

# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

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VICTORIA, TUESDAY, OCTOBER 18, 1892.

## THE LIEUT. GOVERNORSHIP.

Mr. Dewdney is then to be the next Lieut. Governor of British Columbia. The *Times* stated that such was the case, the *Colonist*, in its semi-official dispatches from Ottawa, confirmed the rumor, and on Sunday morning it editorially commended the appointment, which it says "will be acceptable to the people of this Province generally." We are not prepared to go so far as the *Colonist* generally in this matter, but we are convinced that the commercial interest of the Province will pronounce strongly in favor of the appointment. Strong opposition was manifested in many quarters to the appointment of Senator Macdonald, and it is beyond doubt that Mr. Mara was not anxious to serve the Province in the capacity of Lieut. Governor. Since the death of Hon. John Robson the belief has been expressed in more than one quarter that Mr. Dewdney was the next best available man. For years he was closely identified with the interests of this Province, and, while he does not represent a British Columbia constituency at present, he never misses an opportunity of putting in a good word for this Province. Of course, his strongly expressed sentiments in favor of cheap labor will make him unpopular with the opponents of Chinese immigration. On the whole, however, it may be said that the appointment is a fairly good one.

## THE SEALING CATCH.

With the exception of the Maggie Mac, whose whereabouts and fate are matters of very grave doubt, the Victoria sealing schooners have either returned from the sealing grounds or the amount of their catch is known. During the season, 65 B. C. schooners left for the North, of which the Ariel, Carmolite, C. DeRant, Henrietta, Maria, Mountain Chief, Oscar and Hattie, Rosie-Olsen, Winnifred and Willie McGowan have been seized, their aggregate take so far as reported being 1,734. The Lotte and Laura were wrecked and, as has been stated, it is feared the Maggie Mac has gone down. The Carlotta G. Cox had the largest take, 2,737, the E. B. Martin coming next with 2,045 skins, other vessels having as follows: Sea Lion, 1,001, Walter A. Earle, 1,000, C. H. Tupper, 1,117, and Nira, 1,748. The total catch of the Victoria boats was 45,412, taken as follows: Upper coast, 24,528; Asiatic, 11,400, lower coast, 4,578. Five

American schooners brought 3,381 skins to the port of Victoria. These it would, however, be much fairer to credit to four vessels, as the Cargo only secured one skin. The Victoria vessels averaged 688 skins each. The following figures relating to the Victoria fleet may be of interest: It employed 952 whitemen and 491 Indians, the schooners carrying 273 boats and 250 canoes. But few of the vessel owners have made any money, in addition to the loss involved under the *modus vivendi* and the action of the Russians, there having been legal expenses and serious pecuniary sacrifices entailed by the seizure of the Coquitlam, the ultimate amount of which is not yet known.

## U. S. NATIONAL BANKS.

The Comptroller of the U. S. Currency has called for a report of the condition of National banks at the close of business on Friday, Sept. 30th. From what has occurred, this demand on the part of the controller is eminently a proper one. The National Banks, despite the presumed security afforded by their name, are no better than they ought to be, and would appear to be by no means as safe. It was only last week that the Port Angeles Bank suspended, and how it may effect its settlements it is yet impossible to see. It is more than probable that one, if not the main, cause of the Bank's embarrassment has been the amount of its funds which have been diverted from their ordinary channels to keep up the real estate boom, which to all appearance has been a good deal upon paper, judging from the amount of "kittling," which, it is said, has been indulged in. Ordinary "kittling" is a harmless amusement, but the kind in question tends to wreck fortunes and demoralize things generally.

## FOOD FOR REFLECTION.

A contemporary notes that there are nine classes of people who do a town no good and retard improvement and progress. These are: (1) Those who go out of the town to do their trading; (2) those who oppose improvement; (3) those who prefer a quiet town to one of push and business; (4) those who imagine they run the town; (5) those who think business can be done slyly without advertising; (6) those who deride public spirited men; (7) those who oppose every improvement that does not originate with themselves; (8) those who oppose every public enterprise which does not appear to benefit them; and (9) those who seek to injure the credit of an individual. In this plain, unvarnished statement there is much food for reflection, and the inhabitants of this Province would most certainly benefit by careful consideration of the suggestions, for in all certainty, every class enumerated is numerously represented here. Without specially singling out any section for comment or enlarging upon the general statement, we may well commend it to consideration, in the full conviction that if it be properly regarded there cannot but be the inquiry respecting some of the counts "Is it?"

## THE HALCYON.

The name of the schooner Halcyon is no new one to Victorians or, indeed, to marine men on the Pacific coast. She has been a sort of "Flying Dutchman" for years. She was here to-day and gone to-morrow, her papers being invariably made out as vaguely as possible, in order that her commission might be a roving one. Her movements, as far as known, have been suspicious, and recently she lay for months in this port only because, it is said, it was unsafe for her to go out, having committed breaches of American law which rendered her liable to confiscation. In process of time, she changed her owners, and having complied with certain formalities at this port, started out again; but, when out of here, whence she came or whither she went was as much a matter of mystery as ever.

Eight or ten days ago, she came into Royal Roads and failing to "enter" as the law stipulates, was seized by the customs authorities. She claimed to have come in under stress of weather, but after four days of an investigation which proved to be of an utterly unsatisfactory character, was fined \$400 or in default to be confiscated. She is more than suspected of having dealt in opium and contraband Chinamen, and, with her past record, it is certain that upon both sides of the line she will be watched as carefully as possible. She is now registered in the name of well known Victorians, whoever her owners may happen to be.

## THE COQUITLAM MATTER.

It will be remembered that misunderstandings arose between the Union Steamship Company, the owners of the steamer Coquitlam, and the parties to whom the sealskins belonged, for the transference of which in alleged to be American waters, she was libelled by the Alaska authorities. On her release on bonds, the Coquitlam came to Victoria but refused to give up the skins, the cause of the difficulty, on the grounds that their owners were responsible for the trouble to which the vessel had been put and that they ought to give security for all fines and damages that had been incurred. Failing of any arrangement, the owners of several of the sealing schooners brought suit to recover possession of their property, the result being that, after hearing argument, Mr. Justice Drake made an order that upon payment into court by plaintiffs of \$9,000, as security for all freight, passenger money, dead freight and demurrage, the Union Steamship Company could establish against the cargo under its charter, the defendants were to deliver up possession of the skins. Messrs. Cox & Hall, the charterers of the vessel, were, under the order, made parties defendant in the action.

News comes from the east that Canadian sugar refiners are heavy sellers to the United States, being able to lay down both yellows and granulated in New York at a profit; which in the case of yellows is said by the St. John N. B. Sun to be \$3.00 per hundred weight.