but that portion of the year that has passed away has been a period of great disaster—in fire, in flood, and the still more terrible cyclone, and leads to the grateful reflection how largely the burden of these calamities has been minified through insurance, the magnificent principle of which we never fully appreciate until we view it in the assuaging of calamity. Seldom does it happen that accidental insurance companies quibble about settling their risks when they fall due. Indeed, it would be difficult for them to do so, considering that the facts of the accident are there before them. But, to their credit be it said, we have known them, in the event of a disaster make an exception in the case of a tardy paying policy-holder, and where the facts warranted make exceptions or rather refrain from quibbles, such as some of the cheap Jack life institutions would not have failed to interpose.

SCHEMING.

Man, the man of business we mean, is essentially a scheming animal. Probably not more than one in twenty of his plans are carried to a successful consummation, but he is nevertheless always *hop-fun*, and not even complete failure daunts or discourages him. Business nowadays has been reduced to an exact science, and its moves are as varied and innumerable as are those of the chess board. Good fortune may be responsible for the favorable outcome of an enterprise in a very few instances, but it is chiefly upon discreet management, good judgment, and the adaptability of the individual to the exigencies of the situation that satisfying results depend.

Every venture made in the business world is in a certain sense a scheme and, judging by the returns furnished by the mercantile agencies, the great majority never attain a full and complete maturity. Hope is indeed strongly implanted in the human breast for if it were not the business fabric would long ago have been disintegrated. The merchant carefully calculates his chances and opportunities in a certain transaction, and decides that he cannot lose. A sequence of antagonistic elements diverts the deal from its proper course and another scheme "gone wrong" is added to the list, but the merchant, far from being disheartened, again turns his attention to the everlasting problem that few men solve.

All of us are familiar with the fascinations of scheming. To the true man of business there is an exhilaration and stimulus in the ever recurring mercantile game that nothing else can afford. It sustains and buoy's him, and aside from its ultimate influences are never depressing. Defeat is not to be considered, for he never acknowledges defeat. His life is a conglomeration of schemes whose history must be sought, in their concrete result, in his last will and testament. From the green goods man to the bank president in his office life as pertains to acquiring a competence, has about it the same glamour and glitter of gold that all scheming implies.

The little boy, who starting upon his school life is filled with hope and expectancy, has his childish schemes that represent the comfort and companionship of his hours. Later on, when the youth enters into active business life, the schemes become less chimerical, and assumes a more definite and practical shape. The idea of reaching eminence by way of the circus route or the burnt cork and bones has been relegated to obscurity, and more serious matters occupy his days. In early manhood, and in middle age, added depth is given to the sombre tinge that does of necessity color the scheming and the planning of the vast majority of men. To look upon a rather grim aspect of the question, the marble mausoleum which had been considered as part and parcel of his latter end is displaced by an unassuming slab of marble or slate. The old man finds that schemes as a rule, partake

largely of that mutability which belongs to all things mundane.

The past summer has not been characterized by any singular activity in business circles; indeed many of us know by experience that depression has been the distinctive feature of trade happenings for many months. Yet what is the attitude of the business community, and has the evolution of schemes ceased? No, the men who conduct the mercantile affairs, the manufacturers and all who contribute toward the industrial resources look into the future with optimistic hopefulness and a confidence that nothing can lessen or abate.

This wary old world has seen some startling schemes and of these it makes record, though of the myriads that concern but a limited circle nothing is chronicled. However, be they large or small, they are an integral part of the action that makes the history of the business world. Of all the factors that promote and advance the development of man scheming is undoubtedly the most important, for in a certain sense the term scheme is properly applicable to every endeavor that looks forward to the aggrandizement of the individual or the community. To discuss the subject of scheming in all its ramifications would be impossible for its opportunities are infinite in number. But let the scheming proceed, it is the elixir of life, the draught that renews youth, or to change the metaphor, the guide book that directs to the treasurers of Golconda. The way is long, and but few comparatively attain the goal, but whether the objective point be reached or not, the efforts in general receive a reward commensurate to their energy.—*Grocery World*.

