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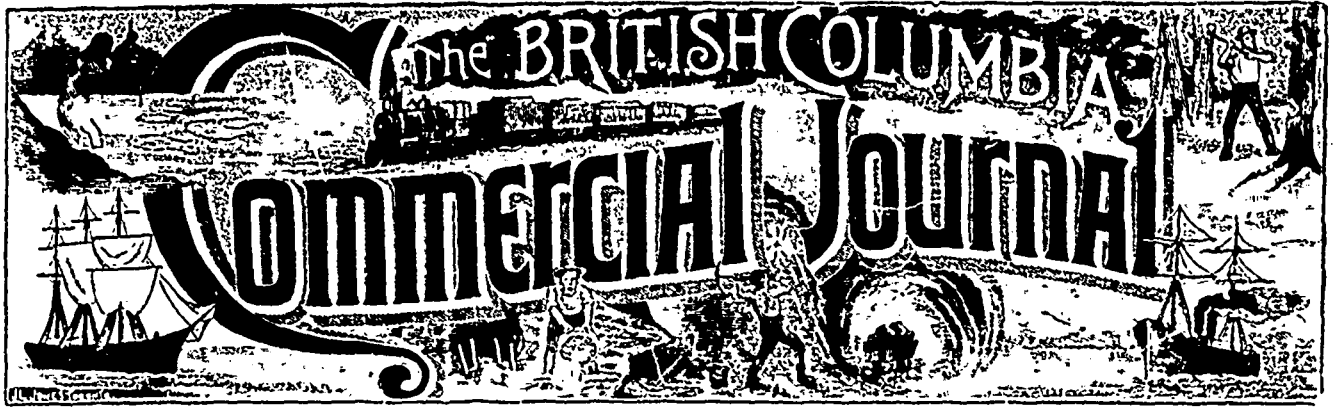
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Vol. III.

VICTORIA, B. C., TUESDAY, JANUARY 2, 1894

No. 43

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Tin Plates, Portland Cement, Etc.
British Columbia Salmon:—Ewen & Co., "Lion."
"Bonnie Dundee"; Bon Accord Fishery Co's
"Consuls"; Candarian Pacific Packing Co.
"Flagship" brand.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Jan. 2.
VICTORIA.

A large number of business houses have been busy stocktaking and overhauling generally, as is customary at the close of the year. The volume of business done has shown contraction during the past week. Payments are still slow.

A few sealers got away before the end of the year, and the cost of their outfitting has put some ready money into circulation. It is expected that during the next two months the majority of the schooners now in port will get away, and of course more money will be spent before they get ready for sea.

It is generally believed that trade will hold fairly good throughout the winter, and improve on the approach of the spring months.

A large amount of Hong Kong and Straits Settlements silver coin has got into circulation in this Province. The low value of silver in China, it is said, has induced enterprising persons to import the China coin into British Columbia. Hong Kong Exchange is about 65c, and there is a handsome profit for the importer.

The *Vancouver News-Advertiser* says: "Merchants generally have expressed themselves as well satisfied with the Christmas trade, which was far larger than had been expected, while the cash sales were also much greater than had been anticipated, considering the existing scarcity of ready money. A good trade is still being done by retailers, so that it may be expected that the collections for next month will be much better. Wholesale business has fallen off during the last few days owing to the close approach of the end of the year."

DRY GOODS.

The *Toronto Empire* says: "The movement in dry goods, as in other lines, shows considerable contraction this week. Articles in current enquiry are of a holiday character, and though orders have been numerous, the aggregate of sales is comparatively small. Men's furnishings, smallwares, neckties, scarfs, mufflers, fancy-handled umbrellas, fine half hose, handkerchiefs in silk and linen, and other lines suitable for Christmas gifts were the principal lines in demand this week. Moderate sales, however, of blankets, tailors' supplies and flannels are still being made. Local houses do not expect to receive many orders during the next 10 days. Travellers are coming home and will not go out on the road again till the first week in January. The interim will be spent in getting new spring stocks into shape. Large arrivals of both imported and domestic woollens and cottons are now coming to hand. A few shipments have been made to retailers, but general deliveries will not commence until the middle of January. Local houses are not pressing deliveries, and best men in the trade question the advisability of retailers opening up spring goods until they are actually wanted. A local jobber said to-day that

he heard of a retailer up the country who ordered his prints shipped early in January last year. On receipt he opened up the goods, and some of his customers were very much interested in them. They did not buy the goods, as the thermometer was at the time under the zero point. In April one of the ladies came in and asked to look at "the newest thing in prints." On the goods being shown she promptly informed the retailer that she had seen these patterns before, and she could not be persuaded but that they were old goods. The judgments of retailers differ, however. Some have ordered deliveries for January, some for February, and some do not want the goods till the April sun begins to shine. Cotton mills have not received so large repeat orders as were expected. This is attributed to the unsettled condition of affairs. A good many retail merchants have the impression that at the next session of Parliament the tariff will be revised and that the revision may effect lower prices. The feeling among the trade here is that the sooner Parliament meets and settles the tariff question the better it will be for trade generally."

GROCERIES AND PROVISIONS.

Jobbers' quotations for Eastern Creamery butter remain unchanged, although the market in the east is very firm and difficult to procure. All other quotations are steady.

The *Montreal Trade Bulletin* says: "Butter receipts during the past week were 1,573 pkgs. against 3,395 pkgs for the week previous. The market remains firm under light supplies of both creamery and dairy, and further business has been put through at 23c to 23½c, at the factory. Orders are on the market for creamery for British Columbia, but buyers find some difficulty in getting the desired quality at the limits given them. Several hundred packages have already been made at the Government's winter creameries; but too high prices are asked. In Eastern Townships dairy, the sale of 70 tubs of fine goods is reported at 21½c. A car lot of Kamouraska was also sold at 20½c. The English market is declining, and lower values there are looked for. We quote prices as follows:—Creamery, August, 22c to 22½c; Creamery, September and October, 22½c to 23½c. For single tubs of selected, 1c per lb. may be added to the above. There is a good demand for rolls, sales of several good sized lots having been made at 19c to 21c as to quality. Receipts of cheese during the past week were 917 boxes, against 1,598 boxes for the week previous. The market is firm, with the outlook very encouraging for holders of Canadian cheese, sales having transpired at 11½c to 11¾c for English account, which shows an advance of ½c to 1c on the week. The tendency is decidedly upward, and our London correspondent declares that a large order has been cabled to Montreal for immediate shipment at 60s c. i. f. This is the highest price we have heard for a long time. There has been some further buying in the West, and unsold stocks West of Toronto are getting into very small compass."

New season's dried fruits are quoted:

Valencia raisins	per lb	\$ 6 @ \$ 7
Malaga raisins	per box	3 00 @ 3 25
Currants (barrels)	per lb	5 @ 6
"	half bbls.	per lb 5 @ 5½
"	(cuses)	per lb 5½ @ 7½
Sultana raisins	per lb	10 @ 12½
Taragoma almonds	per lb	11 @ 18
Filberts	per lb	11½ @ 11

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	26½ @ 28½
Manitoba dairy	23 @ 00
Cheese—Canadian, lb	12½ @ 14
California	16 @ 18
Eggs, case, per doz.	22 @ 23

Smoked meats and lard are quoted:

Hams	15 @ 16½
Breakfast bacon	16 @ 17
Short rolls	13 @ 14½
Dry Salt, long clear	12½ @ 13
Pure Lard, 20lbs, pails	11 @ 11½
" " 10lbs, tins	11½ @ 11½
" " 5lbs "	11½ @ 15
" " 3lbs "	11½ @ 15
Lard Compound, 10lbs	12½ @ 00
" " 20lbs	12½ @ 00

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

Dry Granulated (China)	52
Extra C, China	47
Dry Granulated	53
Extra C	51
Fancy Yellow	51
Yellow	5
Golden C	4
Syrup, per lb	3
" 1 gal, tins, American (10)	5 50
" 1 " " (16)	5 35
" 1 " Vancouver	5 50
" 1½ "	7 00

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

Helmet brand sugar cured hams, medium	0 16
" " heavy	0 15
" " breakfast bacon	0 16½
Fancy Gold Band hams	0 17½
" " breakfast bacon	0 18½
White Label pure leaf lard, tierces	0 14
" " 50-lb tins	0 14½
" " 20-lb "	0 14½
" " 10-lb "	0 14½
" " 5-lb "	0 14½
" " 3-lb "	0 14½
Lard compound (tierces)	0 11½

FRUITS AND VEGETABLES.

