

EDITORIAL NOTES.

OWING to lack of space, THE COMMERCIAL JOURNAL is compelled to hold over a large amount of statistical information concerning the trade of the Province.

At the beginning of the present month, July, the new Bank Act came into force, and the different banks have been arranging for the redemption of their note circulation at the capital cities of the different Provinces.

THE Canadian Pacific railway are again running weekly refrigerator cars between Winnipeg and Pacific coast points for the accommodation of shippers of butter, eggs, cheese, poultry, fruit and vegetables. Freight is only taken on these cars from points between Winnipeg and Moose Jaw, inclusive, consigned to either Vancouver, Victoria, Westminster or Nanaimo.

It was once said by a well-known character—and the expression has become one of frequent use now-a-days—that “I should like to see a Government change quicker than I can.” Until within the last couple of weeks, the Rev. LeRoy Hooker was one of the most devoted and earnest of the Methodist ministers in Toronto. The Conference of that body not having transferred him to London, where he desired to go, he at once blossomed out into a life insurance agent, and has gone to Detroit to represent the Canada Life Insurance Company. He was regarded as having been a very successful soul saver, and it may be that he will be equally fortunate as a life insurer.

THE Board of Trade in losing the services of Mr. Robert Ward as President, has lost a very valuable and energetic presiding officer, but in its new chief officer, Mr. Hall, it has a man of enterprise and energy, one, moreover, who enjoys the general esteem and regard, and who, with Vice-President Flummerfelt and the other official members of the Board, will be ever alive to the public interest. They will not, it is certain, allow political or other considerations to prevent them speaking and that plainly when the public interests demand it. There has been a considerable infusion of new blood into the Board, which will, no doubt, be advantaged by it.

To ALL appearance the Upton line of China and Japan steamships have been more successful than they had expected. The initial trips to this side are said to have paid handsomely, while for the return full cargoes have been secured, the third vessel of the fleet being reported to have even a better freight list than the sister ships. The line can hardly fail to pay unless it is choked off by sinister influences, which are said to be already at work.

Is THE Canadian Pacific Railway, it may be asked, to be all powerful in everything connected with this country? It was able, year after year, to enforce its sturdy demands upon the Canadian Parliament for further monetary considerations; it was allowed, despite the intense public feeling to the contrary to keep other railways out

of Manitoba; it has had whatever charter concessions it chose to ask for, and now its latest exploit is the killing by the House of Commons of the Alberta Company and the Columbia Southern Railway bills. Both asked powers to build through the Crow's Nest Pass, which the Canadian Pacific people failed to make use of. Postmaster-General Haggert said that the Canadian Pacific had been conceded the first opportunity to utilize the Pass, on which account the proper demands of the two local companies were refused, save and except that certain provisions were made to afford them running rights, which, they may rest assured, it will be rendered extremely hard, if not utterly impossible for them to take advantage of, and turn to practical account.

At the suggestion of Lord Roseberry, the Imperial Federation League has started a fund for the erection of a memorial in St. Paul's Cathedral, London, in honor of the late Sir John Macdonald. A petition to the Queen is in circulation requesting that St. Paul's be made the sanctuary of the order of St. Michael and St. George. The grounds for the petition are that the order is Imperial, that London is the centre of the Empire and that St. Paul's is its most central and greatest church. These considerations are held to make it fitting that this should be made the resting place of the illustrious dead of the order.

SHIPPING.

SAN FRANCISCO, July 6—Arrived—Strs. Umatilla, Victoria; Columbia, Portland; bark R. K. Ham, Port Blakely; barkentine C. C. Funk, Tacoma. Sailed—Str. State of California, Portland.

NEW JEWELLERY STORE.

Messrs. Jackson & Mylius will open a jewellery store at 70 Government street, on Friday. Mr. Mylius made a trip east, a few weeks ago, and while there selected an entirely new stock, consisting of diamonds, watches, clocks, etc.

FOREIGN COAL SHIPMENTS.

