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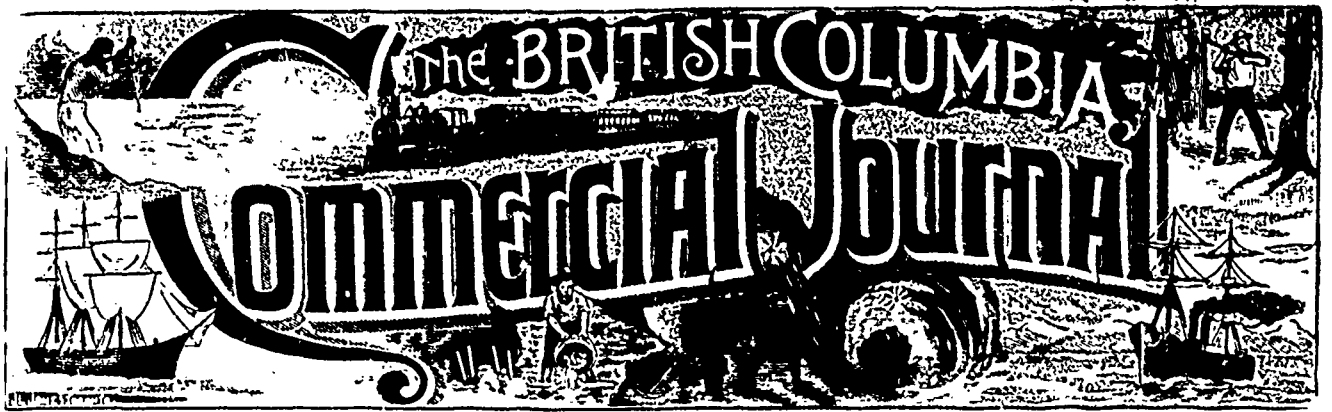
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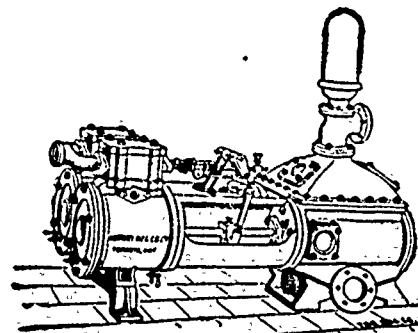
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- Skeena Packing Co., Skeena River, "Diamond C" Brand.
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- Curtis & Harvey's Sporting and Blasting Powder.
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- J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.
- Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.
- British Columbia Salmon:—Ewen & Co., "Lion." "Bonnie Dundee"; Bon Accord Fishery Co Consuls; Canadian Pacific Packing Co. "Flagship" brand.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,

Tuesday Morning, Oct. 16.

VICTORIA.

Business continues steady, with the wholesale and jobbing houses. The Indian trade has been a special feature of the past week with the retail trade, and all branches have felt the benefits of the money put into circulation. The fall trade with the dry goods houses is reported quite satisfactory, and the indications are favorable for its continuance. The arrival of the steamship Arawa with supplies of Hawaiian and Australian fruit found the market bare, and jobbers are experiencing a good demand at fair prices.

The Vancouver *News-Advertiser* says: "Wholesale merchants report that trade is fairly brisk as orders for fall goods from country merchants are now coming in. Retailers, however, report that business has been rather dull during the past week, as large numbers of people have been away at the exhibition in New Westminster. Of the local industries it may be said that nearly all are running full time. The Oriental war has caused an improvement in freights, and every outward steamer is loaded down to its fullest capacity. The organization of two strong companies to prosecute halibut fishing on an extensive scale during the winter months will also find employment for a number of men, and this promises to be an important industry. The saw mills have been kept fairly busy for some time past."

GROCERIES AND PROVISIONS.

Eastern creamery is reported steady, jobbers quoting 24c per lb. for large tubs and 26c for small American cured meats, hams and bacon are weaker than last week, jobbers quoting about 1c per lb. lower. Stocks of last season's canned goods are getting quite low. Corn is scarce, and has been advanced, being currently quoted in 2-lb. tins at \$1.15 per doz. Beans are steady at \$1.10 per doz., also peas at \$1.00 per doz. The stock of tomatoes is limited, and quotations for 3-lb. tins are about \$1.25 per doz.

The British Columbia Sugar Refinery quotes prices as follows, payment by spot cash:

Granulated, in bbls. or 100-lb bags	4 1/2
Yellow, according to quality	1 to 4 1/2
Paris lumps, in bbls. or 100-lb bags	5 1/2
Powdred, icing and bars, in bbls.	6 1/2

Jobbers quote:

Valencia raisins	per lb	\$ 7	&	\$ 0.
Malaga raisins	per box	3 00	&	3 25
Currants (barrels)	per lb	4 1/2	&	
" half bbls.	per lb	5	&	5 1/2
" (cases)	per lb	5 1/2	&	7 1/2
Sultana raisins	per lb	8	&	10
Taragona almonds	per lb	14	&	18
Grenoble walnuts	per lb	14	&	18
Filberts	per lb	11 1/2	&	14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	21	&	26	
Manitoba dairy	18	&	19	
" creamery in tins	27	&	29	
" " in tubs	26	&	00	
Cheese—Canadian, lb.	13	&	14	
Canadian station	17	&	18	
Eggs—Canadian	per doz	19	&	20

Smoked meats and lard are quoted:

Hams	16	&	16 1/2
Breakfast bacon	15	&	16
Short rolls	11	&	12
Dry salt, long clear	11	&	11 1/2
Back	13 1/2	&	13 1/2
White Label pure leaf lard	0	&	12 1/2
" " " 50-lb tins	0	&	12 1/2
" " " 20-lb "	0	&	13
" " " 10-lb "	0	&	13 1/2
" " " 5-lb "	0	&	13 1/2
" " " 3-lb "	0	&	13 1/2
Lard Compound, 10 lbs.	10 1/2	&	00
" " 20 lbs.	10 1/2	&	00
" " 5 lbs.	10 1/2	&	00
" " 3 lbs.	10 1/2	&	00

Sugar—Jobbers' prices half-barrels and

kegs in each case being 1/2c higher:

Dry Granulated (China)	100-sack	4	65
Extra C, China	"	4	37 1/2
China, yellow	"	4	12 1/2
Dry Granulated (B. C. Refinery)	17 to 13		
Extra C	12		
Fancy Yellow	12		
Yellow	12		
Golden C	31		
Cubes	61		
Powdered	67		
Syrups, per lb.			
" 1 gal. tins, American (10)	5	50	
" 1 " " (16)	5	50	
" 1 " Vancouver	5	50	
" 1 1/2 " "	7	00	

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

Helmet brand sugar cured hams, medium	0	16 1/2
" " " heavy	0	16
" " breakfast bacon	0	16
Fancy Gold Band hams	0	18 1/2
" " breakfast bacon	0	18

Jobbers quote as follows:

Liverpool salt, coarse, in 100 lb bags, per ton	12	00	
Liverpool salt, fine, in 50-lb bags, per ton	18	00	
Portland cement, White's (best) per bbl	3	00	
White mottled soap, English, in 112-lb bxs	8	75	
" " " quarterboxes			
28 lbs, per cwt	9	00	
Malt vinegar, English, 25-gal. bbls	11	25	
" " " octaves	6	50	
" " " cases of 3 doz., per cs	5	50	
Matches, block, in tins, Victoria	1	25	
" " " California	1	30	
Macaroni, No. 1, 10-lb bxs	80	&	90
Vermicelli, 10-lb bxs	80		
Coal oil, per case	2	80	
Nails, per keg—4d, \$3.30; 6d, \$3.10; 8d, \$2.95; 10d, \$2.90; 12d, \$2.85; 20d and 30d, \$2.85; 40d and 50d, \$2.75; 60d, \$2.70.			