Oranges are slightly cheaper, owing to the importation by carload. Potatoes are reported firmer, and \$20 per ton will probably be the selling price before the week is over. California grapes are over for the season. Bananas are scarce and there are very few good ones on the market.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian	0 00 @ 0 00
California navels	3 75 @ 0 00
" seedlings	3 00 @ 0 00
Japanese	75 @ 00
Lemons—California	3 50 @ 1 50
Australian	0 00 @ 0 00
Bananas	1 25 @ 1 50
Apples	bxs 1 25 @ 1 35
" Canadian	bbls 5 75 @ 0 00
Grapes, California	1 75 @ 0 00
Cocoanuts	per 100 8 00 @ 9 00
Pineapples	per doz 3 50 @ 4 00

Vegetables are quoted:

Potatoes—Local	per ton 18 00 @ 20 00
Onions—Silverskins	per lb 2 @ 2½

FLOUR AND FEED.

Bran and shorts are somewhat weaker in price, but beyond that fact quotations are unchanged.

The *Portland Commercial Review* says: "The flour market is unaltered from last week as to general conditions and has

been rather dull throughout. Receipts are comparatively light, but local mills are turning out a good deal of stock to go on board ship for shipment to Europe. The home trade is taking only sufficient to fill immediate wants and local stocks are now very light. Exports to San Francisco the present month are fair, footing up over 8,000 bbls., mostly Walla Walla brands. The price list remains unchanged at \$2.75 per bbl. for standard roller brands with some concessions at times to best custom. The China trade is stagnant, few orders being received and not many anticipated before the middle of January."

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 on wharf in Victoria:	
Premier.....	\$1 00
XXX.....	3 85
Strong Bakers or XX.....	3 45
Superfine.....	3 15

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

Delta.....	\$1 00
Victoria XXX.....	1 00

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 1 25 @ 0 00
Lion.....	1 25 @ 0 00
XXX.....	1 25 @ 0 00
Premier, Enderby mills.....	1 35 @ 0 00
XXX.....	1 20 @ 0 00
XX.....	3 80 @ 0 00
Superfine.....	3 50 @ 0 00
Ogilvie's Hungarian.....	4 65 @ 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.....	1 00 @ 0 00
Portland Roller.....	1 05 @ 0 00
Snowflake.....	1 05 @ 0 00
Wheat, per ton.....	28 00 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	45 00 @ 00 00
Chop feed.....	25 00 @ 30 00
Shorts.....	25 00 @ 30 00
Bran.....	23 00 @ 25 00
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 00 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" Chop feed.....	23 00 @ 25 00
California oatmeal.....	3 75 @ 0 00
California rolled oats.....	3 75 @ 0 00
Corn, whole.....per ton	37 50 @ 40 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed.....per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

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

LUMBER.

Four vessels have sailed during last week and a fifth cleared. Am. schr. W. H. Talbot, 776 tons, Capt. Bluhm, sailed Dec. 28 for East London, Cape Colony, with 804,183 feet rough, valued at \$6,021.

The Am. ship Benj. Sewall, 1,301 tons, Capt. Sewall, sailed Dec. 28 for Cork, U. K., f. o. with 1,021,621 feet valued at \$13,135. Nor. ship Germanic, 1,209 tons, Capt. Sunde, sailed Dec. 29 for Cork, U. K., f. o. with 910,483 feet valued at \$9,073. Am. bark Snow and Burgess, 1,578 tons, Capt. Mortenson, sailed Dec. 30 for Santa Rosalia, Mexico, with 1,075,000 feet valued at \$7,113. The Am. bark Colorado, 1,300 tons, Capt. Gibson, sailed January 1 for Shanghai, with 707,000 feet valued at \$5,656. It is some time since any new charters have been reported and the general situation, while certainly brighter than a year ago is not very promising. The demand for lumber foreign is still poor and the reason that the lumber exports for the past year were so large is accounted for by the fact that a good portion of the orders have drifted from the Sound to British Columbia mills. For some time past the mills on Puget Sound have not been shipping the best of cargoes while the high standard of excellence established by the lumber mills of British Columbia has been maintained throughout the depression and consequent fall in prices. British Columbia lumber cargoes turn out the best of any shipped from the Coast and with prices as low as any, the R. C. mills have been getting the preference because they maintain their standard of excellent quality.

There are at present two vessels aggregating 2,956 tons, loading at British Columbia ports for foreign. At Vancouver. Am. ship Eclipse, 1,536 tons, for Cork, U. K. Nor. ship Beaconsfield, 1,450 tons, for Coak, U. K.

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 00 Deck plank, rough, average length, 35 feet per M..... 19 00

Dressed T. and G. flooring, per M..... 15 00 Pickets, rough, per M..... 8 00 Laths, 4 feet 6 in, per M..... 1 90

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

Another large vessel will shortly go on berth at London for Victoria.

The bark Harold will probably load the greater portion of her salmon cargo at the Fraser River cannery.

A small vessel has been chartered to load a cargo of coal at a bay on the west coast of the Island for Mexico.

R. H. Alexander, manager of the Hastings Mill, has been appointed Consul for Peru at the port of Vancouver.

An Ontario deputation recently had an interview with the Minister of Finance and Controller of Inland Revenue in regard to changes in the tariff affecting brewers. They are, it is said, desirous of securing the substitution of a duty on beer in place of that on malt, in order to save the interest on the malt duty of two cents a pound, inasmuch as duty would only be paid upon the beer when it is actually ex-warehoused, which might be from six months to a year after it was brewed.

BUSINESS CHANGES.

J. Manning has opened a general store at Okanogan Falls.

Joseph Turner has taken over the Turner house bar, Vancouver.

Walter Wilson, Hotel Wilson, Nanaimo; advertises business for sale.

R. E. Lemon has purchased a half interest in Carpenter's hotel, New Denver.

Shupe & Linsdrum, fish and produce, Vernon, have dissolved; J. A. Shupe continues.

Mrs. F. H. Clayton, estate, grocer, etc., Esquimalt; estate advertised for sale by auction.

E. J. Morgan, clothing, etc., Victoria, sold out; stock being disposed of by auction.

S. L. Kelly & Co., estate, stoves and tinware, Victoria, stock advertised for sale by tender to Jan. 10.

Walter Morris, of the Okell-Morris Fruit Preserving Co., Ltd., has resigned as managing director.

J. G. Langley, general merchant, Mission City and Mount Lehman, sold out Mission City business to York & Pilling, butchers.

Simon Leiser, wholesale grocer, Victoria, has admitted Emanuel Bloomingdale into partnership, under the style of Simon Leiser & Co.

