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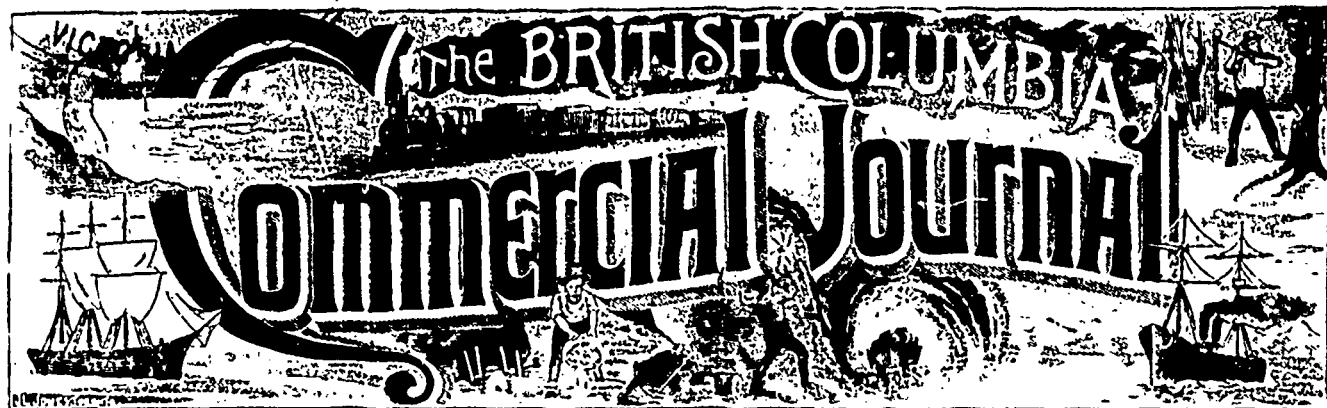
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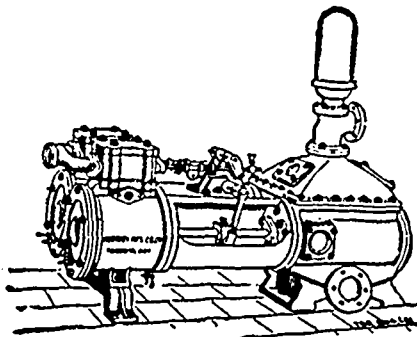
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- Delta Canning Co's Maple Leaf Brand.
- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Harlock Brand.

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- Wannuck Packing Co., Rivers Inlet, Clipper Brand.
- Standard Packing Co., Skeena River, Neptune Brand.
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- Curtis & Harvey's Sporting and Blasting Powder,
- Joseph Kirkman & Son's Gold Medal, Inven-
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- J. & W. Stuart's Patent Double-Knotted Mesh
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- 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. 23.
VICTORIA.

The wholesale trade report business quite up to the average, and on a much more satisfactory basis than a year ago. The dry goods trade is reported especially good, as this is the busy season of the year in that line. Fall buying has been on conservative lines, and few, if any, are purchasing beyond nearby wants. This is accepted as a healthy sign and augurs well for a good trade throughout the winter. The British bark Wythop, 1,352 tons register, is advised to go on berth at Liverpool early in November to load for Victoria and Vancouver. The British ship City of Florence, 1,246 tons register, is reported to sail from Liverpool early in November for Vancouver direct.

The Vancouver *News-Advertiser* says: "Business has been a little quiet during the past week. The annual fall fairs have been held in many of the country districts, and thus farmers have remained at home instead of coming into town to purchase fall supplies. Quite a number of people have also gone out to attend the fairs from the cities. The lumber trade is not very brisk at present, and but one export mill is running full time, while unfortunately one of the local mills has just failed. Several of the logging camps have closed down during the last few days, and the outlook for this industry is not very promising. The local shipping trade has been brisk during the past week, both the trans-Pacific liners having been in port, and taken away heavy cargoes. In wholesale, business continues fairly steady, though collections are very slow and hard to make."

GROCERIES AND PROVISIONS.

The tendency of American cured meats continues downward. Jobbers are quoting 1/2c per lb. lower than last week. Eggs are firm, and fresh ranch eggs are scarce and commanding high figures.

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.....	4 to 4 1/2
Paris lumps, in bbls. or 100-lb bags.....	5 1/2
Powdered, icing and bars, in bbls.....	6 1/2

Jobbers quote:

Valencia raisins..... per lb	\$ 7	¢ 5	¢ 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.....	24	¢ 26
Manitoba dairy.....	18	¢ 19
" creamery in tins 27 1/2	¢ 29	
" " in tubs 26	¢ 00	
Cheese—Canadian, lb.....	13	¢ 11
Canadian Stilton.....	17	¢ 18
Eggs—Canadian..... per doz	19	¢ 20

Smoked meats and lard are quoted:

Hams.....	15 1/2	¢ 16
Breakfast bacon.....	15	¢ 15 1/2
Short rolls.....	11	¢ 12
Dry Salt, long clear.....	11	¢ 11 1/2
Backs.....	13 1/2	¢ 13 1/2
White Label pure leaf lard, tierces.....	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-stick	4 65
Extra C, China.....	"	4 37 1/2
China, yellow.....	"	4 12 1/2
Dry Granulated (B. C. Refinery).....	1 1/2 to 4 1/2	
Extra C.....		4 1/2
Fancy Yellow.....		4 1/2
Yellow.....		4 1/2
Golden C.....		3 1/2
Cubes.....		6 1/2
Powdered.....		6 1/2
Syrups, per lb.....		3
" 1 gal. tins, American (10).....		5 50
" 1/2 " " (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
" " " heavy.....	0 15 1/2
" " breakfast bacon	0 13 1/2
Fancy Gold Band hams.....	0 13 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
" " " quarter boxes.....	9 00
28 lbs, per cwt.....	11 25
Malt vinegar, English, 25-gal. bbls.....	6 50
" " octaves.....	5 50
" " cases of 3 doz., per cs.....	1 25
Matches, block, in tins, Victoria.....	1 30
" " California.....	80
Macaroni, No. 1, 10-lb bxs.....	80
Vermicelli, 10-lb bxs.....	2 80
Coal oil, per case.....	\$1.95; 10d, \$2.90; 12d, \$2.85; 20d and 30d, \$2.85; 40d and 50d, \$2.75; 60d, \$2.70.

FLOUR AND FEED.

A drop of 10c per bbl is announced for Ogilvie's flour in car lots. Jobbers' prices are holding the same as formerly until the new stock arrives at lower prices.

The Portland *Commercial Review* says: "No change can be noted in flour prices since our last review. Millers are all busy. Quite a large amount of the product goes to California by each steamer. Quote standard brands at \$2.30 per bbl. Other brands can be bought as low as \$2 per bbl."