FLOUR AND FEED.

Dealers advise no change in the markets for the past two weeks.

The *Portland Commercial Review* says: "The weakness which has characterized the flour market, as noted in the last issue of the *Review*, has continued throughout the present week, and not much encouragement can be offered to the milling interest. Shipments of fair amounts to fill recent orders from China continue to be forwarded to British Columbia for trans-shipment there, a fact which reflects but little credit upon our own port, which by right should have direct connection with the Orient. The

Empress that sails on the 12th will take 1700 tons of flour from here to China. A large shipment also goes to Honolulu. Valley shipments include the usual amounts to San Francisco; 20,725 barrels left on the British bark Priorhill this week for Galway, the first cargo for Europe this season. Quotations are continued at \$2.30 per barrel for standard brands, and something like 10c to 20c less per barrel for good stock not so well known."

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

Ogilvie's Hungarian	\$1	00
" Strong Bakers	3	80
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	10
Superfine	3	15

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

Delta	\$3	50
Victoria XXX	3	50
Superfine	3	00

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 3	50	&	00	00
Lion, " "	3	50	&	00	00
Victoria XXX	3	50	&	00	00
Superfine	3	25	&	00	00
Premier, Enderby mills	1	25	&	00	00
XXX	4	10	&	00	00
XX	3	65	&	00	00
Superfine, " "	3	40	&	00	00
Ogilvie's Hungarian	4	30	&	00	00
" Strong Bakers	4	10	&	00	00
H. B. C. Fort Garry Hungarian	4	30	&	00	00
" " Strong Bakers	4	10	&	00	00
Cak Lake Patent Hungarian	4	30	&	00	00
" Strong Bakers	4	10	&	00	00
Regina Hungarian	4	30	&	00	00
" Strong Bakers	4	10	&	00	00
Benton County, Oregon	3	75	&	00	00
Portland Roller	3	75	&	00	00
Vashon, Washington	3	90	&	00	00
Snowflake	3	65	&	00	00
Wheat, per ton	25	00	&	00	00
Oats	27	00	&	30	00
Oil cake meal	35	00	&	50	00
Chop feed—California	27	50	&	00	00
Shorts	20	00	&	25	00
Bran	20	00	&	22	50
National Mills oatmeal	3	50	&	00	00
" " rolled oats (90-lbsks)	3	50	&	00	00
" " " 10 7s, baled	3	00	&	00	00
" split peas	3	50	&	00	00
" pearl barley	4	75	&	00	00
" Chop feed	20	00	&	25	00
California oatmeal	3	85	&	00	00
California rolled oats	4	15	&	00	00
Corn, whole	per ton	37	50	&	10
Peas, field	per ton	10	00	&	00
Cornmeal	2	50	&	3	00
Cornmeal-feed	per ton	40	00	&	00
Cracked corn	40	00	&	00	00
Hay, per ton	15	00	&	18	00
Straw, per bale	1	00	&	00	00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$ 75	00	&	80	00
" " (polished)	90	00	&	00	00
Best China rice	80	00	&	100	00
Chinarico No. 1	68	00	&	00	00
" " (sacks)	65	00	&	00	00
Rice flour	70	00			
Broken rice	30	00			
Rice Meal	17	50			

FRUITS AND VEGETABLES.

The feature of the market was the arrival of the ss. Arawa with fresh supplies of oranges and lemons from Australia and bananas and pineapples from Honolulu. The oranges and lemons arrived in very much better condition than formerly, and struck a bare market. Jobbers are realizing better prices than from former consignments. Bananas are also in good supply and in a generally good condition. There were only a limited number of crates received, the bulk being bunches. The market is reported in good condition. Pineapples received are said to be over-ripe, and not quotable. California fruits are steady.

Jobbers' quotations for fruits are as follows:

Oranges—Australian..	2 50 @	0 00
Lemons—California (Johnson's) ..	6 25 @	6 75
Australian.....	3 00 @	0 00
Apples—California.....	1 15 @	1 50
Oregon.....	1 25 @	1 50
Cocoanuts.....per 100	\$ 00 @	9 00
Peaches.....	1 00 @	1 10
Pears.....	1 00 @	1 25
Grapes.....	1 25 @	1 35
" Concord.....	60 @	75
" Delaware.....	1 00 @	0 00
Bananas bunches.....	2 50 @	0 00
crates.....	3 25 @	0 00

Vegetables are quoted:

Onions—Silverskins... ..per lb	1 @	11
Cabbage.....per lb	2 @	
Potatoes.....per ton	20 @	
Tomatoes.....	75 @	
Sweet potatoes.....per lb	17 @	

SALMON.

The British bark Northernhay, 1,221 tons, Capt. Frame, is expected to sail October 16th for Liverpool on account of R. P. Rithet & Co., Ltd., with a cargo of 55,724 cases of salmon composed as follows: Shipped by Turner, Beeton & Co., 12,932 cases; Findlay, Durham & Brodie, 4,812 cases; R. P. Rithet & Co., Ltd., 37,980 cases. The Clan Robertson, loading on the Fraser for Liverpool, will probably be the next of the salmon fleet to sail, her cargo being nearly completed. The Corryvreckan is loading at Victoria for London, and will receive the usual dispatch.

The market continues steady, since the recent advances, and every attention is being given to the shipment of orders to the markets.

LUMBER.

The British ship Ballachulish, 1,806 tons, Capt. Gowdey, sailed October 11 from Moodyville for Valparaiso with a cargo of 1,593,210 feet lumber, valued at \$12,500. No vessels have arrived at loading ports, nor have new charters been reported during the week.

The Portland Commercial Review says: "In consequence of China and Australian orders having increased about 50 per cent., the Port Gamble mill has started up full blast, and the one at Port Ludlow will follow suit. The Port Blakely mill has been running day and night for the past two weeks, mostly on foreign orders.

A novelty in the way of lumber shipment is the charter of a steamer by the Tacoma Mill Co., of Tacoma, Wash., to carry lumber to South Africa, which is taking several cargoes this year. This will be the first steamer to load lumber on the Sound in several years."

The following vessels are loading lumber at British Columbia ports for foreign. At Hastings Mill British ship Lisimore, 1,598 tons, for Buenos Ayres; Am. bktn. Irmgard, 628 tons, for Iquiqui; Br. bark Alexandra, 1,297 tons, for Calais. Am. schooner R. W. Bartlett, 495 tons, for Santa Rosalia. Total 4 vessels, 4,018 tons.

The following are the current city quotations, net in yard: Rough, \$8.00 per M ft; rough clear, \$14; ship lap, \$10; tongue and groove flooring, 4 in. No. 1, \$16; do. 4 in. No. 2, \$12; do. 6 in. No. 1, \$15; do. 6 in. No. 2, \$11; rustic, No. 1, \$15; do. No. 2, \$11; surfaced, \$15; shingles, \$2; lath, \$1.75.

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

Rough Merchantable, ordinary sizes, in lengths to 10 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, 1 feet 6 in, per M.....	1 90

INLAND REVENUE RETURNS.