GLOVES FOR FALL.

Colored gloves are again the fashion, and in the latter part of the season will be seen some extreme novelties, which, however, are certain not to be admired by women of good taste. The first to be noticed among these fancies are those gloves of grass green kid that flunt themselves side by side with gloves of royal purple, that are, if possible, a trifle uglier. Then there are bright heliotrope and vivid blue novelties that attract much attention, if not admiration. Some peculiar new shades are to the front which will probably be more successful than the green and purple varieties; they are hussar blue, lettuce green, peach and pile goose berry. Handpainted gloves that were heard of, but not seen in the spring, will wield the sceptre over the fall novelties; they are of suede in delicate colors with tiny, carelessly strewn blossoms painted over the backs. In illustration of this is a glove of pale heliotrope suede with violets painted in dark purple. Pink gloves stitched with black will be offered for evening wear.

For street wear a heavy kid glove of the four or five-button length is very fashionable, and is recommended for its neatness and durability. They are made with lapped seams and are finished with welts and large bone or brass buttons. For these gloves tan and deep gray are the

chosen colors; these colors cannot be replaced by any other colors, although dark red and brown are receiving much attention.

DECLINE IN SHIP BUILDING.

The number of ships built in Canada in 1876, was 420, and the value of the same \$2,189,270. For 1892 the number was but 255, with a value of \$506,717. The principal reason for the falling off is, we believe, found in the fact that a market is no longer found abroad for our wooden ships. Several years ago the Maritime Provinces did a very considerable business in building schooners and brigs for European nations, but the modern iron steamship has well-nigh driven this class of vessels from the ocean, and as a consequence the demand which once existed exists no longer. This, in part at least, accounts for the decline in an important industry.

Another cause for the existing depression in the marine interest is the competition of the railways. The latter are now doing an enormous business which was formerly almost wholly in the hands of the vessel men.

Railway competition, and the fact that there is no longer a demand for wooden vessels in Europe, are mainly accountable for the falling off in ship building in Canada.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Oct. 28, as follows: "During the week there have been the following arrivals: From the Coast collieries, 23,631 tons, from foreign sources, 3,040 tons. The market remains steady, no change to note of any importance. Jobbers seem satisfied with the week's trade, although the orders are principally small ones, upon which the profits are better. Freight from Australia are steady at 11 shillings from Newcastle; some few engagements have been recently made at this figure. The rates from Great Britain are reported as shading off a little, but as coal values are yet high, (the result of the recent strikes there) cargoes are still bringing fair figures. The retailers are anxiously awaiting some rain storms, so as to increase their deliveries. The sales of steam grades are much lighter than they should be; this is attributable to our manufacturing houses having so few orders to fill."

Over one fifth of the whole number of people in the United States have visited the World's Fair.

The census of England and Wales, was taken by requiring every householder to report, on a blank furnished for the purpose, full particulars about every person in the house on a certain night in May. In this way the census was practically completed in one night.

A gold medal of the value of 1,000 Italian lire is offered by the Royal Academy of Sciences of the Institute of Bologna to the author of the best memoir describing a new and efficacious system, or a new apparatus, for preventing or extinguishing fires.

COMMERCIAL SUMMARY.

A line of steamers has been established between Japan and India.

James Billings, broker, of Duluth, has assigned. Liabilities, \$200,000.

The erection of the new C. P. R. elevator at Winnipeg, Man., has been postponed until next spring.

The United States Railway Association has set Nov. 12th as the date for the fall changes of time tables.

The Kaslo Sampling Works have made a good beginning, and are already stated to be on a paying basis.

A decree just issued reorganizes the Mexican Customs service, reducing the Government expenditure over \$200,000 a year.

Kamloops has been obliged to defer its street electric lighting yet awhile, the Council being short of the necessary funds.

The Southern Pacific railway company employs about 16,400 men, whose wages amount to \$20,200,000 or about \$2.62 per day, average.

It is a hopeful indication when a Central American paper announces that "the people of Honduras are tired of revolutions and desire order and peace."

McGillivray's pipe works, New Westminster, will resume operations on the 15th. The first order to be filled is three miles of pipe for the Horsefly Mining company.