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

Ogilvie's Hungarian.....	\$3 90
" Strong Bakers.....	3 70
The Columbia Flouring Mills quote	
Enderby flour in carload lots on wharf in	
Victoria:	
Premier.....	\$4 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	¢ 0 00
Lion.....	3 50	¢ 0 00
Victoria XXX.....	3 50	¢ 0 00
Superfine.....	3 25	¢ 0 00
Premier, Enderby mills.....	1 25	¢ 0 00
XXX.....	4 10	¢ 0 00
XX.....	3 65	¢ 0 00
Superfine.....	3 40	¢ 0 00
Ogilvie's Hungarian.....	4 30	¢ 0 00
" Strong Bakers.....	4 10	¢ 0 00
H. B. C. Fort Garry Hungarian.....	4 30	¢ 0 00
" Strong Bakers.....	4 10	¢ 0 00
Oak Lake Patent Hungarian.....	4 30	¢ 0 00
" Strong Bakers.....	4 10	¢ 0 00
Regina Hungarian.....	4 30	¢ 0 00
" Strong Bakers.....	4 10	¢ 0 00
Benton County, Oregon.....	3 75	¢ 0 00
Portland Roller.....	3 75	¢ 0 00
Vashon, Washington.....	3 90	¢ 0 00
Snowflake.....	3 65	¢ 0 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	¢ 0 00
" " rolled oats (90-bkcs).....	3 50	¢ 0 00
" " " 10 7s, baled.....	3 00	¢ 0 00
" " split peas.....	3 50	¢ 0 00
" " pearl barley.....	4 75	¢ 0 00
" " Chop feed.....	20 00	¢ 25 00
California oatmeal.....	3 85	¢ 0 00
California rolled oats.....	4 15	¢ 0 00
Corn, whole..... per ton	37 50	¢ 40 00
Peas, field..... per ton	40 00	¢ 00 00
Cornmeal.....	2 50	¢ 3 00
Cornmeal-feed..... per ton	40 00	¢ 00 00
Cracked corn.....	40 00	¢ 00 00
Hay, per ton.....	15 00	¢ 18 00
Straw, per bale.....	1 00	¢ 0 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
(China rice No. 1 " (mats).....	65 00	¢ 00 00
" " (sacks).....	65 00	¢ 00 00
Rice flour.....	70 00	
Broken rice.....	30 00	
Rice Meal.....	17 50	

FRUITS AND VEGETABLES.

Pears have advanced 25c per box. Silverskin onions are also up 1/2c per lb, and sweet potatoes 1/2c. Australian lemons are again scarce. Concord grapes are out of the market, but Delaware are still quoted by jobbers.

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	8 00	¢ 9 00
Peaches.....	1 00	¢ 1 10
Pears.....	1 25	¢ 1 50
Grapes.....	1 25	¢ 1 35

Delaware	1 00 @	0 00
Bananas--bunches.....	2 50 @	0 00
crates.....	3 25 @	0 00
Vegetables are quoted :		
Onions--Silverskins... ..	per lb	11 @ 14
Cabbage.....	per lb	2 @
Potatoes.....	per ton	20 @
Tomatoes.....		75 @
Sweet potatoes.....	per lb	2 @

SALMON.

Latest advices state "that the recent advance in the salmon market is barely maintained in England." The British ship Clan Robertson, 1,540 tons, Capt. Lane, is expected to sail for Liverpool today. Her cargo is comprised as follows : Shipped by Robt. Ward & Co., L'td, 26, 653 cs ; J. H. Todd & Son, 3,996 cs ; G. I. Wilson, 5,000 cs ; Anglo B. C. Packing Co., 21,711 cs ; Federation Brand Canning Co., 12,448 cs. Total, 69,808 cs, valued at about \$300,000.

It is reported that there were only 25,000 cases of cohoes put up on the Fraser River, this fall. The British bark Coryvrechian, 1,299 tons, now loading at Victoria for London, is expected to complete her cargo and clear about the end of the week. The German bark Senta, 1,037 tons, Capt. Thiemann, arrived Oct. 17 at Fraser River, and will load for Liverpool on account of the Anglo B. C. Packing Co.

There is one more vessel of this year's salmon fleet to arrive—the British schr. Rimac, 885 tons, which is now out 74 days from Santos, and will load at Victoria for London on account of Findlay, Durham & Brodie.

The San Francisco *Herald of Trade* says : "Since our last week's issue, the receipt's of Alaska at this port aggregate 86,187 cases, bringing the total to date up to 546,116 cases, against a total of 605,643 last season. Of this year's receipts, 131,133 cases came to the Alaska Packers' Association. The market is essentially unchanged ; last week's review will cover this week's report."

LUMBER.

The American schooner R. W. Bartlett, 495 tons, Capt. Olson, sailed Oct. 20 from Vancouver for Santa Rosalia with a cargo composed of 501,628 feet rough lumber, 100 piles, 37,500 shingles and 9 cords slabs, valued at about \$4,000.

There have been two arrivals during the week. The American brig Geneva, 471 tons, Capt. Paulsen, arrived Oct. 16, and will load at Hastings mill for Iquiqui, on private terms. The American schr. Sadie, 295 tons, Capt. Smith, arrived at Westminster Oct. 17 from San Francisco, and will load a return cargo of lumber at the Brunette mills on private terms, being the first vessel to load for the United States since the new tariff came into force in that country.

The following vessels are loading lumber at British Columbia ports for foreign : At Hastings Mill—British ship Lis-

more, 1,598 tons, for Buenos Ayres ; Am. bktne. Irmgard, 628 tons, for Iquiqui ; Br. bark Alexandra, 1,297 tons, for Calais. Am. brig Geneva, 471 tons, for Iquiqui. At Brunette Mills—Am. schr. Sadie, 295 tons, for San Francisco. Total 5 vessels, 4,289 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 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

BUSINESS NOTES.

Thos. H. Morrison, blacksmith has opened a shop at Vancouver.

Mr. Williams, druggist, has opened at Three Forks, West Kootenay.

Martin Nelson, salmon salter, Steveston, was burned out at a loss of \$800.

Shoret & Johnston, plumbers, etc., have opened in Oriental alley, Victoria.

O'Rourke & Jervis, liquor dealers, Vancouver, have dissolved partnership.

Jas. Wishart has opened the old American Hotel, Yates street, Victoria.

F. W. Hart, Furniture dealer, Vancouver, is advertising his stock for sale by auction.

A. L. Belyea, barrister, has opened an office in the Board of Trade building, Victoria.

The New Wellington Coal and Wood Yard has opened at Spratt's Wharf, Victoria.

Haydn & Mylius, boat builders, Vancouver, have dissolved partnership. Each continues on his own account.

The business of the estate of York & Pilling, general merchants, Mission City, is offered for sale by the assignees.

Alex. Stewart, stone cutter and monuments, has opened in Victoria, on corner of Yates and Vancouver streets.

The Comox *Weekly News* has removed its office of publication from Courtney to Cumberland, the new port of Union townsite.

The Lozow Committee in New York have become tired of investigating the rank and file of the police, and propose to get after the officials and police commissioners shortly.

FOREIGN COAL SHIPMENTS.

The following are the New Vancouver Coal Co's shipments for the week ending October 20 :

Date.	Vessel and Destination.	Tons.
13.	Sea Lion, str., Port Townsend...	70
13.	Gen. Falchild, bk. San Francisco	2,371
13.	Tyce, str., Port Townsend.....	67
15.	Rapid Transit, str., Port Town'd	196
16.	Montserrat, str., San Francisco..	1,452
16.	Tacoma, str., Port Townsend ..	56
17.	Tyce, str., Port Townsend.....	68
17.	Bundateer, bk., San Francisco...	1,429
17.	Holyoke, str., Port Townsend....	62
18.	Sea Lion, str., Port Townsend...	54
20.	Carrollton, bark, San Francisco...	2,336
Total.....		8,184

BRITISH COLUMBIA RESOURCES.