The receipts for Vancouver Inland Revenue Division No. 38 for September are as follows:

Vancouver Division—Comprising the Mainland of B. C.:

Spirits warehoused during month	31,93 p gals
" ex-wareh'd for cons'mptn.	3,013.87 p gals
Balance in warehouse.....	5,478.39 p gals
Malt warehoused during month.....	40,249 lbs
" ex-wareh'ous'd for consumption.....	55,519 lbs
" balance in warehouse.....	8,317 lbs
Tobacco warehoused during month.....	23,937 lbs
" ex-wareh'ous'd for cons'mptn.....	8,663 lbs
" balance in warehouse.....	29,518 lbs
" raw leaf wareh'd during month.....	14 lbs
" ex-wareh'd for cons'mptn.....	14 lbs
Cigars in warehouse.....	43,600
Cigars ex-wareh'ous'd during month.....	10,099
" balance in warehouse.....	113,000

Ex-warehoused for exportation:—

Spirits.....	50.79 p. gals
Beer.....	\$1 gals

COLLECTIONS.

Spirits.....	\$ 1,565 80
Malt.....	832 80
Tobacco.....	2,165 75
Cigars.....	476 10
Petroleum lbs.....	87 95
Licenses.....	20 00
Other receipts.....	1 00

Total.....\$ 8,149 40

The total value of exports from Chatham, Ont., for the three months ending June 30th, 1894, was \$184,815, an increase over the same quarter in 1893 of \$67,925. Of this sum beans amounted to \$100,000 and staves to over \$50,000.

Lake and rail rates were advanced on October 6th, the new basis being 60 cents per 100 pounds as against 30 cents, the previous rate. Rates on iron advanced 90 per cent., or to the same rate as at the commencement of the season. An advance in transcontinental rates will also be made.

BUSINESS NOTES.

W. McNeill has reopened the Colwood Hotel, Sooke road.

E. Monk, butcher, has opened on Douglas street, Victoria.

Higginbotham Bros., livery, Chillwack, have sold out to Archie Noble.

T. B. Hall & Co., fruit and fish, contemplate starting at Vancouver.

Gladstone & Flaherty, saloon, Kaslo, have sold out to H. H. Geigerich.

Leamy & Kyle, saw mill, Vancouver, assigned to C. G. Major, 8th inst.

Patterson & Dickie, fish, etc., Vancouver, have closed out of business.

W. H. Holden, Russell House, Westminster, has assigned to Jas. Anderson.

J. M. Livers, druggist, Kaslo, has admitted Spencer A. Drake into partnership.

The Slocan Prospector, newspaper, has removed from New Denver to Three Forks.

Geo. Richardson, Windsor Hotel, Victoria, lease, stock and license for sale by tender.

J. M. Hughes, grocer, has opened in Victoria at corner of Fort and Quadra streets.

S. J. Emanuels, auctioneer and commission agent, has again opened at Vancouver.

W. J. Spear & Co., musical instruments, etc., Nanaimo, has assigned to Richard Spear.

R. L. Lowery, newspaper publisher, intends removing his plant from Nakusp to New Denver.

A. J. McMurtrie, clothing, gents' furnishings, boots and shoes, Wellington, advertises closing out the business.

The News plant at Mission City has been removed to Union, at which place the paper will in future be issued.

McPhee & Moore, general merchants, Union, have added a butcher shop with J. M. O'Brien in charge. The firm have recently removed to new premises.

At the annual meeting of the Victoria Board of Fire Underwriters, held at the office of Messrs. Robert Ward & Co., Limited, the report presented showed that the year had been an unprofitable one. The executive committee was elected as follows: H. F. Heisterman, J. C. Maclure, Richard Hall, J. St. Clair Blackett and R. S. Day.

It is estimated that shipments of stock from Manitoba to the Old Country during the past three months have netted about \$340,000.

The customs receipts at Montreal for September were \$169,121, as compared with \$628,078 in September, 1893. At Halifax and St. John the customs receipts were also less than in the same month in 1893.

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THE LUMBER DUTY.

The lumbermen of British Columbia are petitioning the Government at Ottawa to ask the government of the United States to reconsider the imposition of 25 per cent. duty on Canadian cedar going into the United States. Cedar is a common wood in British Columbia, far more plentiful than it is in the United States. When it was anticipated that the duty on lumber was going to be removed British Columbian lumbermen rubbed their hands with glee, and they said now we can ship sawn cedar into the States duty free. There is nothing in the fir lumber, they said, but a nice profit in sawn cedar when we get it in there free. They were counting their eggs. In the meantime say the British Columbia lumbermen, a great cry was going up from the Sound lumbermen. "If Congress admits British Columbia free we are ruined, we will be swamped with Canadian fir." They knew that this was not so, owing to the extremely low prices for ordinary lumber on the coast, but the cry was raised, say the Canadian coast lumbermen, for the purpose of blinding the eyes of the Canadians to the fact that they were quietly pulling the wires to have the tariff on cedar changed from 15 to 25 per cent, and placing it among the luxuries with rosewood and other cabinet stuff. When the British Columbia lumbermen looked at the tariff they were astounded to find that the United States government had increased instead of decreased the tariff on cedar. Cedar is as common here as pine in the east, in fact the cedar shingles of this Province are only kept from being entirely used in eastern Canada by the expense of transportation. The removal of the tariff on lumber will not affect the trade here, it is only in eastern Canada that the benefit will be felt.—*Ec.*

Mr. J. W. Harrison's weekly coal letter from San Francisco has a more hopeful tone than many of his recent reports. He says that the demand for steam coal will largely increase during the early part of 1895, as California manufacturing concerns will shortly be running again at their full capacity. This should mean busier times for Nanaimo as well as for Wellington and Union.

The sealers returning from Behring Sea say that the American sea otter schooners entering the sea this year were permitted to carry shot guns. They might not have killed any seals but they certainly had the opportunity to do so and could have easily avoided the patrol by catching their skins at different points. Even assuming that no seals were shot it is regarded as unjust to make one rule for vessels flying the British flag and another for the American schooners. The sealers say that any British schooner going into the sea for any purpose and found with firearms aboard would have been ordered out if not seized. It is likely that some report on the matter will be made to Ottawa.

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VICTORIA, TUESDAY, OCTOBER 10, 1894.

## A MINING BUREAU.

The idea of a mining bureau for the collection and public exhibition of samples of the minerals of British Columbia is one which we should be heartily glad to see carried out. We already have a department of mines and surely it would only be a small matter to have a branch of it at which there will be ready to hand all the information necessary for those anxious to be made acquainted with the nature and extent of our mineral resources. The careful preparation of a special report containing the fullest information would be found to be invaluable and would do more to promote the investment of capital and the work of substantial development than all the unauthenticated stories which are continually placed before the public and to a certain extent act as a deterrent, as conservative capitalists seldom fail to conclude that they are certainly too good to be true. As we have repeatedly said, at the present time foreign capital is plentiful and money is cheap, all that is required to induce its investment being thoroughly reliable assurances that it can be safely embarked with the reasonable prospect of a fair return.