The following are the shipmen's for the week ending July 4th:

Date.	Vessel and Destination.	Tons.
29—	Wachusett, sp, Wilmington....	2,500
30—	Hounslow, ss, San Francisco ..	702
30—	Umatilla, ss., San Francisco....	1,057
1—	Mogul, sa., Port Townsend	39
2—	Queen, ss., Port Townsend.....	453
3—	Gov. Ames, schr., San Francisco	2,800
3—	Tacoma, ss., Port Townsend....	69
4—	Willamette, sa., San Francisco ..	1,000
Total.....		9,280

G. F. Burnett & Co., wholesale clothiers, Montreal, have been served with a demand of assignment by A. F. Gault. Liabilities, \$100,000.

Gold is reported to have been discovered in paying quantities on the south side of the Fraser river, near New Westminster. A few small nuggets and some dust has been exhibited as coming from the alleged auriferous location, but, so far, its whereabouts are kept dark.

THE DANUBE.

The C. P. N. Co's steamer Danube, which left this port on the 10th of June to go north and get the sealskins taken by the Victoria fleet on the coast, returned to port at 3 o'clock Monday afternoon, she having on board nearly 18,000 sealskins, taken from the following vessels whose coast catches are given as follows: Mary Taylor, 497; Maggie Mac, 785; Katherine, 191; Minnie, 520; W. P. Sayward, 921; E. B. Marvin, 758; C. H. Tupper, 235; Teresa, 307; Borealis, 473; Thistle, steamer, 294; Pioneer, 874; Aurora, 340; Ainoko, 406; Ocean Belle, 759; C. G. Cox, 517; Triumph, 838; Sapphire, 1,000; May Belle, 701; City of San Diego, 512; Penelope, 639; Umbrina, 405; Annie C. Moore, 442; Carmolite, 751; Sea Lion, 934; Favorite, 374; Maud S., 374; W. L. Rich, 519; Beatrice of Vancouver, 133; Oscar and Hattie, 409; Mary Ellen, 609; W. A. Earle, 1,046; Labrador, 374; Viva, 1,261; Wanderer, 200; Geneva, 224.

Besides the above vessels, the following were reported off Portlock Banks on the 19th of June, but did not gather at the rendezvous: Annie E. Paint, 151; Rosie Olsen, 200; Kate, 60; Vulture, 90.

The following were spoken by other schooners at different dates, but all very lately: C. D. Rand, 3; Vancouver Belle, 0; Laura, 0; Winnifred, 14; Ariel, 0.

Of the remainder of the fleet, the Beatrice, of Victoria, sailed from the south end of Portlock Banks for Behring Sea on the 23rd of June. She had at the time 300 seal skins, but took them into the sea with her. The rest of the original fleet, the Adele, Martha and Mascotte, accounted for, the two former being wrecked, and the latter detained by an explosion.

Two American schooners, the Hamilton Lewis, commanded by Alexander McLean, and the Webster, commanded by Dan Dan McLean, were spoken. The former had 470 skins, the latter about 600. Five of the crew of the latter deserted while the vessel was getting water at Lacy Harbor.

The American schooners Allie I. Alger, with 450 skins, and the Henry Dennis, Capt. Minor, with 750 skins, spoken. All well.

The trip up of the Danube was very pleasant, she taking the inside route to Fort Simpson, calling at the several way ports on the trip. After leaving Simpson, a course was directed to a point to the southward of Kodiak, an island off the Alaskan coast, and, on the 25th, the rendezvous was reached. Most of the fleet had already gathered there, and the work of transshipping the skins went on briskly, the Danube lying out in the open sea, that the U. S. officials could not claim their ports had been illegally used.

The steamship Danube, Captain Myer, has been chartered by the Imperial authorities to take the British sealing commissioners, Sir George Baden-Powell and Dr. Dawson, to Behring's Sea, and will sail with these gentlemen on the 15th inst. Sir George arrived in New York on Sunday.

The Hamilton Powder Co. have moved their office to Wharf street.