J. P. Blake, baker, Vancouver—style changed to Vancouver Biscuit Co.; capital \$25,000; capacity of biscuit works 10 bbls. of flour day.

J. C. Holden has purchased the entire interest of E. F. Ames. The firm of Ames, Holden & Co., will be dissolved, and Mr. Holden promises to turn the business into a joint stock company, with a capital of \$600,000, and letters patent to that effect have been asked from the Dominion government.—Winnipeg Free Press.

There is great distress in Australia. Thousands of people are homeless.

A commercial treaty has been entered into between Germany and Russia.

England and the United States will confer on the subject of floating derelicts.

It is stated that an agreement has been concluded between England and Italy for mutual protection of their citizens in Brazil.

The Epoca, of Madrid, estimates the indemnity that Morocco ought to pay Spain in view of the difficulties at Melilla at about sixty million francs.

The tin plate workers of Neath, Wales, have accepted their employers' ultimatum of a 10 per cent. reduction of wages. Their action is considered important as it is expected to lead to a change in the standard of wages fixed in 1871.

The British Columbia Mining and Manufacturing Co., Ltd., have been incorporated; capital stock \$100,000. Trustees—W. R. Robertson, A. F. Griffiths and D. R. Young of Vancouver, and H. K. Lee and Donald McPhee of Montreal. Vancouver is the principal place of business.

Advices received from Liverpool, dated November 30th, state that tenguine's had been paid for re-insurance on the British ship Yarkand, 1,311 tons, built by the Barrow Shipbuilding Company in 1877 and owned by Edward Bates & Sons, Liverpool, which sailed from Port Blakely August 1st for Calcutta with a cargo of lumber.

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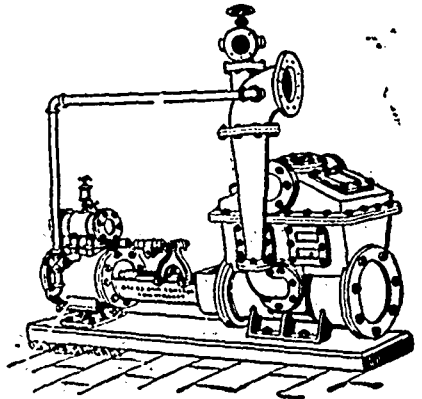
A well assorted stock invariably finds prompt and ready sale. No merchant can select with advantage a good-selling stock without coming to the market, where full and varied lines are carried by importers and jobbers. The merchant who shows full lines quickly learns what takes with his trade and are the best sellers. It is far better to buy what the needs of the trade demand than to be loaded by buying case lots. More failures result through overstocking than from almost any other cause. The profit that he makes on the salable goods is lost on those that he carries over. What would tend to make the small dealer successful in building up a business is the care he exercises in selecting what he knows will suit his patrons, with whom he is in constant touch. The merchant who has the best selected stock invariably has the best trade. He can keep his capital active, and is constantly replenishing with fresh goods, and has not his capital invested in slow-selling ones, which later on have to be sacrificed at a loss to meet his bills. The necessity for watching the market increases proportionately as a business expands, and besides that, a merchant should endeavor to mingle with others in his line, for by an interchange of views and comparing notes he picks up many points and suggestions that he could not otherwise obtain.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Dec. 23, as follows: "During the week the arrivals have been 11,570 tons of Coast coals, and no cargoes of foreign have come to hand. Notwithstanding the extremely small amount arriving this week, there is fully sufficient of each grade here to meet all present requirements. The jobbers report a brisk business in the retail line, as the late inclement weather is forcing housekeepers to replenish their stocks. The market generally favors the buyer, as competition among the wholesale dealers is keener than ever. It is singular that with so few in the jobbing trade, that some coalition cannot be effected, whereby selling quotations may net a reasonable interest on the capital invested. There is no branch of trade, where so much actual cash capital is required, that makes so poor an annual showing as coal. Our principal interest is centered in the early relief we shall derive from the abrogation of the duty on coal. It is most singular the reticence of our daily papers on this fuel question—Coal and Coke. Instead of heavily leaded headlines advocating a change of tariff, sustaining the local interests of their contributors, they have become mutes. Are they so handicapped politically that the success of our city's principal industries is a secondary consideration? Can they not cut loose from party lines, and select from 200 articles upon which changes are recommended, some three or four articles upon which the ultimate success of our industries are hanging?"

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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.

WOOL AND WOOLENS.

Everybody is wondering what effect the admission of free wool into the United States will have on the prices of Canadian fleeces. In the first place, it will not be settled until March or April whether there will be free wool or not, although some people may take chances and buy at present prices, counting on the reduction to make them a profit. Again, the bill will not go into force until June 1st, no matter what happens. Another point to remember is that all the additional wool that goes into the United States as soon as the bars are let down will not be Canadian. There is a small island down about half way between Japan and the South Pole called Australia, and if the Australians are anything they are wool growers. Mutton is their specialty. Moreover, there is another country just north of the most southerly point of Cape of Good Hope, commonly known as Cape Colony, and they send out vast quantities of what is known as "greasy." The merchants in those countries have their eyes on the United States market, and they have some bales which they would exchange for some U. S. golden eagles. Again, the U. S. farmer himself is going to sell his wool or die—and he is not one of the dying kind.

Looking at the matter in that light, it may be safely concluded that with abundant stocks in Canada at present, with prospect of another clip in May and June, with a depressed state of manufacture in the United States, the permanent—mark that word—rise in wool will not amount to more than two or three cents a pound. There will undoubtedly be a rise, but its magnitude, viewed in the light of present circumstances, will not be great.

The writer saw a letter from a Canadian manufacturer of woollens a few days ago, saying that the manufactured product, such as underwear, flannels, etc., would probably rise in price from 5 to 10 per cent. during the next three months. His fear seems to us to be groundless: in fact, it seems more like a scheme to secure orders rather than a genuine opinion. Woollens cannot rise in price to any appreciable extent, certainly not 10 per cent. Competition is too strong a factor to allow of such a proceeding as that. The manufacturer of woollens who gets higher prices during 1891 than in 1893

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will get it on account of improved quality or finish, but in no other way.—*Dry Goods Review.*

CUTTING.

The temptation to cut prices is coincident with hard times. When trade is slow and expenses going on just the same the worried merchant looks about for the cause and its remedy. Whatever may be the reason for the cause, it is probably beyond his reach, and failing to control that, he seeks some means to retain the volume of business heretofore his own. And then he falls into the fatal error that by cutting a little here and paring off some margin of profit there, he will reach that happy condition when trade will move and money flow again. Under the circumstances the temptation seems excusable and his logic plausible, but alas, his neighbor may be cogitating the same proposition, and ere A has hardly begun B is into it tooth and nail. Then C and D see him and go him one better, and thus it goes on until several failures warn the initiators of the pernicious system, that instead of increasing their profits they have brought ruin in their midst—not only to their neighbors but perhaps to themselves. Before the cutter begins his work he should remember that his rival in business can also cut and possibly more persistently than he.—*Trade.*

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VICTORIA, TUESDAY, JANUARY 2, 1891.

THE YEAR 1890.