British Columbia is the largest Province of the Dominion, as large as Quebec and Ontario together, that is, almost 450,000 square miles. The delta of the Fraser, Okanagan, Nicola, the south of Vancouver island offer some of the finest and most productive agricultural land to be found in America.

The Government is pushing explorations and surveys with energy, and the report of the surveyors yearly bring to notice, large tracts of land fit for farming and grazing. Of all these little can be said now, but any man wanting a location can easily find it by looking over the different reports.

The Westminster district, the south of Vancouver island, and large tracts in the interior, offer the best inducements to fruit growers, and before long these parts should supply the great Canadian Northwest, where fruits cannot be raised.

It has been the policy of the Government to help railway enterprises. They can hardly do too much in that line, as no other Province is so dependent on Railway facilities as British Columbia.

With our resources, with our climate, and with our energetic population, the first quarter of the next century should see British Columbia the richest and the most thriving Province of Canada.

Our halibut, cod, colachan, herring and more especially the skill, can find an unlimited market in the Canadian, American and European towns. Fish oil has been made with success, though made on a small scale and without recent improved machinery. The narrow waterways of the coast teem with millions of dogfish, porpoises and other oily fish. Sturgeon, trout and a number of other species of fish could be shipped fresh, besides the salmon and halibut, which has taken all the attention until now.

For information concerning the advances which the Province is making read THE COMMERCIAL JOURNAL every week—\$2 per year.

The Bank of Montreal has just declared a half-yearly dividend of 5 per cent on its paid-up capital stock.

SAVE FUEL

-BY-

COVERING

-YOUR-

Steam Pipes,
Boilers

AND ALL

Heated Surfaces

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**MINERAL
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**118 BAY STREET,
TORONTO.**

M. STROUSS, Victoria, sole agent
for British Columbia.

The Signal of Busy Times

IS IN SIGHT.

Assistants in our Mantle Department are always busy. All garments go out perfect in finish, design and make up. Quite a rush has taken place. The early buyer catches the best, and that's what our customers are looking for. No dry goods house can make money nowadays, if it don't have the correct goods at the right price. We claim to have them. Now suppose you put us to the proof of what we here write.

Suppose You Do?

+ ❁ +

You will find that we have over five hundred (all different designs) Mantles, Capes, Jackets, Waterproofs, etc., and to open on Wednesday (by favor of N. P. R'y) TWO CASES OF GOLF CAPES. These garments were in the piece 60 days ago, and consequently will be the newest, and as they will be marked on our new ratio of CASH, rates will be the cheapest going, and you cannot fail to appreciate the fact.

Two cases of Black and Navy Diagonal and Estamene Serges, guaranteed to stand soda or sea water. Prices right.

J. HUTCHESON & CO.

Groceries for Cash

at R. H. Jameson & Co., 33 Fort St.

What are you going to do about it?

What the Public will do:--

DRINK JAMESON'S PURE TEAS AT GREATLY REDUCED PRICES. Black, best 75c., now 50c.; Gunpowder, best 80c., now 60c.; Japan, best 60c., now 40c.; Young Hyson, best 60c., now 40c.; a good Kasow Congou for 25c.; best Ceylon 65c., now 45c

**THE VICTORIA TRANSFER COMPANY,
LIMITED.**

This Company have the Largest and Finest Stock of Horses,
Carriages, Buggies and Phaetons in the City

Strangers and visitors will find it to their advantage to employ our Hacks
the rates being uniform and reasonable.
First class double and single Buggies and Phaetons can be procured at
our Stables at Moderate Prices.

BAGGAGE TRANSFERRED TO AND FROM STEAMERS.

HENDERSON, Supt.

F. S. BARNARD, Pres't.

ALEX. MOUAT, Sec

The export of cheese from Canada continues steadily to increase. The shipments for this season from Montreal have been 1,199,815 packages as compared with 1,085,682 packages last year.

The Vancouver News-Advertiser says: "The sealing season of '95 may be truthfully said to be young yet, but there are owners who are already arranging for their Indian crews. The latter, it seems, are going to be quite popular next year, perhaps for economy's sake, and because the Indian is best with the spear in the sea. There have been cases where Indians have been induced to leave schooners after they had signed and gone aboard, but a prominent owner said that he was satisfied that a contract would be adhered to. There are only enough crews of good Indians to man a small fraction of the fleet, and there will likely be some lively competition."



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ALBION MARBLE WORKS,
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 Monuments, Copings, Etc. at reasonable prices. Designs on application.

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EGG LEMONADE
 PHOSPHATE
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 10 Cents.
 Or a glass of
 Hires Root Beer,
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—AT—
The Central Drug Store,
 CLARENCE BLOCK,
 Cor. Yates and Douglas Sts., Victoria, B. C.
OPEN ALL NIGHT.

Standard Wood Yard,
 15 MONTREAL STREET. JAMES BAY
 VICTORIA, B. C.

Cash Prices:
 1 cord 4 ft wood, cut any length.....\$1 00
 1/2 cord 4 ft wood, cut any length..... 2 25
 1 cord 4 ft wood, cut and split any length. 1 50
 1/2 cord 4 ft wood, cut and split any length. 2 50
 (Orders to be paid for on delivery.)
 All cut and split wood put in shed at above prices. 128 ft in every cord.

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THISTLE,

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GENUINE ELEPHANT WHITE LEAD,

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Elephant Mixed Paints, Prism Mixed Paints.
 Victoria Mixed Paints. Elephant Enamels,
 Equal to any for decorating purposes.
 Elephant Oil Wood Stains,
 Guaranteed superior to any brand made.
 Manhattan Buggy Paints.



These and other brands of ours are stocked by all dealers in the Province.

BUY THEM ONLY—BECAUSE

First, We guarantee the quality every time. Second, they are always reliable.

A Friend at Your Elbow.—THE DRY GOODS REVIEW

The "Dry Goods Review" is the only journal in Canada published in the interests of the Dry Goods trade. It is full of hints on Buying and Selling, Window Dressing, Store Management, etc., etc.

It contains valuable suggestions on new goods, what's coming and what's going; enables you to avoid old stock, to attract trade and to hold it.

It deals with matters of greatest importance to you and your business.

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TORONTO.

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Also Domestic Sewing Machines,
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 Electro Silver Plating and Gilding.

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SHORTHAND.—Pitman's System taught in 25 lessons. \$1 per lesson; Evening classes. Proficiency guaranteed. City references. Address C. D. S., 3 Centre Rd., Spring Ridge.

The Chase Metallic Roof-Plate.

POINTS OF SUPERIORITY:

A Metallic Conducting Plate, covering the roof of the mouth.

Thinness and perfect adaptation of the same. The accuracy of adaptation to that portion of the alveolar ridge with which the rubber or celluloid comes in contact.

A plate when made by this method is much lighter than an all gold plate, hence more pleasing to the patient.

