

## Eastern Business Changes. ONTARIO.

P. P. Good, grocer, Berlin, has assigned.  
 F. F. Pette, grocer, Brockville, has assigned.  
 W. H. Norman, tailor, Shedden, has sold out.  
 H. F. Archer, grocer, Havelock, has assigned.  
 Geo. Voitch, general store, Haysville, has sold out.  
 Annie O'Brien, milliner, Lindsay, has assigned.  
 Richard Chaffey, general store, Victor, has sold out.  
 A. J. Davis, general store, Tupperville, have sold out.  
 Hugh Ferguson, general store, Arthur, has assigned.  
 Chas. Currey, general store, Dunnville, has assigned.  
 The Kingston Syndicate, Kingston, have assigned.  
 Beath & Paris, jewelers, Sudbury, have assigned.  
 Wadsworth & Co., merchant tailors, Toronto, have assigned.  
 Walker & Birss, shoes, Walkerton, have dissolved.  
 Emma A. Desmond, merchant, Bowmanville, has assigned.  
 D. F. McDonald, physician, Rodney, moved to London.  
 The Napanee Syndicate, dry goods, Napanee, have assigned.  
 McGaw & Winnett, Tecumseh House, London, have sold out.  
 Badgerow-Falconer, Vinegar Works, Toronto, have dissolved.  
 Walter Thomson, oatmeal mill, London and Mitchell, has sold out.  
 Davison, Scott & Co., wholesale provisions, Toronto, have dissolved.  
 Toronto Soap Co., Davison, Scott & Co. proprietors, have dissolved.  
 Bradley Bros., jewelers, Windsor, were partially burned out; insured.  
 James & Furness, commission, Toronto; John James proprietor of this firm dead.  
 W. Millichamp, Sons & Co., manufacturers, Toronto, have sold out their manufacturing department.  
 Hess Bros. & Co., furniture manufacturers, Toronto and Listowel; Listowel premises destroyed by fire.

## QUEBEC.

A. L. Lacroix, general store, Montebello, have assigned.  
 Delisle & Paquet, produce, Montreal, have assigned.  
 Dimes & Richmond, saloon, Montreal, have assigned.  
 C. M. R. Prenoveau, lumber, Cote St. Louis, has assigned.  
 Marchand & Co., general store, Vercheres; Mrs. L. H. Marchand retires and Theo. Marchand registers as only partner.

## Vancouver Board of Trade.

(Report from our special correspondent.)

The most successful and important meeting of the Vancouver board of trade ever held was on Tuesday evening of last week, on the occasion of the annual election of officers, etc. There was a very large and interested attendance of members in the new rooms on Hastings

street and a spirit of enthusiasm prevailed. A number of communications were read: From the Victoria board of trade asking for co-operation in obtaining lights, beacons and buoys on the Northern route; from Mr. Abbott, of the C.P.R. Co., in reference to the shacks along the foreshore of the Inlet, there being an effort made towards their removal; from Mr. Horne, M.P.P., promising the support of the settlers in the Squamish and Chickamus valleys for trails and roads; from the Westminster board of trade with reference to getting a new trade classification for what is known as "Oregon pine," which is really a product of British Columbia and superior to the pine of any other part of America; from Mayor Oppenheimer urging action of the board in the matter of answering Mr. Audley Cootes' letter re Australian steamship connection, and others. A verbal report was received from a committee in regard to advertising the city stating that no definite steps had been decided upon. The committee on fisheries reported on the commercial value of the fishes of the Pacific coast and the development of the fishery industry. One clause of the report referred to the halibut, most important in view of the fishing companies being formed, as abounding in all the waters of British Columbia from April to November, but that during the four months following changed their feeding grounds, which so far have not been discovered. Black cod (more properly skil) teemed in the deeper waters, from one to two hundred fathoms, improving in quality as they went north and equal in flavor to No. 1 eastern mackerel. The importance of developing the sardine, oolochan, herring and other fishing industries was also referred to.

The feature of the evening was retiring President R. H. Alexander's address, which was able in the thoughtful suggestions and comprehensive review of the trade situation which it contained. As a preliminary he spoke of the great success which had attended the board of trade in 1890-91, during which time the membership had been increased from 54 to 120, and a large balance had accumulated to the credit of the treasury. He then reviewed the business and industrial progress of the year, which has been pretty fully outlined in THE COMMERCIAL from time to time. As to some important public improvements effected and enterprises on foot, he enumerated the steps taken by the board of trade in their furtherance. A good deal of attention was paid to the improvement of False Creek navigation, and the President recommended that the member of the district be requested to, if possible, have False Creek included in the proposed topographical survey of Burrard Inlet. As a matter of necessity towards the end in view a draw must be put in the C.P.R. bridge and the sooner the better. He congratulated the members on the establishment of daily communication with Nanaimo and in this connection he remarked:—

"Within the last four days a steamer has entered our port, with a cargo from England, and I am pleased to be able to say that the captain and manager, Captain Scott, informed me that he intended to bid for a share in the carrying trade between here and San Francisco, and that he proposed to land goods here at the same rates of freight as to Victoria, and that the company he represents is prepared to supply other steamers having Vancouver as their

headquarters, if a suitable trade can be found for them." The commencement of shipbuilding was a most important epoch in the city, and Vancouver has a bright future as a shipbuilding and shipowning port. For the furtherance of this industry, and with the view that products should be transported by vessels built and owned in Vancouver, he suggested that the city council be asked to take under their consideration the advisability of granting a bonus of so much per ton on the registered tonnage of any vessel of 800 tons or over built in Vancouver. As "all roads lead to Rome" so Mr. Alexander reasoned that all railroads in British Columbia would lead to Vancouver, and such was the tendency at the present time. The conclusion of the President's address was so important that I cannot do better than give his remarks in full:—

"It seems to me our principal commerce will be across the Pacific and that we should strain every possible means to promote that commerce, and in connection with this I would throw out the idea that we try to promote a wish, and possibly afterwards get it enunciated in the house by our member, that we get something in the shape of a commercial union. Not with the United States, but with the mother country and our sister colonies. It seems to me that if there is one place in all the Dominion that would profit by this, Vancouver is peculiarly situated to procure that profit, as it stands just on the highway between Canada and all that goes west of us. Although the scheme of Imperial Federation is often sneered at as being impossible. Leaving the sentiment out of it altogether the bugbear has principally been the question of tariffs. And although we may not be prepared to go in for free trade if the idea takes root and gains ground we might come to some sort of an arrangement whereby a certain change in the tariff might be given to the mother country and our sister colonies over foreign countries. This would give a tremendous stimulus to Canada, the territories and to British Columbia in particular. If an emigrant knew that grain he would raise in the north-west would have an advantage over grain raised in the United States he would be encouraged to come to the side of British free trade. We can all see the enormous trade that is being done in our trade in lumber with Australia. Now if we had any advantage over the lumber that is produced to the south of us you can see at once that the most enormous results would be achieved in British Columbia, the whole timber trade with Australia would come here. Of course these may not be the views of the board of trade, and I only hazard them as a suggestion. These facts came to my mind during the recent election more than ever before and it seems to me that what Canada generally and the boards of trade throughout the country should endeavor to do is to work some such intimate commercial relations with our sister colonies and the mother country. A matter that was brought before us informally during the past year and one that may still take shape is reciprocity with the Hawaiian Islands and I think this a most important matter. I do not know whether that country would wish to abrogate the treaty with the United States, but it expires next year and some effort should be made to obtain a treaty with Canada. A treaty of reciprocity with the Sandwich Islands is really the key to the trade between here and the Australian colonies. There is nothing to be