With the turn of the year comes the question of what is the record for the past, and we are pleased to be able to say that although some countries—including our United States neighbors—have had much to complain of, we in Canada and British Columbia have much to be thankful for. Indeed, as far as this Province is concerned, there has been a steady progress, and the prospects are that it will advance rapidly. The following figures tell the story:

IMPORTS FREE AND DUTIABLE.	
Victoria	\$3,033,727
Vancouver	1,338,421
Westminster	333,452
Nanaimo	277,170
Total	\$5,282,770
EXPORTS.	
Victoria	\$3,500,291
Vancouver	1,000,260
Westminster	500,000
Nanaimo to the U. S. only	217,397
Total	\$5,218,348

The Inland Revenue Returns show a steady increase, the following table demonstrating what the receipts amounted to for the year:

Victoria	\$132,973
Vancouver	100,258
Westminster (not complete)	10,138
Nanaimo	16,000

The total output of coal from the New Vancouver, Wellington, East Wellington and Union Collieries for the year was 4,531,531 tons, the largest output except that of 1891, when the total reached over a million tons.

The aggregate salmon pack of the Province was 607,852 cases, valued at close upon three million dollars. Of this the Fraser River contributed 171,372 cases, the Fraser River fisheries in their various branches totalling \$2,500,000.

The above are some of the more prominent features of the year's progress, and in our next issue we shall deal with these and other matters at greater length.

CANADIAN ATLANTIC SERVICE.

After all, it would appear that there is more of a probability than of a possibility of Canada having before long a fast line of Atlantic steamers, as negotiations are at present going on between the Napiers of Glasgow and the Dominion Government upon the basis of an annual grant of \$700,000, instead of \$500,000. As it is the service is a wretched one, the fastest vessels of neither the Allan nor Dominion lines being in any way equal to the average of

the liners coming to New York. Meantime the highly expensive and much vaunted record breakers of the Cunard line have been laid up, mainly because, it is said, they fail to pay—and no one these days is particularly desirous of doing business of any kind at a loss. The Parisian, the Labrador and Vancouver, which run between Liverpool and Quebec, steam at a considerably slower pace than do other Atlantic liners that do pay, and why this country with the handsome sums which it does pay for its mail service should be altogether left behind seems inexplicable.

There was a time, as every one knows, when the Allans and their friends had necessarily to be considered in view of their contributions to the erection fund, but with the death of Sir John Macdonald died out the idea of the one man as essential to the country's prosperity, and we appear to be shaping our course more in the direction of measures, not men. Among those who are said to be in treaty with the Dominion Government, as we have said, are the Napiers of Glasgow, a firm of very considerable importance in the shipping line. As has been fittingly remarked, "a fast line of steamers is a phrase which has acquired a new meaning in the last two years. Then it was not certain whether a further gain in speed was possible or not, since then a considerable gain has been made. And what has been done makes it probable that further conquests in the same line can be made." It may be that we have lost practically nothing by waiting. Certain important problems as to ocean navigation in connection with the vessels by which it should be carried on have been recently solved; but if Canada is to wait much longer the people will be in no way satisfied.

THE PACIFIC CABLE.

In the memorandum prepared by Mr. Sanford Fleming and submitted to the various Australian governments, four possible routes for the new Canadian-Australian cable were named. These are:

1. Via Fanning Island, Fiji, and New Zealand, or Norfolk Island, New Zealand, and the Tweed Heads. The distance including the branches, would be 7,145 knots, and the cost £1,678,000.

2. Via Necker Island and Fiji a length of 7,175 knots, would cost £1,585,000.

3. Via Necker and the Gilbert Group, with branches to New Zealand and Queensland, 8,261 knots, would cost £1,825,000.

4. From Canada to Bowen, touching at the Gilbert Group and the Solomon Islands, 6,211 knots, would cost £1,580,000, or with a special cable from the mainland to New Zealand, 7,310 knots, at a cost of £1,610,000.

It is suggested that whichever route be selected, the cable should be worked under the joint ownership of Australia, New Zealand, Fiji and Canada, as a public undertaking, taking over the existing obligations of the Eastern Extension company. The money for the outlay could be borrowed at 5 per cent., and it is believed that within three years the revenue would be sufficient to meet every charge.

FISHERY REGULATIONS.

As was generally anticipated, the changes proposed in the new fishery regulations, a draft of which has just been issued by the Department at Ottawa, are not sweeping, and will follow to a great extent those which were in force last season. The report sent from Ottawa some weeks ago to the effect that the usual cannery licenses were to be done away with, has turned out erroneous; they are provided for as before. The reduction of the license fee from \$20 to \$10, which will no doubt be hailed with satisfaction by the fishermen, is one of the changes, and another is the extension of the weekly prohibitive hours, which it is intended shall be from Saturday morning at 6 o'clock to midnight on Sunday, whereas last season fishing began at 6 o'clock on Sunday evening. These are the most important features noted in the proposed bill which the Minister of Marine and Fisheries has made public, with the request that practical suggestions by those interested in the fishing industry should be made as to any alterations that may be desirable in the new code.

NATIONAL DEFICITS.

The Government of the United States this year will have Secretary Carlisle's estimates to provide for a deficit of twenty-eight millions. Besides the excess of expenditure over income, the scarcity of gold is giving the Government some anxiety. The reserve of \$100,000,000 has long since been treasured upon, and the liabilities which must be met with gold have not decreased. The United States has a great deal of paper in circulation. Its gold reserve is ample to protect the \$17,000,000 of greenbacks which are afloat, but add 1 to this are \$156,000,000 Treasury notes, which must be redeemed with gold. France is this year also short of cash. It will have a deficit of some \$15,000,000. To supply the deficiency, a tax on champagne was proposed, but the opposition was such that the Government felt it prudent to withdraw the proposal. Italy is also financially in a deplorable condition. Its deficit is \$40,000,000, and the people are so overburdened with taxation that it is impossible to wring any more out of them. Coming to Great Britain, we find that the expenditure is also likely to exceed the revenue, and this is causing no small amount of apprehension if not of alarm; but had the Gladstone Government, it is alleged, paid more attention to home matters generally, instead of to the Premier's pet projects, the existing condition of things, despite the depression, would in all probability not have existed.

The American plate glass trust has been broken up by the competition of little concerns. This is the inevitable fate, says the Philadelphia Ledger, of any monopoly not supported by special grants of some kind. The success of a trust in a business which any one may enter invites competition and ordains its overthrow by the inexorable laws of trade. The more successful it may be for a time, the more certain becomes its overthrow.

ANOTHER "MODUS."

Everything points to the certainty of the *modus vivendi* in regard to sealing being renewed between Canada (Great Britain) and Russia for another year. This means a material check on the operations of those sealers who have already gone or are proposing to go to Russian waters in search of seals. It is worthy of note that many schooner captains are manifesting a greater anxiety than usual to take on Indian hunters who are somewhat chary about sailing with a view to their utilization as spearmen, for which the new regulations with the United States provide.

CANADIAN COTTON INDUSTRY.

A few days since it was announced that the cotton operatives of Canada were feeling anxious over rumors pointing to either a total temporary closing of the mills, or else large reductions in the number of hands employed. Already the mills at St. Croix, N. B., and one at Hamilton are working on half time, and it is understood that the cotton manufacturers propose visiting Ottawa before the present session, and urging upon the Government the necessity of continuing the present tariff. It is definitely announced that the Canadian Colored Cotton Company, as it is called, will not pay a dividend this year.

BRITISH TRADE.

In the opinion of the *Pull Mall Gazette*, which backs up its statement with the production of official figures, the general trade of Great Britain during 1892 was worse than that of 1891, the first eleven months having shown a decline in imports of £17,500,000, as compared with £6,500,000 during the like period of 1891. In cotton goods for the east there has been an unbroken decline since 1891 in both quantity and quality, although most of the eastern countries have increased their demand for cotton goods. The orders for China and Japan are gradually growing smaller and Turkey also has required less. The American trade has steadily advanced, and if the McKinley tariff has had any effect it has been to increase the cotton trade, which in the first eleven months of 1892 increased over previous years. Brazil and the South American republics were large buyers, but not half the quantity was shipped to China as in 1891. The wool trade, on the contrary, bears a bright aspect.