## A QUESTION OF FINANCE.

The Government of the Province of Quebec is at present in the throes of a cabinet crisis, although it is announced that a new Treasurer to succeed Hon. John Hall, has been found in the person of Hon. Mr. Nantel. In the controversy there have been raised questions of constitutionality, etiquette, nationality and business. To refer to the last mentioned issue first, there has arisen the question of the relative merits of a three per cent loan to run for sixty years at 78, and that of a four per cent loan at par. Moreover, it is said that instead of being content with the sum actually required for the repayment of the loan, the Premier obtained an additional sum of \$1,266,605. It is claimed, on the other hand, that even though this sum was obtained an annual reduction of interest amounting to \$4,266 has been effected.

However this may be, the gross public debt of the province has been seriously, and it is claimed, unnecessarily, augmented.

In regard to nationality, it has been pretended that Mr. Hall's opposition to the loan was mainly because it had been negotiated by his colleagues in his absence with a banking institution in Paris, instead of with one in London or Montreal. The question of etiquette arises because, while the Treasurer was temporarily absent, through illness, Hon. Mr. Taillon made the arrangement, although Mr. Hall had determined to take the four millions odd to retire an expiring loan of \$4,106,461 out of a sum of seven millions of dollars, a debt which the O. P. R. had signified its intention to pay this fall. As far as concerns the constitutional question, it has been charged that the Lieut. Governor, Hon. Mr. Chapleau, has interfered in the dispute by writing to the papers.

It is said, moreover, that the Premier did not submit his loan proposals to public competition; but the scent of French and English nationality has been trailed over the track of all this and in many respects the paramount question before the public to-day is that of nationality, both as regards that of the negotiators of the loan and of the institution with which it was arranged. Fortunately in this Province neither nationality nor religion are factors in politics.

## QUARANTINE.

The Dominion Government organ is highly pleased with the fact that a prominent U.S. official recently stated that the members of the American Public Health Association, who had gone to the Grosse Isle quarantine station to criticize, had found nothing to find fault with. The paper further states that it has no doubt that, in time, the Pacific quarantine station will, in all its appointments, be as perfect as the one at Grosse Isle. But if it is not now as perfect, we may perhaps be permitted to ask, "why not?" The ports of Victoria and Vancouver are constantly visited by vessels from the Orient and elsewhere, the majority of whose passengers—not the minority, as is the case at Grosse Isle—come from countries from which the most contagious of diseases are never absent, and to exterminate which the people make few, if any, efforts. From this consideration alone, we think we have the strongest possible claims to have had long ago a station "as perfect as the one at Grosse Isle," and, moreover, one which should have been so administered as to prevent the possibility of a single case of disease being landed to spread the contagion all over the continent. What, let

us ask, is the character, and what are the appointments of the present station which, we are semi-officially assured, will be as perfect in all its appointments as the one at Grosse Isle?

## INSURANCE.

The *Weekly Statement* contains the following:

"Life insurance is a science. When a comparatively ignorant set of men arise and tell you that they can sell life insurance at half price and set at naught the experience of the old and stable companies, their failure is only a question of time. People must die. The claims must be paid and the cardinal principle of these organizations is to get in a lot of new people to pay the claims. For a few years they all live in a fool's paradise. They who die promptly win, they who live have to bear the burden of the increasing assessments until Old Mortality bears upon them all so heavily that a receiver comes to their aid and kindly buries the organization."

This paragraph, it may be said, is written in the interest of the old line insurance companies. Admitting all this, there is a great deal of truth in what is thus written. Actuaries of the highest professional and social standing and government inspectors also tell us that insurance—whether fire or life—cannot be successfully conducted under certain rates and then there must be a substantial reserve to provide for anything unforeseen and unprovided for which might happen. People must die: fires will occur, and the claims of insurers must be paid. Under the assessment plan, however long the period may be, there must be a day of final reckoning, when those who remain the longest will have to make up for much that has been unprovided for through the default of others to pay their proportions or the institution must go to smash, and then where do the existing policy holders come in? The number of gravestones along the way shows what has been the fate of the majority of the assessment companies, and it is easy to understand the moral of their epitaphs.

## TUPPER AND THE SALMON MEN.

Tupper, jr., in his letter to Col. Prier, claims that for the last seven years he has spent his vacation, both day and night, in endless diplomatic correspondence and other work in connection with the Behring Sea trouble. Moreover, he says, that the reason he has not been able to go to British Columbia—excepting for the sickness which in 1894 has held him at Ottawa—was simply because of British Columbia affairs. This, British Columbians will do well to bear in mind, but it may be asked, what of it? There has

been added to the list another Canadian K.C.M.G., and the "villain still pursues" Sir Charles. The conclusion of the matter as regards the sealers, as the Minister puts it, is that "every means was taken to bring the subject to a speedy and satisfactory conclusion." To judge by the remainder of his letter, which very much resembles the one published a few weeks since, Sir Charles has little if any use for the British Columbia salmon canners. "The more," he says, "I have striven to meet their views, the more savage have been their attacks upon my department and myself," and "while there has been a considerable display of temper, I have discovered very little material which could be of assistance to me."

Perhaps, in default of coming out himself, if he had sent here some representative other than Mr. Wilnot, whose parable was all prepared before he came here, Sir Charles would have arrived at very different conclusions. It is all very well for him to speak of the immense growth of the salmon canning industry of this Province, particularly during his occupancy of the Fisheries' Department; but he has utterly failed to show how he has benefitted the industry or done other than stand in the way of a great and important interest to develop and preserve which it was in his province to do a great deal. On account, however, of his lack of personal attention, and his reliance upon what a number of departmental grannies told him, he has allowed it to be most seriously prejudiced. Before closing, we should like to congratulate him—if it be possible—on having done something in connection with that Point Roberts matter. It is said he has not, in the multitude of his distractions, neglected it, and we are glad to hear it.

#### ENGLISH FARMERS.

The London *Daily Telegraph* in a recent article on the subject of Thanksgiving Day, appears to question the idea that the British farmer has anything to be thankful for, as at present prices he grows his wheat at a dead loss of £1 per acre, while the British workingman gets his loaf of bread no cheaper because the farmer is underpaid. It is charged that the British Parliament and the Government have frittered away the national time over the demands of Home Rulers, who would not care if all England starved to-morrow. It may be added that the loudest cries of "oppressions in Ireland" have not come from the "sorely afflicted people" themselves, but from agitators in the United States, who for their offences against the laws of the land have found it convenient to absent themselves as they claim that the landlords have done. We are assured by the *Telegraph* that the land grievance in England is ten

times greater than any real grievance in Ireland and has been borne with a thousandfold more patience. Regret is expressed that there is no remedy ready to meet the case, as instead of providing it the Government and Parliament have been rather laying burdens upon the land than trying to lighten its load.

Now, what is the moral of all this? That the British farmer would do well to emigrate and come to a land where he can grow his products upon land which he can purchase out and out on advantageous terms, for which he will have no rent to pay, where he can, if so disposed, live practically within himself, and while not incurring a dead loss of £1 on every acre of wheat he cultivates, can, if he does not handle a very large amount of money every year, either lay by so much cash or make his property more valuable as time progresses. We can find homes, happiness and a fair measure of prosperity in British Columbia, for many of these farmers, who under present conditions, are like the crab, only progressing backwards. It is all very well for the politicians to talk free trade and protection to the suffering British farmers. What they want is immediate relief, and this they can get by changing the conditions under which they live.