No one has seen all the fine things displayed at the Chicago Fair. If two minutes were devoted to each exhibit it would take thirty-two years to see every one of them.

It is estimated that the amount of capital now invested in electrical appliances is \$300,000,000. This is an enormous sum to be employed in a business that has been developed within a quarter of a century.

The English syndicate which owns some of the largest breweries in Chicago will issue \$250,000 worth of 6 per cent. bonds for the purchase of saloons in that city, so that it cannot be interfered with by outside breweries.

The sheep owners of Duncan have now finally resolved to form a mutual insurance fund to provide against losses by panther ravages, and also try to obtain a larger bounty on the killing of these destructive beasts of prey.

The Ontario Bank have declared their twenty-second half-yearly dividend of 7 per cent. (being at the rate of 7 per cent. per annum) upon the capital stock of that institution, and that the same will be payable at the bank and its branches on and after Friday, 1st December next.

The British Board of Trade returns show that the British exports to Canada increased 18.52 per cent. in September, 1903, increased 3 per cent. in the nine months of 1903. The British imports from Canada decreased 0.65 per cent. for the month and 17.4 per cent. for the nine months. Canada sent less cattle, sheep, wool, hams, butter, cheese, eggs, fish and wheat than she did last year.

Forged Bank of England notes, the finest and most perfect ever produced, are in circulation in London.

It is hoped that the sugar crop of Louisiana will this year reach 275,000 tons, against 225,000 tons last year.

The volcano on Mount Calbuco, Chili, has again become active and the streets of Orsono are filled with ashes.

Worn sovereigns and half-sovereigns to the amount of \$80,000,000 were withdrawn from circulation last year in England.

It is said the Fair has brought to Chicago from \$1,000,000 to \$2,000,000 a week that has been spent outside the grounds.

It is alleged that the potato crop of Ireland is a large one this year, and that if need be the tubers can be laid down in New York at a cost of 65 to 70 cents a bushel.

It is reported a Citizen's Municipal Association has been formed in Montreal, by a number of leading tax-payers, to aid in securing the nomination of proper persons to serve as mayor and alderman.

The *Times'* financial review says that India will soon have 27,000,000 rupees idle in the treasuries and complains that enormous sums have been withdrawn from circulation. The review urges an import duty on silver of one anna for each penny under 42 pence.

Much interest is roused by the attempt of the Sloanes to introduce American carpets into England. Though undertaken to afford relief for over production at home, it is hoped to develop a permanent export trade. American carpets have hitherto been undersold in neutral markets by about five cents a yard by English makes.

The results of the Russian harvest are said to fall short of expectations a month ago. The yield has been satisfactory in a portion of the southern governments, and in the Caucasus. The total crop is recognized as a good average one. The rye crop will approach an average. Barley proves to be a good crop in quantity and quality. Oats an abundant crop.

Joseph Chapman, who has been connected with Macclesfield silk trade for twenty-five years, says that a few years since, English silk weavers did not receive an average wage of 8s. per week the year round. It is stated that when room rent is deducted they are but little better off to-day. In the district of Lake Como, where dress silks equal to those of Lyons are produced, women work twelve hours a day on a wage of fifteen or twenty cents.

The wool clip of Australia eclipses both as regards quantity and quality, that of any other wool producing country in the world. The production of wheat is increasing annually, the cost of growing is low, with a tendency to further reduction as the market value of labor goes down and more efficient labor-saving agricultural machinery comes into general use. As to the wine industry, the hour of its renaissance has at last rung, and after a protracted, toddling infancy, it is reaching the state of virility which it has by degrees grown up to.

The finance ministers of the different states of Germany have reached an agreement as to the division of revenues.

Under the depression in prices of wheat it is said that Odessa holders are not disposed to offer stocks at the current low values.

A projected canal from Marseilles to the valley of the Rhone is attracting the attention of French engineers, and they are at present engaged in seeking an outlet on the Mediterranean coast.

The petroleum wells of Roumania are said to have been declared by French experts to produce cheaper and better oil than those of Russia, and the means of transportation are said to be easier.