The metallic roof-plate cannot become detached from the rubber, as the peculiar construction renders it impossible.

It is one of the most cleanly, durable, comfortable and beautiful dentures ever devised.

The metallic plate can be reswaged in case of absorption or shrinkage of the mouth, thus saving the expense of new metal.

These plates can be fitted to any mouth, however irregular or ill shaped.

Enunciation is much better than when the roof of the mouth is covered by a rubber or celluloid plate.

Perfect conduction of heat and cold, thereby preventing inflammation of the mucous membrane.

The peculiar and original method of making these Plates renders it possible to give to the patient the advantages of both a Metallic and Rubber Plate at a price within the reach of all.

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Adelphia Building, Cor. Government and Yates streets, Victoria B. C.

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THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

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D. M. CARLEY EDITOR-IN-CHIEF.

L. G. HENDERSON . . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, OCTOBER 23, 1894.

SOCIAL REFORMS.

When Mr. Laurier was out here, we suppose for want of an active policy to which he dared not commit himself, even had such a thing been in any way considered by the party, he confined himself to a barren programme of negative criticism. The result was that he lost the opportunity which really existed to have done important service for his friends. He cannot now say, as was the reply of one of the former leaders of his party, "Wait till we come into power; it is not for the Opposition to block out the policy of the country." He admitted that he had nothing to suggest. The gentleman in question had reason to remember that prior to the elections of 1872, his friends had had too much policy, and that was brought into judgment against them to their condemnation in 1878. Mr. Laurier did well to be careful; his finance minister, Sir Richard Cartwright, has well been termed the Knight of the Rueful Countenance and the Prophet of Blue Ruin, although, as was the case with his budget on one occasion, in 1874, it is not impossible for him to turn a corner quite as sharply as the next man, and therefore silence—or at least a measure of reticence—is a golden virtue. Mr. Laurier, however, could not be altogether silent; he admittedly looks forward to free trade, which, he says, is not as yet possible, still he worships that fetiche, and as one of its most devoted worshippers, is ready to make sacrifices to it in which the vast majority of the people of Canada cannot join him. For this reason, he is not a safe leader. He says in effect that we are governed by King Log; but he would bring King Stork to reign over us, only he is afraid to come out boldly with the truth. Then, as for that burning question, the Manitoba and North West schools, he is so much afraid of it and of the parties directly and indirectly interested that he has hesitated to decide upon a plan of action; and it is with him a case of *laissez faire* till something shall turn up. Mr. Laurier is developing into a first-class political "to-morrow," although he has everything to gain and but little,

if anything, to lose by coming down flat-footedly.

In contrast with Mr. Laurier, though he is cast in a much more massive political mould, we notice that Right Hon. Joseph Chamberlain, leader of the Liberal Unionist party of Great Britain, has not hesitated to come down with a definite policy. No one can charge him with having played fast and loose with that burning question—Home Rule; but in default of its settlement, he has boldly come out with a demand for social reforms, which he and many others have made up their minds must no longer be deferred, pending the passage of what appears for the present to be impassable legislation on the Irish question. His social reform measure looks to the furnishing of state aid to artisans for the purchase of homes of their own, and for the granting of old age pensions. When we look outside of the criminal and thriftless class to the large number of honest men and women, not alone in the Mother Country, but even among ourselves who, in the ordinary course of things, and through no fault of their own, are unable to live upon what they earn and in the event of whose death their families are plunged into dependence upon their neighbors and friends, if not as in England upon the rates, we shall see the wisdom of the two provisions in Mr. Chamberlain's programme which we have named. Better, far better, we say, to assist people to secure homes of their own while they are able to work and pay for them by the exercise of industry and frugality, than leave them when old and helpless to become the dependents of the Old Country Boards of Guardians or the occupants of the jails and refuges wherever they may happen to be. Better, too, to organize a pension fund to which they can contribute, however small an amount, when in their full health and strength, than have them standing at the street corners appealing for aid or the objects of the attentions of those charities whose mission is to relieve the poor whom under present conditions we have always with us. We say that in our opinion there would at an early day be effected a considerable saving in the public expenditures in this direction, while another effect would be to put an end to what in that event might be eventually called the crime of pauperism, for the sturdy independence of the people would come to regard, save under exceptional circumstances, those who were not self-supporting or provided for by their friends, as offenders against the laws and institutions of the country. This is a kind of politics that is far more beneficent than the wranglings among partisans and the disputations into which the discussions of

the most vitally important topics have the tendency to degenerate.

Then, Mr. Chamberlain's bill proposes to limit the hours of labor in shops and factories, to restrict pauper alien immigration and provide a new Employers' Liability Act. These are all objects of the most desirable description. The limitation of the hours of labor which has to be provided is not, however, the subject about which we hear so much among the blatant demagogues in these days. No man need give more than a fair day's labor for a fair day's pay, and no honest employer will expect more, the remedy, should a grievance exist, being in the hands of the men themselves, while few disputes, after recent experiences, will be allowed to go the length of extreme controversies without the assistance of some outside instrumentalities being invoked. But what is wanted is to put a stop to the system of white slavery that is known to exist in many cities under which certain descriptions of cheap clothing are put together, and cigars are manufactured, etc. Pauper alien labor must be restricted, and we question if our American neighbors are at all astray in the steps which they are so vigorously taking against alien—not to mention pauper—labor. We know in Victoria how much its introduction has disadvantaged our own fellow citizens. As for the liabilities of employers, let them be defined to the strict limit of justice and then let them be enforced without the slightest wavering.

Referring to Mr. Chamberlain's proposed reforms, there are two of them which occur to us as of singular appropriateness to the conditions of this Province. One is that of assisting people to establish themselves in their own homes, the other is that of making provision for old age pensions. It may be said that we are a young community and cannot possibly embark in such enterprises. Besides, there are some who will say that it is none of the business of the Province to deal with such matters; moreover, they will allege that our conditions are such that there is no necessity for making this departure. We have, it may be said, no pauperism among us, and there is no use in meeting the devil halfway. But there is a good old maxim that an ounce of prevention is worth a pound of cure, and the depression that has everywhere prevailed has been sufficient to show to Victorians and to British Columbians that there are people among us whose distance from want is only so great as a few days lack of work may determine. At present most of these are householders who pay rent to some one, and in one way or another contribute to the municipal, provincial and Dominion revenues. Some of them

were only a few months since assisted in their extremity by individuals or institutions. Some of them, too, were in possession of little properties, in the purchase or construction of which they had expended some of their earnings. Some of those properties have either been mortgaged up to quite as much as they would bring at the present time, and upon others the mortgages have already been foreclosed. We are looking forward to the time when these people will be in full work again and when it might be possible for them to once more put something by.

The Provincial Government has in the past—though that policy has now been abandoned—expended considerable money in bringing out settlers. Why, then, since some of the long-headed statesmen of the motherland have deemed it by no means outside of their function to do something towards establishing people in their own homes, could not something of the kind be considered here by the Parliament which is so soon to meet? The provincial credit is good and it has been able to raise on advantageous terms the money that was required for enterprises in no way more commendable. As THE COMMERCIAL JOURNAL has more than once observed, there is an element among us whose energies at present are not being turned to the best advantage. Why not put an experimental colony on the land and give them what might prove to be the opportunity of their lives? As for the pension scheme, that might be deferred pending the result of the other experiment in the direction of paternal government. The people, if once they were established on the land, would become consumers of manufactured products, for which the home market would be by so much increased. This subject is at least one which should have attention.