#### A CONSOLATION.

A contemporary sapiently remarks, "If Canada has got less than half her usual number of immigrants from the British Isles, this year, it may be some consolation to know that they are not going elsewhere in the accustomed numbers." We wonder what consolation there is in that circumstance, particularly since Canada and the United States, as the nearest available points, have been made for years the dumping place of the most undesirable people, who were exported by societies and others under government auspices, in order to get them out of the way. On this far off Pacific coast, we know but little of the consignments of thieves and neer-do-wells who have been brought out, not only from Great Britain, but from the continent of Europe, who have helped to swell the numbers of the unemployed and at the same time have been added to that element, which, having nothing to do, was ready for anything from "pitch and toss to manslaughter" and worse.

By such people as we speak of have the ranks of the American socialists and anarchists been recruited, and the consolation, therefore, is not that they have not arrived in their accustomed numbers, but that we have had few, if any, of them. In testimony whereof, we have to show a more than ordinarily peaceable community. What we require is, as we have

previously mentioned, the class which the Provincial authorities are looking after—industrious people possessed of some capital, who are not afraid to invest it and supplement it with their own personal exertions.

#### EDITORIAL COMMENT.

The *Victoria Times* is authority for the statement that the C. P. R. are building a new boat the "Prince Rupert," which is to be run on the Vancouver-Victoria route.

The city of Manchester, England, is, it is said, arranging for special lines of steamships to ply between that port and abroad, the regular lines of steamers not appreciating the advisability and necessity of going the extra forty miles inland when distribution of cargoes can be made direct from Liverpool without the delays and expenditure involved in the inland passage.

BETWEEN January 1st, 1884, and January 1st 1894, no less than 74,348 miles of railway in the United States, with a capital of \$3,853,371,000 went into the hands of receivers. Contrasting the year 1892 with 1883, while in the first named the gross earnings were 65 per cent greater, the decline in the average amount of dividends equalled 48 per cent of the average of 1883.

WESTMINSTER fair was, as we expected, very successful, and a wonderfully good exposition of the resources of the Fraser River Valley as well as of the industrial enterprises of the Province generally. We heartily congratulate all who were interested on the outcome of the undertaking, which, to say the least of it, was a big one, especially in view of the unfavorable weather that hung on almost to the time of the opening, and no doubt kept away many people who would otherwise have been visitors or exhibitors.

In the Province of British Columbia, we have been complaining, and with reason, that upon our public works Chinese and other foreign labor has been employed to the detriment of our own residents. In the Eastern provinces, they allege that the protection Government of the Dominion has been in the habit of obtaining much of its material and machinery from foreign manufacturers when they could be got here, thus benefiting home labor and capital. The latest complaint is that, although most of the cement works of the country are closed up, which have been accustomed to turn out a product that it would be hard to excel, large orders have been given for cement.

## B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of September, 1891.

## IMPORTS.

	VICTORIA	VANCOUVER	WILSON'S B.	NANAIMO	TOTAL
Dutiable Goods	\$167,961 00	\$ 64,482 00	\$ 10,063 00	\$ 11,302 00	\$253,811 00
Free Goods	61,703 00	18,841 00	1,969 00	389 00	\$82,802 00
Total Imports	\$229,667 00	\$ 83,323 00	\$ 12,032 00	\$ 11,692 00	\$337,701 00

## REVENUE.

Duty Collected	\$ 57,680 42	\$ 21,267 01	\$ 10,891 00	\$ 1,272 20	\$ 91,110 63
Other Revenue	2,248 74	1,385 66	338 1	110 31	10,412 99
Total Collections	\$ 62,919 15	\$ 22,652 67	\$ 11,229 17	\$ 1,382 51	\$101,523 55

## EXPORTS.

The Mine	\$ 30,515 00		\$ 22,421 00	\$27,290 00	\$80,226 00
The Fisheries	626,096 00	5,411 00	80,979 00		\$692,422 00
The Forest		9,319 00	18 00		9,337 00
Animals and their produce	59,262 00	1,750 00	291 00		61,253 00
Agricultural	90 00	265 00	10 00		365 00
Manufactures	1,335 00	7,856 00	2,256 00	10 00	11,651 00
Miscellaneous	3,139 00				3,139 00
Total Exports	\$761,587 00	\$ 71,077 00	\$11,885 00	\$27,300 00	1,178,119 00

\* \$2,910 Bullion.

## B. C. BOARD OF TRADE.

The advertising of Victoria and the Province, so as to make the advantages for investing capital better known throughout the world, occupied attention at the quarterly meeting of the Board of Trade held Friday afternoon. Mr. A. C. Flumerfelt, the president, in the chair.

The Agent General wrote from London asking for photographs representing the Board of Trade and various industries of the city, to be published in *Commerce*. The committee on manufactures recommended a list of the most suitable, and the suggestions of the committee were ratified.

From Port Elizabeth, South Africa, was received information as to harbor facilities and other matters. Copies will be distributed to the various lumbering firms.

Next came a communication from Messrs. McPhillips, Wootton & Barnard, enclosing a petition from the Chinese opium firms pointing out that by the closing down of the refineries here a number of Chinese had been thrown out of employment, and asking the government to charge the \$1 a pound duty on crude opium alone, allowing the leaves and covering of the ball to come in free as tare. This would enable the firms to compete successfully in the United States market. The board was asked to endorse the petition. Some little discussion went on, and Mr. Hall finally moved that the petition be referred to the council of the board.

Mr. F. B. Gregory maintained that the matter could not come up for discussion, no notice having been given. On reference to the by-laws it was found that no notice having been given a dis-

ussion could only ensue on the consent of two-thirds of the members present at the meeting.

The Chair immediately put the question, and on its being voted down declared the petition and communication out of order.

A communication from F. J. Claxton was for the same reason ruled out of order.

The Chair stated that happily there was one thing that notice had been given of—the advertising of Victoria. He mentioned that Lord Brassey unfortunately could not change his arrangements, or that gentleman would have been pleased to have addressed a meeting of the board. While here Lord Brassey had been impressed with the fact that the opening up of China, which would likely result from the present war, and the large market that would be created for coal in the Orient, would be of great advantage to British Columbia coal mines and that it would be well to diffuse information in the Orient and Australia as to British Columbia's resources. The question was, how should Victoria be advertised?

In reference to the harbor, Mr. Seabrook remarked that a chart had been made by Mr. F. C. Gamble, the Dominion Government engineer, showing that at dead low water there were 30 feet of water alongside the outer wharves.

Dealing with the discussion of the best means for advertising the City and Province, the Chair remarked that business men from British Columbia visiting Japan had found a lack of information about this Province, and had suggested that something be done to remedy this state of things.

Mr. Brownlee thought, as the question

was such a large one, a special committee should be appointed to report to the Board.

Mr. Ellis expressed the opinion that a well illustrated pamphlet with statistics and other information, showing the opportunities for the investment of capital should be compiled in an attractive and concise form. Copies should be distributed in large numbers all over the world from central points at the larger cities. This had been the system followed all over the continent, and was the best.

In supporting this, Mr. W. Morris remarked that in other directions good might be accomplished. The present industries here should be fostered, and there were many industries lacking, such as glass works and woollen mills, which should be started and supported in the city. Then all goods sent out from British Columbia should have the name of the Province stamped or labelled upon them. He thought a little advertisement might be put on the salmon labels, for instance.

Mr. M. Miller held that the effort should be to attract people with money by showing what a good return could be had from capital invested here.

Mr. Mason advocated having photographs of the city and district published in the principal illustrated English papers.

Capt. Cox, speaking of his experience in Japan, told of the lack of knowledge about Victoria there, owing to the want of advertising.