Dry weather seriously damaged the peach crop in Michigan during the past season, so that the final outcome was somewhat disappointing. The early prospect was never better, but a protracted drouth cut short the hopes of growers.

The revival of mining operations on Toad Mountain is already having a good effect at Nelson. One mercantile house received an order for \$1,000 worth of supplies last week, and once more is a wagon road that cost \$22,000 being used.

Last year's sugar crop of the Philippine Islands was the largest ever known and about 45 per cent above the previous year. The exports were \$3,951,060 piculs, against 2,662,625 piculs. This includes all kinds. Wet sugar now forms a small part of the sugar crop and is steadily decreasing in quantity, which is due to improved cultivation and machinery. Under the old United States tariff it paid the Philippines better to produce the lower grades, but under the present tariff in the United States it pays better to make the higher grades.

The London *Grocer* says there seems to be a large class of people who can pay and won't pay. They must, therefore, be made to pay; and the question is, how best? This problem has just been investigated by a Select Committee of the House of Lords on the Debtors' Act, and according to their report the present law provides that, subject to certain provisions and to prescribed rules, any court may commit to prison for a term not exceeding six weeks, or until payment of the sum due, any person who makes default in payment of a debt, due from him in pursuance of an order or judgment of the court. Now this parliamentary committee report that it is expedient to let things remain as they were, so far as imprisonment for debt is concerned. They further declare that the abolition of this power of imprisonment would tend to injuriously affect the credit now given to the working classes—a credit which in times of strikes or depression of trade is beneficial, if not absolutely necessary, to those who are thrown out of employment. They assert that "the existence of the power of imprisonment undoubtedly has a great effect upon debtors in inducing them to pay, and that of those against whom a warrant is issued, very few go to prison at all, a great number pay within a few days after they have gone to prison, and but few remain all their time."

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SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck	330	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	
Ger ship...	Sirene	1137	Sauermeier	October 19	Victoria	London	56,558	282,790	
Br ss...	Grandholm	871	Manson	October 19	Victoria	Liverpool	31,707	158,535	
Br bark...	Jessie Stowe	615	Blanche	October 11	Fraser River	Liverpool	30,000	137,112	
Br bark...	Ladstock	816	Williams	October 19	Fraser River	Liverpool	35,773	178,865	
Br bark...	Formosa	915	Kain		Victoria	London			
Br bark...	City of Carlisle	823	Hughes		Victoria	U. K.			
Br ship...	Gaudula	1222	Keo		Victoria	U. K.			