TUPPER AND WILMOT.

Sir C. H. Tupper and his cheeky—not to say impertinent—letters are being roughly handled by the newspapers as well as by some of the salmon canners themselves. In fact the latter are showing them up in pretty lively style. We do not wonder that the Minister and his deputy have no special desire to come this way and meet such men as Messrs. D. J. Munn and Thomas E. Ladner. The former very pertinently shows in regard to the disposal of the salmon offal that it is only just to expect the Government to devote at least a portion of the big surplus, over and above expenses, of the revenue derived from the fisheries of this Province, to the establishment of guano works. As is shown, each cannery cannot erect a factory to dispose of its own refuse, and what more natural

than that, the Government should undertake the work? Mr. Munn shows that except in British Columbia and Ontario the fisheries department expends in the different provinces more money by a very large sum upon the fisheries than it receives from that source. Last year, as is shown by the departmental report, the revenue from this Province was \$40,264 and the expenditure \$5,490, leaving a surplus of \$34,774. Where does that \$34,774 go? Have the people who contribute it no right to have a fair share of it expended among them, particularly when Mr. Wilmot, for he is apparently the great toad in the departmental puddle, says that the offal must not be dumped either into the salt water of the gulf or the fresh water of the river. Possibly, however, in view of the possibility of it being determined—as is more than probable—that the Dominion Government has no constitutional right to collect and appropriate the fees paid for fishing licenses in the various provinces, Sir Oliver Mowatt having brought the point to an issue before the Courts, it is the desire in the meantime to hang on to all possible receipts from this source. Then, in regard to the issue of licenses, Mr. Munn very forcibly exposes the wilfully false statements of Mr. Wilmot, and caps the climax by saying: "Furthermore, I suggest that if it will facilitate a settlement of differences between the fishing interests and the department, if it grieves them very much to think of the \$8,000 concession that Mr. Wilmot asserts was made over to the canneries this year, and which the canneries thrust down deep into their pockets, let me state that as far as I am concerned, if the department will adopt common sense as their guide in other matters affecting the industry, I shall be quite willing that no licenses be granted to canneries hereafter."

He adds, however, that if this be done, there are many deserving men who will be thrown out of work not having the means to equip and run fishing boats of their own. In the course of his letter, Mr. Thomas E. Ladner takes up another point of contention between the canners and the department, and after severely criticising what the department proposes to do and has really done, says:

"If Sir Charles were to set about building more hatcheries and thus maintain our salmon supply, I for one would have greater confidence in his good intentions. The fishing license was originally levied for the support of hatcheries, and this year some two thousand licenses were issued, which, at \$10 each, means \$20,000. Out of this \$20,000, the department supports 'one hatchery at an annual cost of less than twenty-six hundred dollars,' and I hardly suppose that the difference between these two amounts (\$17,400) goes for the maintenance of our

fishery inspector and the few subordinates under him. Why cannot more hatcheries be supported out of this direct taxation on the fisheries? or, failing that, why should not part of it be utilized in bonusing guano works, and thus settle the vexed offal question?"

Young Tupper and his man, Wilmot, are manifestly hit hard by both gentlemen, who very properly observe that it is the very height of presumption for Sir Charles Tupper or anyone else to sit in an office at Ottawa and profess to understand all about the fishery question without ever having visited the spot.

NORWEGIAN IMMIGRANTS.

There has recently arrived in this Province a pioneer party of eighty Norwegians, who represent over 300 persons. They have come to take advantage of the settlement terms offered by the Provincial Government and are emigrating from Crookston, Minnesota, to Bella Coola. The intention of the Government is to establish colonies of desirable immigrants on the available lands on the coast of the island and mainland. The general terms are that not less than thirty families shall form a settlement, each family to possess at least \$300 in cash on arrival. The government will grant a lease of 160 acres to each family, rent free, for five years. At the end of five years if improvements are made to the amount of \$5 per acre on the property, the government give the colonists a free crown grant. The government also engage to construct in each settlement of not less than thirty families a wagon road through the colony.

These people have arrived on the report of a minister who was sent out by them last year to pick out a spot suitable for settlement. They are a sturdy lot of people, used to pioneer life in Minnesota, Dakota and Wisconsin, and on Thursday will proceed north on the steamer Danube to their place of destination to prepare for their families who will follow in the spring. Another similar colony is already being formed, and it is hoped that before long much of the already surveyed lands of the Mainland and Island will be taken up by equally as eligible immigrants. As regards the present party, the promoters of the movement are under bonds that each head of a family possesses \$300 in cash on landing, but the average is said to be much higher. Quite a number have from \$100 to \$2,000, and one man sold out his property before he left for \$4,000. The intention of these people is to follow mixed farming and also develop the lumbering and fishing industries. Is there any probability of the crofter movement or something like it being resurrected, minus of course that element in it which appears to many to possess the elements of a not inconsiderable land grab?

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Oct. 13 as follows: "During the week, there have been the following arrivals of coal: From the coast collieries, 15,571 tons; no foreign has come to hand. The light quantity coming to hand this week will aid in diminishing our yard stock somewhat. There is no change in the situation, values remain the same, and jobbing trade is reported brisk, although profits are cut too close. We will not suffer, for fuel supplies for the coming six months, as the British Columbia colliery agents here are engaging all the suitable tonnage that is offering at low rates, and there is now under engagement from Australia and Swansea over 150,000 tons capacity, all carrying coal to San Francisco. This will all be here within six months. It is singular that vessels are procurable at going rates to transport coal from England and Australia, when on arrival here they are forced to accept about 25s to Europe for wheat. It is difficult to compute where actual running expenses are the result, yet they come. It clearly demonstrates that freighting is at a low ebb all over the world. It is ridiculous to read some of our leading journals referring to combinations, syndicates, trusts, etc., that now exist among our principal coal importers! Why do they not seek for facts among the coal dealers? They should be the natural sources through which to derive reliable information about coal. We are told this week that all the coal output of British Columbia will be restricted so as to advance prices here: this fact is known only outside of commercial circles, and to newspaper men only."

TACOMA TRADE.

The Tacoma *West Coast Trade* says: "All apparent indications in the business situation of the present time point to the fact that throughout the Puget Sound country the revival in trade and improvement in the condition of affairs is not of a merely temporary character. Country buyers from all over the territory adjacent to Tacoma report a good showing of sales for a number of weeks past, while the average of collections is considerably better. Beyond doubt, the interstate fair has proven beneficial in stimulating business among the city retailers, and many outside buyers have taken advantage of it to visit this market and replenish stocks, but the fact that all sections of the Sound country are coming in for a better trade shows conclusively that to no local influence is the improvement attributable. The increased demand for lumber both from foreign and domestic sources is a good feature of the situation, and

with the logging camps and mills employing a larger complement of men, there comes also the cheering information from various sources that new industries and enterprises are being embarked in, distributing capital and increasing the purchasing power of consumers. Then, too, there has been an influx of immigration during the fall season, and a heavy travel westward is still reported. Substantial progress is now the order of things, and will, we believe, continue to be indefinitely."