Mr. Gregory supported Mr. Ellis' idea of sending out a good illustrated pamphlet, and suggested that the question should be referred to a committee to report.

Mr. Jensen thought a good lithograph of the city with all the principal places marked on it, hung up in hotels, steamers and railway stations of large cities in various countries, would be a good idea, which would work advantageously in connection with literature giving information.

Mr. Cathbert, in reference to attracting tourists, believed that the streets of the city and the natural advantages should be improved, instead of being so neglected as in the past.

After a little further exchange of views, the matter was referred to a committee to be appointed later by the president.

The following new members were elected: Thos. Shaw, B. W. Pearce, C. J. V. Spratt, C. H. Stickels, R. H. Payne, of Speiling & Co., bankers, London.

The president touched on the subject of the reading room, advising the members to introduce visiting friends there and help to popularize it. He stated that contributions for the permanent exhibit showing the resources of the Province would be gladly received from members.

The meeting adjourned subject to the call of the president.—*Colonist*.

TACOMA TRADE.

The *West Coast Trade*, of Tacoma, says: The volume of business for the week under review was about the same as for the week preceding. Merchants who had deterred visiting the market, or who had delayed sending in their orders, are now doing so more freely than for some time. But they are buying conservatively, and if they have anything like a fair trade, will be obliged to purchase more or less largely before the end of the year. The situation, as shown by the bank clearings of the three northwest cities, with Tacoma leading Seattle, is favorable for an expansion of business, and, notwithstanding the low price of wheat and the fact that farmers are holding back, country merchants are feeling more hopeful than they did a few weeks ago, when they affirmed that their customers would have no money to spend except for the necessaries of life. Prices, which are exceedingly low on all lines of goods, have not varied materially since our last report."

DAIRY PRODUCE.

The *Montreal Trade Bulletin* says: Butter receipts during the past week were 2,365 pkgs against 3,851 pkgs for the week previous. There is a better feeling in the market for late made creamery for the local trade, and a lot of 50 packages of September goods, which was bought at 19½c, was immediately resold at 21c. This, said the shipper, was better than shipping it. In reference to the shipment of creamery to the West referred to in our two former issues, some further lots have gone forward to Toronto, and about 500 packages to Brockville, but this last lot was believed to be destined for British Columbia. There is still considerable early made creamery butter in cold storage, a good portion of which it is expected will be put on board steamers during the next few weeks. In dairy butter, there has been some enquiry during the past few days for Western, and one lot changed hands at 16½c, but the lot was closely selected, and we quote 15c to 16c as a fair range. There are very few, if any, round lots of Eastern Townships dairy offering, as all of it seems to be taken for the local trade, the quantity being small even for this purpose. We have just heard of another sale of a round lot of September creamery at 21c for local requirements.

Creamery, September.....20 c to 21 c per lb  
 Creamery, August. .... 19 c to 19½ c per lb  
 Eastern Townships dairy ....16½c to 18 c ..  
 Western.....14½c to 16 c ..  
 Add 1c to above for single packages of selected.

Cheese receipts during the past week were 49,371 boxes, against 34,556 for the week previous. The market has held well together, considering the drop in the cable to 50s, which would of course tend

to create an easier feeling on this side; but it has not exerted such a depressing influence on values here as was expected. Quite a number of small straggling lots, however, have been picked up at prices ranging from 9½c and 10c, amounting to several thousand boxes, but they were, of course, undergrades, and sold according to their respective merits as to quality. Fine Eastern goods have sold at 10½c to 10¾c. As regards finest Western Septembers, we do not hear of any particular lines offering; but it is safe to say they could not be had under 11c, while if a lot were thrown on the market for sale, it is doubtful if it would command over 10½c. About 5,000 to 6,000 boxes of Quebec goods, all September, sold at the boat at the beginning of the week at 10½c, one or two lots bringing 10¾c. We shall probably experience the quiet time which usually intervenes between the end of the contracting season and the close of navigation. We quote as follows:

Finest Western colored .....	10½c to 11 c
" " white.....	10½c to 10¾c
" Quebec colored.....	10½c to 10¾c
" " white.....	10½c to 10¾c
Under grades.....	9c to 10c
Cable .....	50s 0d

TRADE REVIEW.

Messrs. R. G. Dun & Co's Review of Trade, Oct. 13, said: Business is still waiting for the development of retail trade. There is a little better demand in some industries, but not so good in others. Wholesale dealers in nearly all branches are halting because retail business does not yet show distinctly what it is to be. Lower prices for the great farm staples, and lower wages in some establishments, hinder purchases for consumption, while political interest and uncertainty also have some retarding influence. Meanwhile large imports and small exports of merchandise, with inadequate employment for money here, are raising the rates of foreign exchange, so that possibilities of gold exports somewhat affect the stock market. The halting attitude for the moment is disturbing to those who have looked for continued gain, though, rightly considered, it is the natural consequence of conditions which were to be expected at this season. The Government crop reports are not greatly trusted, and yet have an influence, and actually exaggerate the tendency and lower prices, because they are supposed to put all the crop too low. Men calmly reckon that if the Government report indicates over 400,000,000 bushels of wheat, the crop must be over 500,000,000 bushels, and though western receipts have been only 4,469,064 bushels, against 6,335,302 last year, and Atlantic ports only 617,244 bushels, against 900,564 last year, the price is slightly lower. Failures for the week ending October 7th show liabilities

of \$1,714,276, of which \$805,885 are of manufacturing and \$892,391 of trading concerns. The final report for September shows liabilities of only \$7,307,124, of which \$3,254,373 are of manufacturing and \$3,710,092 of trading concerns. The failures this week have been 231 in the United States, against 393 last year, and 43 in Canada, against 42 last year.

THE CENTRE OF THE EARTH.

Did you ever stop to consider the fact that in all probability the centre of the earth is a globe of gold, iridium and platinum? These metals are, of course, in a liquid state, the iridium at the exact centre—that is, providing there is not some heavier metal at present unknown to man occupying that place—the platinum next and the globe of gold surrounding the other two.

"But," you say, "what proof have we that your proposition is a tenable hypothesis?" In answer I would say, two proofs at least, and perhaps more: First, the three metals mentioned are the heaviest known substances compared bulk for bulk. This being the case, they would be naturally attracted to the centre of our planet. "In the beginning," as Moses would say, the earth was liquid, if not gaseous. In either case the heavy metals mentioned were held in solution. By gradual condensation the metals settled to the centre. Iridium first (with the proviso above mentioned), platinum next, gold last.

Ages ago, when the crust of the earth was thin—very thin—all the gold now known was vomited out in volcanic eruptions. This last mentioned fact is the second reason for believing that our globe has a golden centre core woven around a nucleus of iridium and platinum. A third reason for believing that there is gold at the centre is this: The earth as a whole weighs five times as much as a globe of water of the same bulk, while the rocks forming the same outer crust are less than three times as heavy as water.—E.c.

This year's crop of cranberries in the Fraser valley is reported to be very good.

It does not appear at present as though an effort would be made to speedily repair the damage done by the fire at Nanaimo, in the way of rebuilding.

The Farmers' Convention, which adjourned at Agassiz in August, will meet again at Chilliwack on October 17th, during the Fair week.

A factory for the manufacture of giant powder is about to be established at Slo-can Lake close to New Denver. The projectors expect to be able to best all competition. The result of their labors will, anyhow, make a great noise there.