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	906,938	7,844	March 21	owners ac
Br bark...	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,882	May 20	52s 6d
Nor. bark...	Fritzoe	1078	Rolfson	Jan. 10	Vancouver	Callao	879,200	8,031	March 3	30s 3d
Am. bark...	Colorado	1096	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark...	Highlands	1296	Owen	Jan. 26	Vancouver	Montreal	896,063	15,537	June 23	Private
Chil. bark...	India	953	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn...	Bittern	389	Stronach	Jan. 26	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger ship...	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,638	May 6	35s
Br ship...	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,330	17,500	July 27	50s
Chil. ship...	Hindustan	1542	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 14	owners ac
Am. bark...	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,967	April	Private
Am. ship...	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 28	Private
Br bark...	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577	June 24	35s
Br ship...	Natuna	1196	Graham	April 20	Vancouver	Port Pirie	961,868	7,718	Sept. 22	42s 6d
Am. bark...	Herry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	15s
Haw. bark...	John Eum	2000	Schmauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark...	Elairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,085	7,804	Aug. 10	31s 3d
Br bark...	Mury Low	813	Robertson	May 24	Vancouver	Pisagua	663,090	5,296	Aug. 26	35s
Nor. bark...	Sigurd	1330	Aase	May 21	Vancouver	Port Pirie	1,426,000	10,638	Aug. 31	40s
Chil. ship...	Atacama	1255	Caballero	May 13	Moodyville	Valparaiso	967,364	7,762	Aug. 19	owners ac
Br bark...	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship...	Gryfe	1089	Roberts	June 25	Vancouver	Antwerp	786,228	11,790		50s
Ger bark...	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,908	Oct. 4	55s
Br bark...	Bochra	936	McJerrrow	June 26	Vancouver	Adelaide	740,234	5,320	Sept. 16	38s 9d
Br ship...	Kinkora	1399	Lawton	July 29	Vancouver	Callao	1,436,128	12,165		30s
Am schr...	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,962	Oct. 14	Private
Am bark...	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,005	7,896		Private
Am schr...	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,951	8,625	Sept.	55s
Am bark...	Sonoma	978	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289		30s
Br ship...	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,374,050	12,831		37s 6d
Am ship...	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	921,554	10,900		52s 6d
Nor bark...	Fortuna	1332	Mikkelsen	Aug. 21	Vancouver	Port Pirie	1,286,192	10,283		36s 3d
Br bark...	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o	792,153	5,521		33s 9d
Chil. bark...	India	953	Funke	Sept. 10	Moodyville	Valparaiso	799,297	7,000		owners ac
Chil. bark...	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr...	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916		37s 6d
Am bktn...	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076		Private
Am bktn...	Hilo	642	L. Ballister	Sept. 23	Westminster	Sydney	689,632	6,649		28s
Am schr...	Lyman D. F. Ster.	725	Dreyer	Oct. 14	Cowichan	Sydney	571,305	7,614		37s 6d
Am bark...	Hesper	694	Underwood	Oct. 12	Vancouver	Adelaide	779,298	5,886		37s 6d
Am schr...	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,632	6,031		37s 6d
Br bark...	Elizabeth Graham	538	Anderson	Oct. 21	Moodyville	Melbourne	524,681	3,969		Private
Am brig...	Geneva	471	Nelson		Vancouver	Sydney				27s 6d
Am schr...	Aida	567	Anderson	Oct. 14	Moodyville	Shanghai	657,371	6,000		40s
Am bktn...	Robert Sudden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	711,808	4,646		37s 6d
Am schr...	Salvator	444	Wells	Oct. 21	Westminster	Port Pirie	527,000	4,216		37s 6d
Am schr...	Louis	820	Hatch		Vancouver	Iquiqui				40s
Am schr...	John D. Tallant	533	Henderson		Victoria	Australia				
Nor ship...	Germanic	1289	Sunde		Vancouver	Cork U.K. f.o.				
Am. schr...	Reporter	333	Mackie		Vancouver	Japan				Private

FREIGHTS.

Are practically unchanged, but the tendency in S. F., is downward. In the lumber market there is really nothing new to report.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 37s; 6d; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 37s 6d; Tientsin 57s.

Grain freights from San Francisco to Cork, U. K., for orders, usual options are quoted at 32s 6d; with but little doing. 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.

A large amount of smuggled tobacco has been seized at Waterloo, Ont.

The American schooner Salvator, 444 tons, was loaded so deep at the Brunette Mills that her deck amidships was under water. Capt. Colliester, surveyor, ordered her lightened, and 42,000 feet of lumber was discharged.

An agreement has been entered into between the manager of the New Vancouver Coal Co. and the miners, whereby the mines will be operated on a basis of a ten per cent. reduction instead of the