MANITOBA'S CROPS.

A crop bulletin, dealing with the results of the year, issued by the Manitoba Government Department of Agriculture, places the total yield of wheat at 15,615,23 bushels, an average of 15.56 bushels per acre. No. 1 or 2 hard is almost free from smut. The amount of wheat already marketed is placed at 9,244,656 bushels, leaving a balance of 6,370,577 bushels in the hands of the farmers. Nearly three millions of which will be required for seed and bread, leaving about three and a half million to be marketed for export. The oat yield is placed at 82,965 bushels, all of which will be

consumed within the Province or in the lumber camps to the east. Other yields were: barley, 2,517,653 bushels; flax, 129,151 bushels; rye, 29,122 bushels. There has been an increased export trade in cattle and hogs. The improvements made by the farmers during the year are estimated at \$1,050,501. No serious frosts occurred in any part of the Province until after the crops were saved.

EDITORIAL COMMENT.

THE returns of the Clyde ship building industry show that the total output for 1892 was 208,000 tons, against 236,000 tons last year.

THERE would appear to be some disputes as to the awards at the Chicago World's Fair still outstanding, and in consequence Canadian Commissioner Lark is about to proceed to Washington. It is announced that by this time all the Canadian exhibits will have been shipped to their destination.

THE 1891-95 coffee crop of Brazil is variously estimated at from 7,750,000 to 8,000,000 bags. The crop of the present season has been estimated to be 5,500,000 bags, but some authorities claim that it will fall from 500,000 bags to 750,000 bags short of that total. It seems certain that the present crop is a light one and that the coming crop will be large.

THE reduction of postal rates was recently discussed by the Toronto Board of Trade, and on motion of Mr. Blain, seconded by Mr. Jaffray, a resolution was passed: "That the council reaffirm the position it has repeatedly taken that the rate of postage should be reduced to two cents on country letters and to one cent on drop letters for delivery in town or cities."

THE Dominion, according to late advices from San Francisco, has applied for 2,000 square feet of space in the Horticultural and Agricultural building at the Midwinter Fair, but it was found impossible to spare more than a thousand feet. As for any provincial or individual exhibits it is impossible to say what will be done, no absolutely definite announcements having been made.

WE note that the dockmasters of Vancouver Island, at a meeting recently held at Duncan's, gravely discussed the question of Australian mutton and the influence it would have upon their production finally deciding to ask the representatives of the district in Parliament to urge an increase of tariff, making importation of this article out of the question. The farmers of Cowichan do not begin to supply a tenth part of the immediate local market!

IT is a matter of interest, says the *New York Spectator*, that the growth in life insurance on the North American continent has not been confined to U. S. companies, but the Canadian companies show an equal growth. Thus their premiums increased 219 per cent; death claims, 246

per cent; total disbursements, 208 per cent; assets, 222 per cent; surplus, 214 per cent; new business, 115 per cent, and insurance in force, 192 per cent. In the ten years Canadian companies received from policy holders \$31,168,617, and paid them \$13,830,100, while \$17,911,288 were added to their assets.

WORLD'S FAIR AWARDS.

OF the 50,000 prizes authorized by the Congressional Committee, only 30,000 were awarded, on account of the rigid inspection to which the exhibits were subjected. This fact speaks volumes for the award which Brackman & Ker received for their rolled oats. As will be observed by the following letter, received by that firm from the Executive Committee on Awards, the manner of judging the exhibits was so thorough that there could be no mistake as to whose display was entitled to precedence:

Brackman & Ker Milling Co., Victoria:

DEAR SIR:—In reply to your favor of the 24th ult., I would say that the medals and diplomas to be awarded at the World's Columbian Exhibition are now making under the supervision of the Secretary of the Treasury. The medal has been designed by the eminent sculptor Augustus St. Gaudens, and the diploma has been designed by Mr. Will H. Low. Competent critics pronounce both medal and diploma as far superior to any presented at previous Universal Expositions. Their artistic excellence demands and justifies peculiar care in their reproduction. The medal is to carry the name of the exhibitor in such a way as to form part of the original inscription. The diploma is to carry the exact wording of the report which describes the exhibit. Our present information from the Department of the Mint and the Bureau of Engraving is that the medal and diploma will be ready for distribution within five months. Those exhibitors who are familiar with past Expositions will remember that a longer time elapsed between the close of the Exposition and the receipt by the exhibitor of his medal and diploma.

We hope in about ninety days, upon request of the exhibitor, to furnish him with the wording of the judge's report upon which his award is based.

The awards granted at the World's Columbian Exhibition, compared to the number of exhibitors, present the smallest number ever granted on the occasion of a World's Fair. This result distinctly shows that unusual care and precaution were taken by the expert judges, who, because of the rule requiring them to declare over their own signature the reasons for their judgment, fully realized the great responsibility thrown upon them. The exhibitor, therefore, may be assured that his award will have a value such as the award granted at previous Expositions never gave.

While comparisons of one exhibit with another have not been permitted, the phraseology employed by the judges will certainly disclose different degrees of merit, especially when several individual exhibits are compared, not with each other, but with a common standard of supreme excellence. Yours,

J. S. BROWNING.

A LONG TELEGRAPH CIRCUIT.

On December 3 the President's message was transmitted direct from the New York Bureau of the United Press to San Diego, Cal., via the Postal, Canadian Pacific and the Pacific Postal telegraph lines. There were twelve repeaters in the circuit, situated as follows:

	Miles.
Albany.....	139
Montreal.....	343
Sudbury, Ont.....	141
Fort William, Ont.....	533
Winnipeg, Man.....	426
Swift Current, N.W.T.....	511
Donald, B. C.....	513
Portland, Ore.....	367
Ashland, Ore.....	316
San Francisco, Cal.....	102
Los Angeles, Cal.....	473

San Diego is about 122 miles south of Los Angeles, which made the total length of the circuit 5,080 miles, which was without doubt the longest circuit ever successfully worked for any length of time. The message consisted of 5,211 words and the time occupied in transmitting the same was 3 hours and 42 minutes.

HAWAIIAN EXPORTS.

According to the official statement of the quantities and values of the principal domestic exports of the Hawaiian Islands for the first six months of 1893, there were 19,250 pounds of coffee exported. This was an increase of 10,121 pounds over the same period of 1892.

More than half of the products noted in the report show an increase over the previous half year, while that of sugar exported amounts to 26,230,411 pounds. The total increase alone in value of produce exported during the six months foots up \$1,555,926.69 H. W. Severance, Consul General, says in his report: "This exhibit is certainly a very flattering one to the industry of the islands, and promises to be augmented by the close of the year to at least \$2,000,000 over the receipts of the preceding year."

AN INDIGNANT GROCER.

"I'll tell you what it is," said our old grocer friend to us the other day: "you can set it down as a fact that there are just as many poor grocers as there are poor doctors and lawyers—and that's saying a good deal. Why, just look about the city and see what a promiscuous lot chumps there are in the business; some of them ignorant as mules and dirtier than swine; scores of them that know no more of politeness and how to win and treat customers than they do of the ancient Aztecs or the heroes of mythology; and others of them that know nothing whatever of groceries and couldn't make out an order if they didn't have a printed price list before their eyes."