DAIRY PRODUCE.

The Montreal *Trade Bulletin* says. Butter receipts during the past week were 3,378 pkgs against 2,395 pkgs for the week previous. Very little can be said in regard to butter, this week at least of an encouraging nature. Since our last report, a few lots of late made creamery have been secured by dealers for their local trade at 20½c to 21c, which figures are far too high for exporters; and when the local trade has been supplied, holders, it is thought, will either have to come down in their prices or carry their goods. We are afraid Australian butter in England is going to prevent prices there going to their usual winter levels; and, if such be the case, the outlook is a poor one for the summer held creamery in this city. In dairy butter, there have been a few sales of fall ends of Eastern Townships at 17½c to 18½c, but other qualities have sold at 16½c to 17c. Western is very slow sale.

Creamery, September.	20½c to 21c per lb
Creamery, August.	19½c to 20c per lb
Eastern Townships dairy	16½c to 18c "
Western	14½c to 16c "

Add 1c to 2c per lb, to above for single tubs of selected.

Cheese receipts during the past week were 55,686 boxes, against 49,371 for the week previous. On Monday last, about 4,000 boxes of Quebec cheese by boat and 1,500 boxes by rail were sold at 10½c, which showed very little change from the week previous. There is, however, a feeling of heaviness about the market that seems to denote weakness; and, if the demand continues to hold off, lower prices will undoubtedly have to be accepted. There has been some business over the cable, nevertheless, several thousand boxes being reported sold: but of course figures realized would be no criterion for spot prices. A few lots of under grades have been picked up on this market at prices ranging from 9½c to 9¾c and 10c. The Liverpool cable has dropped another 6d, since our last report. We quote as follows:

Finest Western colored	.....	10½c to 10¾c
" " white	....	10½c to 10¾c
" Quebec colored	.....	10½c to 10¾c
" " white	....	10½c to 10¾c
Under grades	.....	9½c to 10c
Cable	.....	8½c to 9c

DRY GOODS.

The Toronto *Empire* says:—The cooler weather of the past few days has materially improved the demand for heavy goods. Each week in the past month and a half has shown a steady improvement in the sorting up trade, leaving out of consideration the extra business during the exhibition weeks. Heavy goods of all sorts are now being ordered quite freely and shipping rooms are kept busy in sending out the numerous small and large parcels. There has been a considerable demand for job lines of dress goods, or rather dress goods that could be sold at job prices. At about this time last year the trade of country retailers was interfered with by large city houses getting hold of some slaughter lines in the local market, and out-of-town buyers are now on the alert to get hold of anything that may be going. The position of stocks, however, is much better than at this time a year ago. Imports have been made on more conservative lines, and while some goods may be picked up at special values, the quantity will not be of such dimensions as to materially interfere with ordinary trade. Some weeks ago the position of the manufacturers of coarse woollens was discussed in this column. The trend of events noted then has continued, and more of the smaller concerns have, through pressure of circumstances, been obliged to close up. This industry has been in an unsatisfactory condition for some time, owing to the needy, small mills taking orders for less than cost of production. At present the outlook is improved. Stocks of blankets, coarse tweeds, etofles, knitted shirts and drawers, and kindred lines are steadily being reduced, and a decidedly steadier feeling has supervened. Cotton mill agents report orders for spring delivery as satisfactory in every respect. An advance in some lines of grey cottons and colored goods is spoken of, but no announcement has as yet been made to the trade. Payments are fully up to the average."

The Chilliwack Exhibition was formally opened Oct. 17, by the Provincial Secretary amidst general rejoicing. There was a large attendance of visitors, including many well-known citizens from Vancouver, New Westminster and Victoria. Among other important business transacted was the completion of the organization of the Farmers' Central Association commenced at Agassiz in August. The following officers were elected: President, E. Hutcherson; Vice-President, George Haliven, Victoria; Secretary-Treasurer, A. H. B. Macgowan.

LIEUTENANT-GOVERNORS.

There is a general opinion prevalent that the Lieutenant-Governor of a Province is, as such, the representative of the Queen. One of the ablest Governor-Generals of Canada ever had is known to us to have declared this to be entirely erroneous. In conversing with one who himself holds a distinguished position in the royal service, it was mentioned that it was customary when the Lieutenant-Governor entered a concert room for the band to play "God save the Queen." The Governor-General we refer to smiled, and said the people of Canada were so effusive in their loyalty, and so desirous of showing it on every possible occasion, that he was not surprised at such a demonstration, nor could he see that any great harm could arise from it, but, if it was intended to recognize the Lieutenant-Governor as the representative of the Queen, it was founded on a misapprehension, as that dignity in Canada was the sole prerogative of the office he had the honor to hold. He went on to say that it would be quite as correct in etiquette to play "God save the Queen" when a judge opened his court or a Premier made his appearance in the House of Commons, for they were, in a sense, representatives of the Crown, as indeed were a large number of public servants.

The point was once discussed in England in the presence of one who had been Governor-General of Canada, and he gave a very decided endorsement to the judgment of his distinguished successor, and added that the idea of a colony having half a dozen representatives of the Queen was incongruous if not indeed absurd.

It was on this account that the late Sir Alexander Campbell, when appointed Lieut.-Governor of Ontario, requested that the ceremonial demonstrations hitherto made when that official went to open the local legislature should be abandoned, as the firing of cannon and other practices were not appropriate to, nor were they justified by his position. Sir Alexander was a sound constitutional lawyer, and very far indeed from being one who objected to honor being paid where honor is due, ceremonially and otherwise. It would be strange indeed to have a representative of the Queen, in the sense some imagine Lieutenant-Governors to be, appointed without the direct sanction and participation of the Crown. The theory then that a Lieutenant-Governor is above criticism, because of his official position, will not bear criticism, it is a theory without foundation in fact. It may also be said that some Lieutenant-Governors have not regarded themselves as charged with such a dignified responsibility, for, had they done so, they would have abstained from acts of partizanship which are wholly incompatible with the

position of one who stands high above party, if he represent the Queen.—*Canadian Trade Review.*

WHERE TIME IS NOT WASTED.

Many boys, remarked an exchange, start out in a business which they do not expect to follow for life, because in that line an opening occurred just when they wished for a place. They are apt to look upon the years thus spent as "time just wasted," when they are at last settled in their chosen calling. But if they have done their duty in it such is very far from the case. The knowledge of business and of men which they have gained, and the working habits they have formed, will be of the greatest service. As the late Mr. Lawson Valentine once remarked: "The great thing to do for a business boy is to throw himself into something; I should not be particular what, so that it gives him a chance to begin, and made him understand that he was to make his way from that point. I should tell him to 'get to work in the quickest possible way,' and I should emphasize this to him, thinking it more important that he should go at it, than that he should go at it in any particular way. Go-at-it-iveness is the first condition, and stick-at-it-iveness the second."