present twenty per cent. This modification is to take effect from the 1st of November, and continue for six months, namely, until the 30th of April, when it is proposed to come together again and submit such fresh terms as may be deemed necessary. The above modification from twenty to ten per cent. will apply in like proportion to the co-employees earning \$3 and less, viz: Those now working under a fifteen per cent. reduction to work under a seven and a half per cent. reduction, and those now working under a ten per cent. to take five per cent. It is to be clearly understood that the standing agreement between the company and the union shall be strictly adhered to, and that work shall be resumed at once.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS.	MASTER.	SAILKD.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	British General	1734	Tulloch		Samarang	Vancouver	R C. Sugar Refinery Co	
Br ship	Drumeralie	1919	Sparring	June 8	F Liverpool	Vancouver	Evans, Coleman & Evans	132
Br bark	Archer	789	Dawson	Aug. 4	Liverpool	Victoria	R. P. Rithet & Co., Ltd.	95
Br ship	Dunboyne	1380	Neill	Aug. 4	L London	Vancouver	Evans, Coleman & Evans	95
Gr. bark	Gutenberg	627	Zeplein	Aug. 10	O Glasgow	Victoria		88
Br ship	Ainsdale	1725	Owens	Oct. 9	N Liverpool	Victoria	R. P. Rithet & Co., Ltd.	29
Br bark	Primera	537	Gardner		A Acapulco	Victoria	Turner, Beeton & Co.	
Br ship	Astoria	1335	Dagwell	Oct. 13	G London	Victoria & Van		25
Br ship	Arctic Stream	1498	Brown		Montevideo	Royal Roads		
Br bark	Harold	1307	King		B Shanghai	Victoria	Robert Ward & Co., Ltd.	
Br ss	Mogul	1827	Johnson	Oct. 19	E Hong Kong	Victoria	Godwell, Carlill & Co	19
Br ss	Empress of China	3003	Archibald	Nov. 1	H Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br ship	Drumalis	2450	Campbell	Sept. 16	Port Pirie	Royal Roads		52
Am ship	Eclipse	1536	Peterson		K San Francisco	Vancouver	Robert Ward & Co., Ltd.	
Br ship	Benmore	1197	Gordon		B Liverpool	Victoria	R. P. Rithet & Co., Ltd.	
Br ss	Warrimoo	1897	Nevison	Oct. 19	D Sydney	Victoria & Van	C. P. S. S. Co.	19
Br bark	Thermopylae	918	Winchester		Hong Kong	Victoria	Victoria Rice Mills	
Am bark	Snow & Burgess	1578	Mortenson	Oct. 21	C San Francisco	Vancouver	Hastings Mill	9
Am bark	Templar	910	Lee	Oct. 21	I San Francisco	Vancouver	Hastings Mill	9
Am ship	Benj. Sewell	1361	Sewell		J San Francisco	Vancouver	Hastings Mill	
Am schr	W. H. Talbot	776			M San Francisco	Vancouver	Hastings Mill	

June 12 passed Tuscar. To load grain at Tacoma. A—Chartered to load salmon for U. K., November loading. N—Spoken Oct. 14 lat. 19 N., long. 10 W. L—Spoken Aug. 21 lat. 48 N., long. 13 W. Sept. 9 lat. 9 N., long. 29 W. Sept. 25 lat. 21 S., long. 10 W. To load grain at Tacoma. G—Oct. 16 passed Deal. Oct. 18 passed Prawit Point. B—Chartered for salmon to Liverpool, Nov. Dec. loading. D To load grain at Tacoma. E—Via Yokohama Oct. 30. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13 N., long. 26 W. K Chartered for lumber to Cork, U. K., for orders at 6's. R—To sail early in December. D—Via Brisbane and Honolulu. C—Lumber to Santa Rosalia. I—Lumber to Callae at 35s. M—Lumber to East London, Cape Colony, South Africa, at 75s.

VESSELS IN PORT.

VICTORIA.

(November 6, 1901.)

Br. bark Formosa, 915 tons, Capt. Kain, arrived Oct. 1, from Liverpool in 106 days, general cargo, R. P. Rithet & Co., Ltd., consignees. To load salmon for London.

Br. bark City of Carlisle, 823 tons, Capt. Hedges, arrived Oct. 8, from Santa Barbara, loading salmon for U. K., Turner, Beeton & Co., consignees.

Am. schr. John D. Tallant, 533 tons, Capt. Henderson, arrived Oct. 23, loading lumber at Sayward Mill, for Australia, on account of Robt. Ward & Co., Ltd.

How. ss. San Mateo, 1,926 tons, Capt. Fisher, put into Esquimalt, Oct. 29, loaded with coal, and decks blown up.

Am. bark Serainole, 1,439 tons, Capt. Wenden, arrived Nov. 3 from Santa Rosalia, in 40 days, to load coal at Debraire Bay.

Am. bark Colorado, 1,300 tons, Capt.