"I tell you, the nearer a grocer can come to be a cultured gentleman in actions, deportment, manner, and a general knowledge of his business, the greater his chances are of success. He needn't be a scholar nor a Chesterfield, but he ought to be well informed in all that pertains to his calling, and a courteous gentleman always. He can

sell potatoes, draw molasses and fill an oil can, and still be cleanly in person decorous of deportment and winsome of speech. A boor is out of place in any business house, but I do hate to see him in my own line.

"And yet," said our good friend, rather reluctantly, we thought, "I believe he is found in the grocery trade oftener than anywhere else. There seems to be an idea that it is an easy business to learn and easy to manage; and so, I suppose, when a man fails at everything else, instead of sawing wood for a living he goes into the grocery business. And, as a rule, he is the 'grocer' who makes a failure of it and ends by soaking a long line of trustful jobbers."—*Commercial Tribune.*

THE GREAT YUKON RIVER.

"It is almost impossible," writes Frederick Funston from Alaska, "for one not acquainted with the vast extent of this northwestern country to realize the great distances between the outposts of civilization and the enormous volume of these Alaska rivers. It will surprise the average citizen who reads it in his old dog-eared geography that the Mississippi is the largest river on the North American continent, to learn that it is actually a babbling brook beside the mighty Yukon, which, next to the Amazon and the Nile, is the largest river in the world. The Tanana, a river which very few people in the civilized world ever heard of, is a solid mile from bank to bank, with a current like the St. Lawrence at the Rapids. The Koyukuk, another 'unknown' tributary of the Yukon, is larger than the Ohio, and the Porcupine is larger than the Hudson. I venture the assertion that the Mississippi below St. Louis, if turned into the Yukon below the mouth of the Koyukuk, would not raise the stream six inches, and I have been up and down the Mississippi a good deal myself."

A perfectly proportioned man weighs 25 pounds for every foot of his height.

It is stated that the cholera is rarely fatal to a system impregnated with tobacco.

The New York Central directors have declared a regularly quarterly dividend of 1½ per cent.

Insanity is increasing in Ireland. In 1880 the average was 219 cases per 100,000 of population; now it is 323.

About half of the world's population die before the age of sixteen, and one-quarter before the age of six years.

The directors of the Lake Shore road have declared the usual semi-annual dividend of 3 per cent., payable February 1st.

The sawmill owners in Saginaw, Mich., do not fear the Wilson tariff, but they do fear the reimposition by Canada of the export duty on logs.

The Michigan Central Railroad Company has declared a regular dividend of 2 per cent. and an extra one of 1½ per cent., the same as last year.

It is possible, by a recent invention, to take five different photographic views of a person at one sitting. The apparently different attitudes are produced by the aid of mirrors.

AN OLD TRADES UNION.

In London there is a quaint old organization known as the Fellowship of Free Porters. It was organized some time in the thirteenth century, and for nearly 500 years its members had the monopoly of the discharging of grain from boats coming up the Thames. A century ago the organization had 2,500 members, with a surplus which in 1852 grew to \$405,000.

The construction of docks and the abolition of metage, or measurement of corn, destroyed the prosperity of the fellowship. It has been languishing for several years, and refuses to die because no provision has been made for the disposition of its funds. An arrangement has been made recently whereby the funds are to be distributed, and meanwhile each member is to be paid \$2.50 a week.

OMNI AND THE DRUMMER.

The drummer is omniform. He is long, short, fat, dark, fair, homely and handsome. He is supposed to be less handsome, however, than he imagines himself to be. This imagination varies in degree—reaching its maximum in the cities. In justice to the drummer, I am constrained to say, however, that he is the best looking, finest formed, and the best behaved class of fellows that ever placed autographs upon a hotel register or winked at a pretty girl in a dining room.

The drummer is not oniflc. If he were, there would be no stupid railway employees or Chinese cooks born into the world. If the drummer could create everything, we would have fire-proof hotels, wholesome and well cooked food, and an automatic switch tender that would never fail to do its duty. Nor would he fail to create a pair of wings that would enable him, at the close of the week's business, to fly away to the dear ones at home. No, the drummer is not oniflc; if he were, the hotel office would be a drearier place on Sunday than it now is.

The drummer is not omnipotent, but he believes in the omnipotence of an all-wise Creator more generally, according to his numbers, than any other class of business men. It is the puny, narrow-shouldered, short sighted, callous hearted pygmy whose limited vision shuts out the starry heavens, who worships not at the shrine of Omnipotence. The drummer is not so instructed. He is robust, liberal, generous, big hearted, and best of all, he is reverential.—*E. A. Owen in Shoe and Leather Gazette.*

A Montreal despatch says: A Cleveland syndicate, with Mr. H. A. Everett at its head, has secured a controlling interest in the Richelieu and Ontario Navigation Company.

A new thing in the gentlemen's furnishing goods line is coming to the front. It is a shirt that need not be drawn over the head. It is put on like a coat, and buttons at the breast.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL. | **THE SOUTH FIELD COAL**
 (Used principally for Gas and Domestic Purposes.) | (Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

now used by all the leading Steamship Lines on the Pacific.

THE "NEW WELLINGTON" COAL

Which was introduced early in the present year, has already become the favorite fuel for domestic purposes. It is a clean, hard coal, makes a bright and cheerful fire, and its lasting qualities make it the most economical fuel in the market. The several Mines of the Company are connected with their Wharves at Nanaimo and Departure Bay, where ships of the largest tonnage are loaded at all stages of the tide. Special dispatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

W. J. STEIN,

Chartered Accountant and Auditor,

513 COLUMBIA ST., NEW WESTMINSTER,

—AND—

P. O. Box 636, VANCOUVER.

COMMERCIAL SUMMARY.

Of the Russian city houses six-sevenths are of wood.

The monster Canadian cheese is said to have been in bad condition when it reached England.

Mr. John Gillard, of the wholesale grocery firm of W. H. Gillard & Co., Hamilton, is dead.

A Seattle man has just received a patent on a contrivance for fastening carpets without the use of tacks.

Nearly 500 groggeries in Chicago have been forced out of business since the 1st of November on account of the dull times.

It is estimated that the earnings of the Bell Telephone Company for 1893 are about \$7,930,000, or about 2 per cent on the capital.

The directors of the Bank of England have decided to grant a liberal annuity to

the family of Mr. May, formerly chief cashier of the bank.

The highest price paid for property in London until 1886 was 1,285 square feet on Old Broad street, sold for \$185,000, equal to \$6,300,000 an acre.

It is stated unofficially that the proposed Atlantic fast steamship service for the Dominion will be provided by the Napiers of Glasgow for a subsidy of \$750,000 per annum.

The Union Pacific Coal Co. in Wyoming has sustained a loss of three-quarters of a million dollars in the destruction by fire of mine No. 7, at Almy, and 400 miners are thrown out of employment.

The Bordeaux Chamber of Commerce has received a Government circular saying that the United States are willing to reduce the duties on cheap French wines, which are consumed as ordinary beverages and not as luxuries.

A five-dollar Irish greenback, issued by "John O'Mahony, agent of the Irish Republic," under date of March 17, 1866, and payable "six months after the acknowledgment of the independence of the Irish nation," was presented for payment in a grocery store in New York recently.

It is said that in Port Jackson, N. S.

W., smuggling turns over a profit something like over \$125,000 a year. Tobacco and cigars are the leading lines operated upon, and some idea of the magnitude of the business can be guessed from the fact that as many as 50,000 cigarettes were recently seized in a single swoop made upon one steamer.

The late reduction in the price of sugar is said to be due to an effort which the German sugar refiners are making to get a foothold in the markets of this continent. Rumor has it that a cargo of 5,000 tons of refined sugar is now on its way to New York, and will be put on the market at a quarter of a cent below the Trust prices, despite the duty of a half-cent per pound.