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### B. C. LUMBER FLEET, 1894.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Am ship.	Eclipse.	1336	Peterson.	Jan. 20.	Vancouver.	Greenock.	1,672,820	10,720	June 7.	60s
Nor ship.	Beaconsfield.	1130	Bastianen.	Feb. 5.	Vancouver.	Amsterdam.	1,055,411	13,491	July 8.	Private...
Am schr.	Pioneer.	397	Hughes.	Feb. 23.	Victoria.	Santa Rosalia, A.	57,714	461	arrived.	Private...
Am schr.	Aida.	597	Anderson.	March 25.	Moodyville.	Valparaiso.	687,562	5,935	July 2.	Private...
Chil. bark.	India.	953	Funke.	April 7.	Moodyville.	Shanghai.	761,101	6,562	June 10.	40s
Chil. ship.	Thermopylae.	918	Winchester.	May 2.	New Westminster.	Shanghai.	581,833	9,278	July 7.	owners ac
Chil. ship.	Hindustan.	1542	Welsh.	May 12.	Moodyville.	Valparaiso.	1,207,532	17,115	July 7.	owners ac
Ger bark.	Astoria.	1335	Dagwell.	June 21.	Vancouver.	Antwerp.	710,681	5,392	arrived.	63s 9d
Ger bark.	Gutenberg.	1327	Zeplien.	May 12.	Moodyville.	Valparaiso f.o.	591,766	101,211	arrived.	42s 6d
Am bktn.	Modoc.	452	Bosch.	May 5.	Victoria.	Santa Rosalia, C.	101,211	2,210	arrived.	Private...
Am bktn.	Katie Flickinger.	149	Meltae.	May 5.	Vancouver.	Santa Rosalia, B.	399,148	3,258	May 29.	Private...
Br ship.	East Croft.	1312	Rammer.	May 25.	Moodyville.	Valparaiso f.o.	1,038,081	9,067	arrived.	49s
Br ship.	Benmore.	1169	Scott.	Aug. 2.	Victoria.	Adelaide.	1,036,179	8,710	arrived.	40s
Br sktn.	(Grace Harwar.	1750)	Hunt.	June 27.	Vancouver.	Queenstown fo E.	98,871	12,190	arrived.	62s 6d
Am bktn.	Nautippe.	969	Falconer.	June 14.	Vancouver.	Queenstown fo E.	98,871	12,190	arrived.	Private...
Am bktn.	Chehahs.	655	Watts.	May 31.	Vancouver.	Adelaide.	811,219	6,197	arrived.	40s
Br ship.	Largo Law.	1597	Furcaux.	June 20.	Moodyville.	Valparaiso f.o.	722,163	1,358,471	arrived.	37s 8d
Br bark.	Gainsborough.	985	McPhail.	June 21.	Moodyville.	Melbourne.	710,820	5,630	arrived.	37s 6d
Am ship.	Guardian.	1073	Marden.	July 3.	Victoria.	Santa Rosalia, D.	170,257	1,009	Aug. 1.	Private...
Am bark.	Olympic.	1112	Gibbs.	July 12.	Vancouver.	Callao.	1,368,752	11,010	arrived.	35s
Nic bark.	Don Carlos.	691	Tobey.	July 11.	Vancouver.	Noumea.	536,091	4,819	arrived.	40s
Br ship.	Borrowdale.	1197	Bolderston.	July 28.	Moodyville.	Caleta Buena.	910,683	6,830	arrived.	30s
Am bark.	Hesper.	661	Sodergren.	June 30.	Vancouver.	Sydney.	714,001	5,457	arrived.	37s 6d
Br bark.	Villalta.	866	Harland.	July 9.	Vancouver.	Melbourne.	656,795	1,860	arrived.	Private...
Am bark.	Southern Chief.	1219	Svensen.	July 12.	Vancouver.	Santa Rosalia, F.	891,436	6,982	arrived.	30s
Am schr.	Wm. Bowden.	728	Ejeren.	July 8.	Moodyville.	Sydney.	676,072	7,014	arrived.	owners ac
Chil. bark.	Eli-sa.	915	Harken.	July 16.	Moodyville.	Antofagasta.	763,972	991,910	arrived.	Private...
Nor ship.	Drammen.	1317	Anderson.	Aug. 21.	Vancouver.	Amsterdam.	991,910	12,130	arrived.	Private...
Br ship.	Verajean.	1821	Crowley.	Aug. 29.	Vancouver.	Alexandria.	1,622,476	19,161	arrived.	70s
Am schr.	Aida.	597	Anderson.	Aug. 29.	Moodyville.	Shanghai.	691,881	6,162	arrived.	42s 6d
Am ship.	Occidental.	1170	Morse.	Oct. 2.	Victoria.	Santa Rosalia, G.	219,065	1,981	arrived.	Private...
Am bark.	News-boy.	539	Molsted.	Sept. 11.	Vancouver.	Sydney.	662,607	5,201	arrived.	31s 3d
Ital. bark.	Cavour.	1389	San Menter.	Oct. 6.	Vancouver.	Callao.	956,103	8,500	arrived.	32s 6d
Br ship.	Balachulish.	1806	Gowdey.	Oct. 11.	Moodyville.	Valparaiso.	1,363,216	12,500	arrived.	32s 6d
Br ship.	Lismore.	1538	Ferguson.	arrived.	Vancouver.	Buenos Ayres.				78s 6d
Am bktn.	Irmgard.	628	Schmidt.	arrived.	Vancouver.	Iquiqui.				37s 6d
Br bark.	Alexandra.	1276	Barfield.	arrived.	Vancouver.	Calais.				63s 9d
Am. schr.	R. W. Bartlett.	495	Olsen.	arrived.	Vancouver.	Santa Rosalia.				Private...

A - Also 68,043 lineal feet of props valued at \$1,020. B - Also 20 cords of slabs and 100 poles. C - Lineal feet of poles. D - Mining props. E - Also 770 lineal feet spars. F - Also 2531 shingles and 45 cords slabs. G - Lineal feet of mining preps.

#### FREIGHTS.

The market remains practically unchanged at the previous rates, say 2s for grain from San Francisco to Cork, f. o., with the usual options. There is more doing in the North, where freights are quoted at 31s 3d; from Tacoma and 32s 6d from Portland. In the lumber market the tendency continues downward.

Lumber freights from B. C. or Puget Sound are quoted as follows: - Valparaiso for orders, 35s; Sydney, 28s 9d; Melbourne, Adelaide or Port Pirie, 35s. United Kingdom, calling at Cork for orders, 63s; nominal, Shanghai, 40s nominal; Tientsin 55s, nominal; South Africa 60s; Noumea, 40s; Calais, 63s 9d.

Coal freights from Nanaimo or Departure Bay to San Francisco, \$2.25 to \$2.50; to San Diego or San Pedro, \$2.75 to \$3.00.

#### VESSELS IN PORT.

(October 15, 1894.)

#### VICTORIA.

Am. bark Wrestler, 447 tons: wrecked Feb. 7 and floated July 6.

Br. bark Northernhay, 1,221 tons, Capt. Frame, loading salmon for U. K., on account of R. P. Bithet & Co., L'd.

Nic. ss. Costa Rica, 1,274 tons, Capt. McIntyre, taking in new boilers at Albion Iron Works.

Br. bark Corryvreckan, 1,209 tons, Capt. Abbott, arrived Sept. 17, from Cardiff with coal for Naval storekeeper, to load salmon for London.