Gibson, arrived Nov. 4 from San Francisco for orders.

Am. schr. Salvator, 411 tons, Capt. Wells, loaded with lumber for Port Pirie, on account of Robert Ward & Co., Ltd.

VANCOUVER.

Am. schooner Louis, 820 tons, Capt. Hatch, arrived Oct. 12, loading lumber at Hastings Mill, for Iquiqui.

Br. ship Candida, 1,222 tons, Capt. McKee, arrived Oct. 24, from London, in 147 days with a general cargo. To load salmon at Victoria, for U. K., on account of R. P. Rithet & Co., Ltd.

Br. ss. Empress of Japan, 3,003 tons, Capt. Lee, arrived Oct. 24.

Nor. ship Germanic, 1,260 tons, Capt. Sunde, arrived Oct. 29, from Rio de Janeiro, 103 days. Loading lumber for Cork, U. K., for orders.

Am. schr. Reporter, 333 tons, Capt. Mackie, arrived Nov. 4, loading lumber for Japan.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Br. sr. Crown of England, 1,658 tons, Capt. Hollywood.

WELLINGTON SHIPPING.

Am. ship America, 1,952 tons, Capt. Harding.

EAST WELLINGTON SHIPPING.

Nor. bark Dominion, 1,255 tons, Capt. Greenleaf.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	7	7,438
Vancouver	5	6,647
Nanaimo	3	4,865
Total	15	18,950
Previous week	14	16,876
Correspond'g week last year	17	23,227

The ss. Warrimoo, is due on Tuesday.

The ss. Empress of China, is due from the Orient on Nov. 13.

A formal survey was made of the ss. San Mateo, last week. The deck is blown up 54 feet 6 inches in the length of the ship, and 39 feet in breadth. The port side of the ship was hauled in 6 inches in 46 feet, and the starboard side 5 inches. The vessel got a terrific shock which tore up and carried away a great portion of the deck of the forward hold. Repairs will cost something like 30,000.

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

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HATS, CAPS
AND

FURS

MEN'S

Furnishings.

BRITISH COLUMBIA FALL TRADE, 1893

*Merino and Woollen Underwear, Scarfs,
Ties, Shirts, Collars and Waterproof Coats.*

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*The Largest Factory of its Kind
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**LION 'L' BRAND
Pure Vinegars,**

Manufactured Solely under the Super-
vision of the Inland Revenue Dept.
Mixed Pickles, Jams, Jellies
and Preserves

—PREPARED BY—

**Michel Lefebvre & Co
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Prizes.*



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

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

CANADA JUTE COMPANY, LIMITED

17, 19 & 21 ST. MARTIN ST., MONTREAL.

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Agent and Commission Merchant.
Customs, Insurance and Shipping
Agent.
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OF ALL KINDS, ALSO

Flour, Chop Feed, Bran
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PARTIES REQUIRING

Seed or Feed Oats or Wheat
WILL DO WELL TO

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A. HOLDEN & CO.,
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AGENTS FOR CANADA FOR

The Inabcock & Wilcox Co. Water Tube
Steam Boilers; Goubert Water Tube Feed
Water Heater; The Stratton Separator; "Dry
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MANUFACTURERS OF THE

Paekard High Grade

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Agent for Bolling & Lowe, London, Eng

THE WAVERLEY HOTEL,

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Next to New Opera House, VANCOUVER,

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc JOHN WHITTY, Prop

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

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

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OGILVIE'S HUNGARIAN FLOUR

Produces more Bread per Barrel than any other in the market.

This Flour is very sharp and granular, of high creamy color, which means great strength. Requires PLENTY of water, and the dough must not be made too stiff, but softer than what you have been accustomed to when using other flours.

REMEMBER, increased strength in flour means money to you, yielding a greater quantity of Bread, thus far more than repaying for any little extra time. Keep the dough soft, giving it plenty of growing room.

EACH BAG GUARANTEED. SEWN WITH OUR SPECIAL TWINE—RED, WHITE AND BLUE.

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G. M. LEISHMAN, Victoria, Agent for British Columbia.

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