A rice elevator—the first in the world—has just been completed at New Orleans. Other elevators will be built at other rice points. The effect will be to revolutionize the rice trade. Under the old system the cost of handling and selling the cereal was very great. In the new elevator system the rice is brought in carload lots, dumped into the elevator, cleaned, weighed and automatically assorted into one of six grades by delicate machinery, and is then loaded into sacks, which are delivered on the warehouse floor ready for market.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck.	430	Russell.	October 9.	Victoria.	Liverpool.	38,800	\$201,875	
Ger ship.	Sirene.	1137	Sauermilch.	October 19.	Victoria.	London.	56,558	282,790	
Br ss.	Grandholm.	871	Masson.	October 19.	Victoria.	Liverpool.	31,707	158,339	
Br bark.	Jessie Stowe	615	Blanche.	October 11.	Fraser River.	Liverpool.	30,000	137,112	
Br bark.	Ladsstock.	816	Williams.	October 19.	Fraser River.	Liverpool.	35,773	178,865	
Br bark.	Formosa.	915	Kain.	November 18.	Victoria.	London.	38,126	191,880	
Br bark.	City of Carlisle.	823	Hughes.	November 18.	Victoria.	Liverpool.	37,381	185,905	Private.
Br ship.	Candida	1222	Kee.	December 22.	Victoria.	Liverpool.	50,318	249,523	
Br bark.	Harold.	1397	King.	December 22.	Victoria.	Liverpool.			
Br bark.	Primera	367	Gardner.	December 17.	Victoria.	London.	21,076	123,350	

A—Other cargo value \$1,316.

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark.	Geo. Thompson.	1125	Young.	Jan. 13.	Westminster.	Sydney.	806,938	7,844	March 21	owners ac
Br bark.	Mark Curry	1256	Liswell.	Jan. 1.	Vancouver.	Plymouth.	921,058	9,882	May 20	52s 6d
Nor. bark.	Fritzoe	1078	Rolfsen.	Jan. 10.	Vancouver.	Callao.	879,260	8,031	March 3.	36s 3d
Am. bark.	Colorado	1030	Gibson.	Jan. 19.	Cowichan.	Valparaiso f.o.	822,637	7,077	April 27.	37s 6d
Br bark.	Highlands	1236	Owen.	Jan. 26.	Vancouver.	Montreal.	891,667	15,537	June 23.	Private.
Chil. bark.	India	333	Funke.	Jan. 11.	Moodyville.	Valparaiso.	718,782	7,169	March 30.	owners ac
Br bktn.	Bittern	320	Stronach.	Jan. 20.	Vancouver.	Fremantle. Au.	302,450	4,201	May 16	owners ac
Ger. ship.	Katharine.	1630	Spille.	Feb. 7.	Moodyville.	Iquiqui.	1,328,579	14,058	May 6.	35s
Br. ship.	County of Yarmouth.	2151	Swanson.	March 21.	Vancouver.	Cork.	1,628,530	17,500	July 27	50s
Chil. ship.	Hinds-tan	1512	Welsh.	March 6.	Moodyville.	Valparaiso.	1,196,830	10,212	July 14	owners ac
Am. bark.	Semholo.	1439	Weeden.	March 19.	Moodyville.	Santa Rosalia.	1,010,913	7,967	April	Private.
Am. ship.	Ivy	1181	Lovell.	April 22.	Vancouver.	Wilmington.	791,914	10,497	Aug. 23.	Private.
Br bark.	Assel.	735	Gilmour.	March 6.	Moodyville.	Antofagasta.	631,165	6,577	June 23.	35s
Br. ship.	Natuna	1106	Grahn.	April 20	Vancouver.	Port Pirie.	964,868	7,718	Sept. 22	42s 6d
Am. bark.	John Morse	1313	Hughes.	April 19	Moodyville.	Shanghai.	928,219	8,900	July 18	45s
Haw. bark.	John Eua	200	Schnauer	June 2.	Cowichan.	Port Pirie.	2,580,737	19,500	Aug. 7.	40s
Br bark.	Blairhoyle	1291	Gray.	June 1.	Vancouver.	Sydney.	913,685	7,894	Aug. 16	31s 3d
Br bark.	Mary Low.	1313	Robertson.	May 21.	Vancouver.	Pisagua.	667,000	5,296	Aug. 26	35s
Nor. bark.	Sigurd.	1530	Anse.	May 21.	Vancouver.	Port Pirie.	1,426,000	10,623	Aug. 31.	40s
Chil. ship.	Atacama	1235	Caballero.	May 13.	Moodyville.	Valparaiso.	967,361	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.	1029	Roberts.	June 25.	Vancouver.	Antwerp.	786,228	11,790	Nov. 29.	50s
Ger bark.	Heinrich	923	Henne.	June 7.	Vancouver.	Holland.	577,337	4,908	Oct. 4.	55s
Br bark.	Doehra	966	Melcerrow.	June 26.	Vancouver.	Adelaide.	740,231	5,920	Sept. 16.	38s 9d
Br ship.	Kinkora	1239	Lawton.	July 29.	Vancouver.	Callao.	1,136,128	12,163	Oct. 21.	30s
Am schr.	Carrier Dove	672	Brandt.	Aug. 7.	Cowichan.	Adelaide.	888,989	7,982	Oct. 14.	39s
Am bark.	Seminole	1439	Weeden.	Aug. 1.	Moodyville.	Santa Rosalia.	1,045,008	7,896	Aug.	Private.
Am schr.	Puritan	481	Warner.	Aug. 4.	Moodyville.	Tientsin.	723,351	8,625	Sept.	35s
Am bark.	Sonoma	978	Anderson.	Aug. 16.	Vancouver.	Iquiqui.	811,183	9,289	Nov. 26.	30s
Br ship.	Gunford	2168	Wier.	Sept. 6.	Vancouver.	Port Pirie.	1,974,030	12,831	Dec. 8.	37s 6d
Am ship.	Wm. H. Starbuck	1272	Reynolds.	Sept. 1.	Vancouver.	London.	924,534	10,360		52s 6d
Nor bark.	Fortuna	1352	Mikkelsen.	Aug. 23.	Vancouver.	Port Pirie.	1,286,192	10,288		36s 3d
Br bark.	Gain-borough.	985	Melphail.	Sept. 7.	Moodyville.	Valparaiso f.o.	792,153	5,524		37s 9d
Chil. bark.	India.	333	Funke.	Sept. 10.	Moodyville.	Valparaiso.	729,267	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	Nov. 28	37s 6d
Am bktn.	Chas. F. Crocker.	813	Lund.	Sept. 21.	Vancouver.	Santa Rosalia.	783,518	7,076	Oct. 25.	Private.
Am bktn.	Hilo.	612	LeHallier.	Sept. 23.	Westminster.	Sydney.	688,632	6,649	Nov. 18.	28s
Am schr.	Lynan D. Foster.	725	Dreyer.	Oct. 11.	Cowichan.	Sydney.	871,393	7,614		37s 6d
Am bark.	Hesper.	654	Underwood.	Oct. 12.	Vancouver.	Adelaide.	779,288	5,886		37s 6d
Am schr.	Wm. Bowden.	728	Fjerem.	Oct. 18.	Victoria.	Adelaide.	861,688	6,631		37s 6d
Br bark.	Elizabeth Graham	338	Anderson.	Oct. 21.	Moodyville.	Melbourne.	524,681	3,969		Private.
Am brig.	Geneva	471	Nelson.	Oct. 15.	Vancouver.	Sydney.	541,228	4,157		27s 6d
Am schr.	Aida	367	Anderson.	Oct. 14.	Moodyville.	Shanghai.	657,574	6,060		19s
Am bktn.	Robert Sudden.	885	Ulberg.	Oct. 25.	Vancouver.	Port Pirie.	714,808	4,646		37s 6d
Am schr.	Salvator.	114	Well.	Oct. 29.	Westminster.	Port Pirie.	527,000	4,216		37s 6d
Am schr.	Louis	829	Hatch.	Nov. 8.	Vancouver.	Iquiqui.	863,415	8,601		40s
Am schr.	John D. Tallant.	333	Henderson.	Nov. 19.	Victoria.	Sydney.	765,802	10,800		28s
Nor ship.	Germanic	1269	Sunde.	Dec. 29.	Vancouver.	Cork U.K. f.o.	910,453	4,973		60s
Am. schr.	Reporter	333	Mackie.	Nov. 24.	Vancouver.	Nagasaki.	369,291	10,000		Private.
Am bark.	Snow & Burgess.	1378	Mortenson.	Dec. 30.	Vancouver.	Santa Rosalia.	1,078,620	7,119		Private.
Am ship.	Benj. Sewall.	1561	Sewall.	Dec. 28.	Vancouver.	Cork U. K. f.o.	1,021,624	13,135		55s
Am bark.	Colorado	1369	Gibson.	Jan. 1.	Vancouver.	Shanghai.	707,090	5,656		37s 6d
Am bark.	Templar	910	Lee.	Dec. 26.	Vancouver.	Callao.	567,000	4,911		35s
Am schr.	W. H. Talbot.	716	Hulum.	Dec. 28.	Vancouver.	Cape Colony.	804,181	6,631		35s
Am ship.	Eclipse.	1533	Peterson.	Dec. 28.	Vancouver.	Cork U. K. f.o.				35s
Nor ship.	Beaconsfield.	1450	Rastiansen.		Vancouver.	Cork U.K. f.o.				69s