#### CHEMAINUS.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Aug. 29, laid up.

#### VANCOUVER.

Br. ship Lismore, 1,538 tons, Capt. Ferguson, arrived Aug. 10. Loading lumber for Buenos Ayres.

A. S. bktn. Irmgard, 628 tons, Capt. Schmidt, loading lumber for Iquiqui.

Br. bark Alexandra, 1,207 tons, Capt. Barfield, arrived Sept. 22, loading lumber at Hastings Mill for Calais.

Br. ss. Empress of India, 3,003 tons, Capt. Marshall.

Am. schr. R. W. Bartlett, 495 tons, Capt.

Olsen, arrived Sept. 28, loading lumber at Hastings for Santa Rosalia.

Br. ss. Arawa, 3,268 tons, Captain Stewart, arrived Oct. 13.

#### NEW WESTMINSTER.

Br. ship Clan Robertson, 1,540 tons, Capt. Lane, loading salmon at Phoenix Cannery for Liverpool on account Robt. Ward & Co., L'd.

#### NANAIMO.

#### NEW VANCOUVER COAL CO'S SHIPPING.

Nor. bark Bundaleer, 921 tons, Capt. De Campos.

#### UNION SHIPPING.

Am. ship Wm. F. Babcock, 2,029 tons Capt. Graham.

#### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	4	4,241
Chemainus.....	1	1,036
Vancouver.....	6	10,289
Nanaimo.....	2	2,950
Westminster.....	1	1,540
Total.....	14	20,056
Previous week.....	22	31,200
Correspond'g week last year 1892.....	21	13,388
		24,441

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	450	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	March 25
Ger ship	Sirene	1437	Sautermlich	October 19	Victoria	London	56,558	282,790	April 4
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,797	158,535	January 13
Br bark	Jessie Stowe	615	Blanche	October 11	New Westminster	London	30,000	137,112	April 22
Br bark	Ladstock	816	Williams	October 19	New Westminster	Liverpool	35,773	173,865	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,125	191,880	April 25
Br bark	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	May 30
Br ship	Candida	1222	Kee	December 22	Victoria	Liverpool	A 50,318	249,523	May 12
Br bark	Harold	1307	King	January 18	New Westminster	Liverpool	61,091	321,511	May 26
Br bark	Primera	537	Gardner	December 17	Victoria	London	B 24,666	123,350	Aug. 11

A Other cargo value \$1,316. B—Arrived in distress at Talcahuana, March 13. Sailed again April 25.

### VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAY-OUT
Br bark	Ladstock	816	Carnon	May 26	A Liverpool	Victoria	R. P. Rithet & Co., Ltd	114
Ger bark	Senta	1037	Thiemann	Sept 18	L Honolulu	Westminster	A. B. C. P. Co.	28
Br bark	Carmoney	1255	Smyth	Aug. 11	C Liverpool	Victoria	R. P. Rithet & Co., Ltd	66
Br bark	Thermopylae	948	Winchester	Oct. 12	H Hong Kong	Victoria	Victoria Rice Mills	4
Br schr	Ilhmac	885	Warn	Aug. 10	M Santos	Victoria	Findlay Durham & Brodie	67
Br ss	Tacoma	1662	Perkes	Sept. 25	D Hong Kong	Victoria & Tac	D. C. & Co.	26
Br ss	Prince Rupert	800		Sept. 1	Greenock	Vancouver	C. P. S. S. Co.	42
Br ship	Aigburth	1738	Jones		Liverpool	Victoria	R. P. Rithet & Co., Ltd	
Chil. bark	India	3033	Funke		F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd	
Br ss	Empress of Japan	3003	Lee	Oct. 3	H Hong Kong	Victoria & Van	C. P. S. S. Co	13
Br ss	Sikh	1376	Rowley	Oct. 16	J Hong Kong	Victoria & Tac	Dodwell, Carlill & Co.	
Br ss	Miwera	1911	Stott		J Sydney	Victoria & Van	C. A. S. S. Co.	
Ger bark	Artemis	1179	Klock		K Mazatlan	Vancouver	Hastings Sawmill	
Am. schr	Sadie	295	Smith		L San Francisco	Westminster	Brunette Sawmill Co	
Am. brig	Geneva	471	Paulsen		N San Francisco	Vancouver	Hastings Sawmill	
Brship	City of Florence	1230			E Liverpool	Vancouver	C. G. Johnston & Co	
Br ss	Empress of China	3003	Archibald		O Hong Kong	Victoria & Van	C. P. S. S. Co.	

F To load a return cargo of lumber on owners account. L—Chartered for salmon to U. K. at 36s 3d., September loading. M—Chartered for salmon to London or Liverpool 35s 9d. A—Spoken June 27 on equator 25° W. Spoken July 5 lat. 5° S. long 39° W. D—Via Yokohama Oct. 7 C—Spoken Aug. 30 lat. 11 N. long. 27 W. H—Via Yokohama, Oct. 12 I Via Yokohama, Oct. 27. J—To sail Oct. 20. Via Suva an Honolulu. K—Chartered for lumber. L—Lumber for San Francisco. N—Chartered to load for Iquiqui on private terms. E—To sail about November 10. O—To sail Oct 31st. Via Yokohama Nov. 8.

#### FOREIGN COAL SHIPMENTS.

The following are the New Vancouver Coal Co's shipments for the week ending October 13:

Date.	Vessel and Destination.	Tons.
6.	Holyoke, str., Port Townsend...	55
6.	India, ship, San Francisco.....	2,018
6.	Tyce, str., Port Townsend.....	90
8.	Sea King, bark, San Francisco...	2,292
9.	Tacoma, str., Port Townsend....	36
12.	Crown of Eng'nd, San Francisco...	3,625
	Total.....	8,156

Debentures of London, Ont., issued in 1872, were paid off recently. They bore 7 per cent. interest, while the city now borrows money easily at 4½ per cent.

Debentures of the city of Winnipeg to the amount of \$70,000, were recently sold at a price which yields the purchaser about 4½ per cent.

For the week ending October 4th the bank clearings at Winnipeg amounted to \$1,272,022, the largest accorded so far in any one week.

#### SUBSCRIBERS TAKE NOTICE.

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 names of subscribers in arrears (to whom accounts have recently been sent) are marked with a blue pencil.

# 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.**

(Used principally for Gas and Domestic Purposes.)

**THE SOUTH FIELD COAL**

(Steam Fuel.)

**THE NEW WELLINGTON COAL.**

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

**THE "NANAIMO" COAL**

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

**THE "SOUTH FIELD" COAL**

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

**THE "NEW WELLINGTON" COAL**

Which was introduced a short time ago, 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.

**PROTECTION ISLAND COAL. Upper Seam.**

This coal is similar in appearance and quality to the New Wellington, but is a superior gas coal, and for general purposes will be preferred to all other coals produced on Vancouver Island. The several Mines of the Company are connected with their Wharves at Nanaimo, Departure Bay and Protection Island, where ships of the largest tonnage are loaded at all stages of the tide. Special despatch is given to Mail and Ocean Steamers.

**SAMUEL M. ROBINS, Superintendent.**

## THE BRITISH COLUMBIA

## COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

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## HATS, CAPS

AND

### FURS

### MEN'S

## Furnishings.

**BRITISH COLUMBIA FALL TRADE, 1894**

*Merino and Woollen Underwear, Scarfs,  
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