Peter Cooper was a working boy who did not pick and choose a great deal in the matter of what work he should do in his early years. He tried his hand at many crafts before he settled on one which made his fortune, yet he picked up some information of great value in each place, which told on his life business. A man who does nothing all his life but make button-moulds or shoe pegs, may make them exceedingly well, but he is apt to be but little in advance of the machine he employs, and the smaller his specialty the narrower in general is his prejudice in its favor. The man who has mixed intimately with people in their several walks in life is apt to look much more respectfully upon their callings. Mr. Valentine considered a boy's "place" the best business school, yet many who cannot avail themselves of their advantages have been able to pick up among their fellow-clerks a knowledge that served them well instead.

A boy can establish a reputation for himself, even at carting bricks. Some one will know whether he is faithful or not. He is making a reputation for himself, even though his toil seems to be in a very obscure corner. It is astonishing how soon a superior boy is known—one of sound principles and thoroughly industrious habits. Such boys are so scarce that the supply is always less than the demand, and people keep a sharp look-out for them and bid them take a higher seat.

THE BALANCE OF TRADE.

Daniel Webster in a speech, years ago, thus described the balance of trade. "Let us inquire, sir, what is meant by an unfavorable balance of trade, and what the argument is, drawn from that source. By an unfavorable balance of trade, I understand is meant that state of things in which importation exceeds exportation. To apply it in your own case, if the value of goods imported exceeds the value of those exported, then the balance of trade is said to be against us, inasmuch, as we have run in debt to the amount of this difference. Therefore, it is said that if a nation continue long in a commerce like this, it must be rendered absolutely bankrupt. It is in the condition of a man that buys more than he sells; and how can such a traffic be maintained without ruin? Now, sir, the whose fallacy of this argument consists in supposing that whenever the value of imports exceeds that of exports, a debt is necessarily created to the extent of the difference, whereas, ordinarily, the import is no more than the result of the export, augmented in value by the labor of transportation. The excess of imports over exports in truth usually shows the gains, not losses, of trade; or in a country that not only buys and sells goods, but employs ships in carrying goods also, it shows the profits of commerce, and the earnings of navigation. Nothing is more certain than that, in the usual course of things, and taking a series of years together, the value of our imports is the aggregate of our exports and our freights. If the value of commodities imported in a given instance did not exceed the value of the outward cargo with which they were purchased, then it would be clear to every man's common sense, that the voyage had not been profitable. If such commodities fell far short in value of the cost of the outward cargo, then the voyage would be a very losing one; and yet it would present exactly that state of things, which according to the notion of a balance of trade, can alone indicate a prosperous commerce. On the other hand, if the return cargo were found to be worth much more than the outward cargo while the merchant, having paid for the goods exported, and all the imported, and all the expenses of the voyage, finds a handsome sum yet in his hands, which he calls profits, the balance of trade is still against him, and whatever he may think of it, he is in a very bad way; although one individual or all individuals gain, the nation loses; while all the citizens grow rich, the country grows poor. This is the doctrine of the balance of trade."

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	1536	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720	June 7	60s
Nor ship.	Beaconsfield	1159	Bastiansen	Feb. 5	Vancouver	Amsterdam	1,955,411	13,491	July 8	Private
Am schr.	Pioneer	397	Hughes	Feb. 28	Victoria	Santa Rosalia	57,714	461	arrived	Private
Am schr.	Aida	507	Anderson	March 25	Moodyville	Shanghai	686,562	6,562	June 10	40s
Chil. bark.	India	953	Funke	April 7	Moodyville	Valparaiso	761,104	5,955	July 2	owners ac
Br bark.	Thermopyhe	318	Winchester	May 2	New Westm'r	Shanghai	581,833	6,112	July 7	37s 6d
Chil. ship.	Hindustan	1512	Welsh	May 12	Moodyville	Valparaiso	1,207,552	9,278		owners ac
Br ship.	Astoria	1335	Dagwell	June 24	Vancouver	Antwerp	740,681	17,115		63s 9d
Ger bark.	Gutenberg	627	Zeplien	May 12	Moodyville	Valparaiso f.o.	591,766	5,392		42s 6d
Am bktne.	Modoc	452	Bosch	May 5	Victoria	Santa Rosalia, C.	101,211	2,210	arrived	Private
Am bktne.	Katte Fleckinger	119	Meltac	May 5	Vancouver	Santa Rosalia, B.	399,118	3,258	May 29	Private
Br ship.	East Croft	1302	Rammer	May 25	Moodyville	Valparaiso f.o.	1,058,081	9,067		49s
Br ship.	Bentmore	1169	Scott	Aug. 2	Victoria	Adelaide	1,086,479	8,710		49s
Br schr.	Grace Harwar	1759	Hunt	June 27	Vancouver	Queenstown fo. E.	1,388,871	12,150		62s 6d
Br bktne.	Nautippe	969	Falconer	June 14	Vancouver	Queenstown fo.	841,219	12,244		Private
Am bktne.	Chehalis	655	Watts	May 31	Vancouver	Adelaide	722,183	6,197		49s
Br ship.	Largo Law	1597	Furieux	June 20	Moodyville	Valparaiso f.o.	1,358,471	12,177	arrived	37s 3d
Br bark.	Gainsborough	985	McPhail	June 21	Moodyville	Melbourne	730,860	5,600		37s 6d
Am ship.	Guardian	1073	Marden	July 3	Victoria	Santa Rosalia, D	170,357	4,000	Aug. 1	Private
Am bark.	Olympic	1112	Gibbs	July 12	Vancouver	Callao	1,368,752	11,040		35s
Nor bark.	Don Carlos	691	Tobey	July 14	Vancouver	Noumea	536,094	4,819		40s
Br ship.	Borrowdale	1197	Bolderston	July 28	Moodyville	Caleta Buena	910,683	6,830		40s
Am bark.	Hesper	661	Sodergren	June 30	Vancouver	Sydney	744,601	5,957		30s
Br bark.	Vilalta	866	Harland	July 9	Vancouver	Melbourne	656,795	4,860		37s 6d
Am bark.	Southern Chief	1219	Swenson	July 12	Vancouver	Santa Rosalia F	891,436	6,982		Private
Am schr.	Wm. Bowden	728	Fjerem	July 8	Moodyville	Sydney	676,072	8,192	arrived	30s
Chil. bark.	Eli-sa	915	Harken	July 16	Moodyville	Antofagasta	763,972	7,014		owners ac
Nor ship.	Drammen	1317	Anderson	Aug. 24	Vancouver	Amsterdam	994,910	12,430		Private
Br ship.	Verajeau	1821	Crowley	Aug. 29	Vancouver	Alexandria	1,622,176	19,461		70s
Am schr.	Aida	507	Anderson	Aug. 29	Moodyville	Shanghai	691,981	6,462		42s 6d
Am ship.	Occidental	1170	Morse	Oct. 2	Victoria	Santa Rosalia G	249,064	4,931		Private
Am bark.	Newsboy	559	Molsted	Sept. 11	Vancouver	Sydney	662,607	5,231		31s 3d
Ital. bark.	Cavour	1389	San Menter	Oct. 6	Vancouver	Callao	986,105	8,850		32s 6d
Br ship.	Budachulish	1301	Gowdey	Oct. 11	Moodyville	Valparaiso	1,533,210	12,500		32s 6d
Br ship.	Lismore	1593	Ferguson		Vancouver	Buenos Ayres				78s 6d
Am bktne.	Irmgard	628	Schmidt		Vancouver	Iquiqui				37s 6d
Br bark.	Alexandra	1299	Barfield		Vancouver	Calais				63s 9d
Am schr.	R. W. Bartlett	495	Olsen	Oct. 20	Vancouver	Santa Rosalia H	501,628	4,000		Private
Am brig.	Geneva	171	Paulsen		Vancouver	Iquiqui				Private
Am, schr.	Sadie	295	Smith		Westminster	San Francisco				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 225M shingles and 45 cords slabs. G Lineal feet of mining props. H - Also 100 piles, 37,500 shingles, and 9 cords of slabs.