A—Also 109 spars.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	British General	1751	Tulloch	Oct. 31	Samarang	Vancouver	B. C. Sugar Refinery Co.	63
Br bark	Archer	789	Dawson	Aug. 4	Liverpool	Victoria	R. P. Rithet & Co., Ltd.	151
Ger bark	Gutenberg	627	Zeplein	Aug. 10	O. Glasgow	Victoria	J. Crawford	145
Br ship	Ainsdale	1725	Owens	Oct. 9	N. Liverpool	Victoria & Van	R. P. Rithet & Co., Ltd.	85
Br ship	Astoria	1335	Dagwell	Oct. 13	G. London	Victoria & Van	Turner, Beeton & Co.	81
Br ship	Benmore	1160	Scott	Dec. 22	Liverpool	Victoria & Van	R. P. Rithet & Co., Ltd.	11
Br ship	Borrowdale	1197	Gordon	Dec. 22	Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	11
Br bark	Thermopylae	948	Winchester	Dec. 22	Hong Kong	Victoria	Victoria Rice Mills	11
Am bktn	Wrestler	447	Bergeman		B. Honolulu	Royal Roads for	Robert Ward & Co., Ltd.	27
Br ship	Ballauchulish	1896	Goewley		A. Java	Vancouver	B. C. Sugar Refinery Co.	
Br ship	River-side	1590	McCully	Nov. 22	Newport, Eng.	Vancouver		41
Br bark	Northernhay	1221	Miller	Dec 5	C. Cardiff	Esquimalt		23
Br ss	Empress of Japan	3803	Lee	Dec. 27	E. Hong Kong	Victoria & Van	C. P. S. S. Co.	3
Br ss	Warrimoo	1897	Perry	Dec. 18	H. Sydney	Victoria & Van	C. P. S. S. Co.	15
Br ss	Tacoma	1662	Hill	Dec 12	F. Hong Kong	Victoria	Dodwell, Carlill & Co.	21
Br ship	Astracana	1572	Jones	Dec. 21	I. London	Vancouver	Evans, Coleman & Evans.	12
Br ship	Romoha				London	Victoria & Van	A. L. Russell	
Br bark	Duke of Argyle	930	Golightly	Dec. 16	Honolulu	Royal Roads		17
Br ss	Mogul	1827	Johnson		D. Hong Kong	Victoria	Dodwell, Carlill & Co.	

* Spoken Oct. 14 lat. 49 N., long. 10 W. Nov. 13 lat. 7 S., long. 31 W. To load grain at Tacoma. G—Oct. 16 passed Deal. Oct. 18 passed Frawle Point. H—Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13 N., long. 26 W. B—Chartered for lumber to Melbourne, Adelaide or Port Pirie; terms private. A—To sail in March with sugar. E—Via Yokohama Jan. 5. F—Via Yokohama Dec. 23. H—Via Suva and Honolulu Jan. 1. C—Dec. 14 put into Falmouth with loss of some sails. G—To load grain at Tacoma. I—Taking cargo from Liverpool and Glasgow. D—To sail Jan 2, via Yokohama Jan 13.

FREIGHTS.

The market is very dull, and there is almost nothing doing at present. Rates are fairly steady.

Grain freights from San Francisco to Cork are quoted 9s less than last week. Lumber freights are unchanged.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 37s; 6d; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie, 35s 6d; United Kingdom, calling at Cork for orders, 55s Shanghai, 37s 6d; Tientsin 55s.

Grain freights from San Francisco to Cork, U. K., for orders, usual options are quoted at 25s; from Portland 32s and Tacoma 30s.

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

VESSELS IN PORT.

VICTORIA.

(December 31, 1891.)

Br. bark Harold, 1,307 tons, Capt King, arrived Nov. 16, from Shanghai, loading salmon for Liverpool, on account of Robt. Ward & Co., Ltd.

Am. bark Epoch Talbot, 1,827 tons, Capt. Johnson, in ballast, arrived Dec. 29, from Honolulu in 22 days, for orders.

VANCOUVER.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Nov. 4, loaded with lumber for Shanghai.

Am. ship Eclipse, 1,536 tons, Capt. Peterson, arrived Nov. 27, loading lumber for Cork, U. K., on account of Robert Ward & Co., Ltd.

Nor. ship Beaconsfield, 1,450 tons, Capt. Bastiansen, arrived Dec. 11; loading lumber for Cork, U. K.

Br. steamship Empress of India, 3,003 tons, Capt. Marshall, sails Jan. 8.

Br. ship Dunboyne, 1,380 tons, Capt. Neill, arrived Dec. 28 from London, with general cargo; Evans, Coleman & Evans consignees. To load grain at Tacoma.

WELLINGTON SHIPPING.

Am. bark B. P. Cheney, 1,260 tons, Capt. Mosher.

Am. bark Matilda, 819 tons, Capt. Swanson.

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

Am. ship Glory of the Seas, 2,109 tons, Capt. Freeman.

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

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	2	3,131
Vancouver	5	8,405
Nanaimo	5	6,637
Total	12	18,176
Previous week	13	17,923
Correspond'g week last year	27	57,541
" 1891	11	14,871

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

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# GREENE & SONS

COMPANY, MONTREAL.

WHOLESALE

## HATS, CAPS

AND

STRAW GOODS.

1894.

MEN'S

## Furnishings.

**BRITISH COLUMBIA SPRING TRADE, 1894**

*Newest Styles Selected for Spring Trade.*

AGENTS FOR WOODROW'S HATS.

WAREHOUSE:

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

**MONTREAL.**

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



REGISTERED TRADE MARK.

## LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Supervision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies and Preserves

—PREPARED BY—

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