VESSELS IN PORT.

(October 22, 1894.)

VICTORIA.

Am. bark Wrestler, 417 tons; wrecked Feb. 7 and floated July 6.
 Nic. ss. Costa Rica, 1,271 tons, Capt. McIntyre, taking in new boilers at Albion Iron Works.

Br. bark Coryvreckan, 1,260 tons, Capt. Abbott, arrived Sept. 17, loading salmon for London, on account of R. P. Rithet & Co., Ltd.

CHEMAMUS.

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

VANCOUVER.

Br. ship Lismore, 1,593 tons, Capt. Fer-

guson, arrived Aug. 10. Loading lumber for Buenos Ayres.

A.v. bktne. 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.

Am. brig Geneva, 471 tons, Capt. Paulsen, arrived Oct. 16, loading lumber for Iquiqui.

NEW WESTMINSTER.

Br. ship Clan Robertson, 1,540 tons, Capt. Lane, loading salmon at Phoenix Cannery for Liverpool on account Robt. Ward & Co., Ltd. To sail Oct. 23.

Am. schr. Sadie, 295 tons, Capt. Smith, arrived Oct. 17, loading lumber for San Francisco.

German bark Senta, 1,037 tons, Capt. Thiemann, arrived Oct. 19, loading salmon for Liverpool on account of A. B. C. P. Co.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
 Am. bark Corrolton, 1,390 tons, Capt. Lewis.

Am. bark Wilna, 1,400 tons, Capt. Slater.
WELLINGTON SHIPPING.
 Am. bark Melrose, 944 tons, Capt. Kalb.
 Am. ship B. P. Cheney, 1,070 tons, Captain Mosher.
 Am. bark Highland Light, 1,265 tons, Captain Hughes.

UNION SHIPPING.

Am. ship Wm. F. Babcock, 2,020 tons, Capt. Graham.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	3	3,020
Chemamus	1	1,026
Vancouver	4	3,991
Nanaimo	6	8,107
Westminster	3	2,872
Total	17	19,020
Previous week	14	20,050
Correspond'g week last year	15	14,195
1892	16	18,637

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASKS.	VALUE.	ARRIVED.
Br bark	Routenbeck	930	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	March 25
Ger ship	Sirene	1437	Saucermilch	October 19	Victoria	London	56,558	282,790	April 1
Br ss	Grandholm	871	Musson	October 19	Victoria	Liverpool	31,707	158,535	January 15
Br bark	Jessie Stowe	645	Blanche	October 14	New Westminster	London	30,000	137,112	April 22
Br bark	Ladstock	816	Williams	October 19	New Westminster	Liverpool	35,773	178,865	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,880	April 25
Br bark	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	May 31
Br ship	Candida	1222	Keo	December 22	Victoria	Liverpool	A 30,318	249,523	May 12
Br ship	Harold	1307	King	January 18	New Westminster	Liverpool	61,091	321,511	May 26
Br bark	Primera	597	Gardner	December 17	Victoria	London	B 21,666	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.	151
Br bark	Carmoney	1255	Smyth	Aug. 11	C Liverpool	Victoria	R. P. Rithet & Co., Ltd.	73
Br bark	Thermopylae	918	Winchester	Oct. 12	Hong Kong	Victoria	Victoria Rice Mills	11
Br schr	Rimac	885	Warn	Aug. 10	M Santos	Victoria	Findlay Durham & Brodie	71
Br ss	Tacoma	1662	Perkes	Sept. 25	Hong Kong	Victoria & Tac	D. C. & Co.	33
Br ss	Prince Rupert	800		Sept. 1	Greenock	Vancouver	C. P. S. S. Co.	49
Br ship	Aigburth	1798	Jones		Liverpool	Victoria	R. P. Rithet & Co., Ltd.	
Chil. bark	India	953	Funke		Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	
Br ss	Empress of Japan	3003	Lee	Oct. 3	Hong Kong	Victoria & Van	C. P. S. S. Co.	20
Br ss	Sikh	1376	Rowley	Oct. 16	Hong Kong	Victoria & Tac	Dodwell, Carlill & Co.	7
Br ss	Miwera	1911	Stott	Oct. 20	Sydney	Victoria & Van	C. A. S. S. Co.	3
Ger bars	Artemis	1179	Klock		Mazatlan	Vancouver	Hastings Sawmill	
Br ship	City of Florence	1246	Leask		Liverpool	Vancouver	C. G. Johnston & Co.	
Br ss	Empress of China	3603	Archibald		Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br ss	Wythop	1332	Edwards		N Liverpool	Victoria & Van	Evans, Coleman & Evans	

F To load a return cargo of lumber on owner's account. M—Chartered for salmon, to London or Liverpool 38s 9d. A—Spoken June 27 on equator 28° W. Spoken July 5 lat. 3° S., long 30° W. D—Via Yokohama Oct. 7. C—Spoken Aug. 30 lat. 14° N. long 27° W. H—Via Yokohama, Oct. 12. I Via Yokohama, Oct. 27. J—Via Suva and Honolulu. K—Chartered for lumber. E—To sail about November 10. O—To sail Oct 31st. Via Yokohama Nov. 8. N—November loading.

FREIGHTS.

The market has an advancing tendency and 25s is about the current quotation for grain from San Francisco to Cork, U. K., for orders, with the usual options. From Portland the rate is 32s to 35s 9d; and from Tacoma 31s 3d. In the lumber market there is very little doing. There is a demand for vessels suitable for the trade, but they are not procurable.

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, 60s; 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.

The tug Mogul, which has been thoroughly overhauled and refitted, has entered service. Capt. Henry Smith, formerly of the Etta White, is in command. Her business will be principally local towing in connection with the Puget Sound Tugboat Co. She is operated by the B. C. Tug Co., and Messrs. R. P. Rithet & Co., Ltd., are agents.

COAL. COAL. COAL.

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(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

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(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL

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THE NEW WELLINGTON COAL.

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THE "NANAIMO" COAL

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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.

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The Western Milling Co., L'd.

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World's Columbian Exhibition,
Chicago, 1893.

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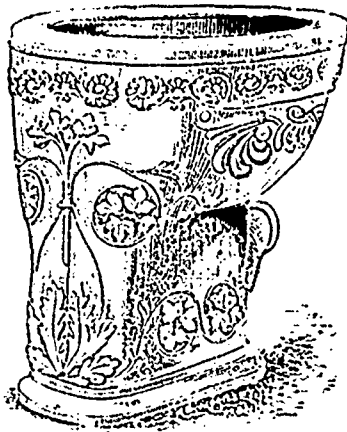
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