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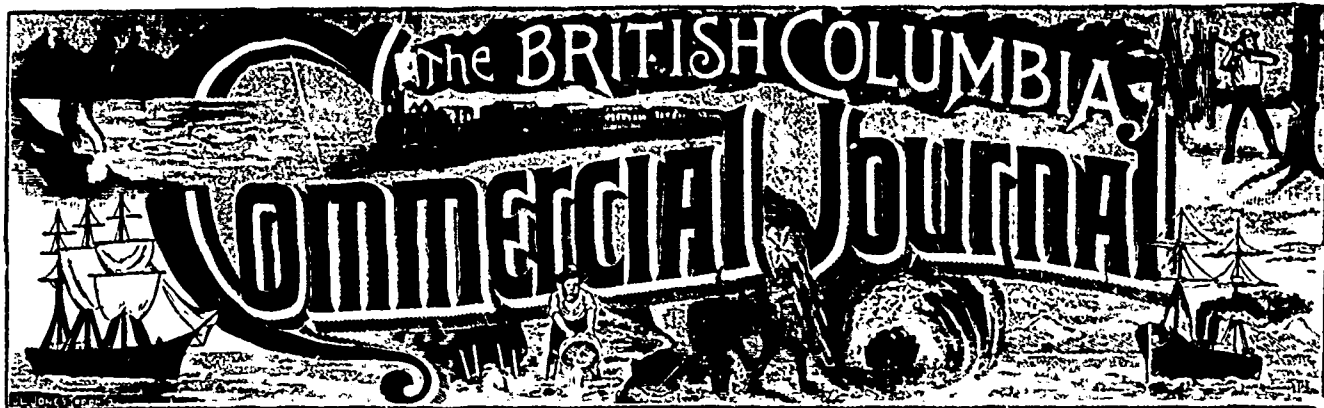
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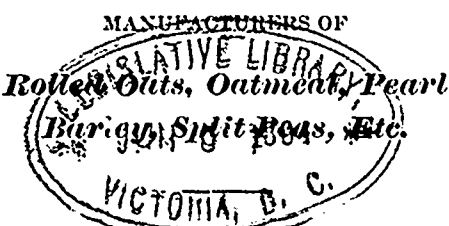
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TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.  
Tuesday Morning, June 5.

VICTORIA.

There is the usual demand from dealers sorting up stocks at the first of the month, but beyond that dullness seems to prevail in both financial and commercial circles. It has been a very long time since there were so few changes in market quotations. Two leading staples, flour and hard, have declined, while sugar shows an advance of 1/2c.

The damage done by the floods in the Fraser River valley cannot be approximated. There are a large number of general merchants in the flooded districts with whom a good trade has been carried on, but as nearly all regular means of communication have been interfered with there has been next to nothing doing with them since the inundation. The losses to farmers and general merchants in the flooded districts will necessarily cause considerable loss to the wholesale trade.

Money is reported tight by the general trade and remittances are disappointing.

The Vancouver *News-Advertiser* says: "In all lines of both wholesale and retail trade, a general quietude is reported. In fact many declare that last month collections were worse than for some time past. The devastating floods on the Fraser, and the consequent blockage of traffic on the C. P. R., have greatly affected trade, as all communication with the East and the interior of the Province is at a standstill. Supplies in some lines are also getting rather scarce, and some little inconvenience will probably be experienced. In the lumber trade alone is activity to be noticed, and here the two large mills are running full time, while the Hastings mill will next week run day and night. There are at the present time no less than 10 vessels in this port loading lumber, a larger fleet than has been here before. In wholesale as already mentioned, business is quiet, and no trade can of course be done with the interior."

FLOUR AND FEED.

After the dullness in these lines for the past few weeks a decline of 10c per barrel is announced in Manitoba flours. Jobbers are reducing prices in sympathy. The floods in the Fraser Valley will, it is expected, cause a shortage in the hay and fruit crop this season, and high prices will probably rule this fall.

The *Portland Commercial Review* says: "There has been no particular change in the flour market during the current week. Prices have remained steady, at \$2.55 per bbl. for standard brands, and no special change is looked for; receipts have been up to the average."

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 50
The Columbia Flouring Mills quote	
Enderby flour in carload lots on wharf in Victoria	
Premier	\$3 90
XXX	3 75
Strong Bakers or XX	3 30
Superfine	3 05

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

Delta	\$4 00
Victoria XXX	4 00
Jobbers' quotations to the trade are:	
Delta, Victoria mills	\$4 25 @ 0 00
Lion	4 25 @ 0 00
XXX	4 25 @ 0 00
Premier, Enderby mills	4 25 @ 0 00
XXX	4 10 @ 0 00
XX	3 65 @ 0 00
Superfine	3 40 @ 0 00
Ogilvie's Hungarian	4 10 @ 0 00
" Strong Bakers	4 25 @ 0 00
H. B. C. Fort Garry Hungarian	4 10 @ 0 00
" Strong Bakers	4 25 @ 0 00
Oak Lake Patent Hungarian	4 10 @ 0 00
" Strong Bakers	4 25 @ 0 00
Regina Hungarian	4 10 @ 0 00
" Strong Bakers	4 25 @ 0 00
Benton County, Oregon	3 85 @ 0 00
Portland Roller	3 85 @ 0 00
Snowflake	3 85 @ 0 00
Wheat, per ton	27 50 @ 30 00
Oats	30 00 @ 32 50
Oil cake meal	35 00 @ 50 00
Chop feed—California	30 00 @ 00 00
Shorts	25 00 @ 30 00
Brans	23 00 @ 27 50
National Mills oatmeal	3 50 @ 0 00
" rolled oats	3 00 @ 0 00
" split peas	3 50 @ 0 00
" pearl barley	4 50 @ 0 00
" Chop feed	25 00 @ 27 00
California oatmeal	3 75 @ 0 00
California rolled oats	3 75 @ 0 00
Corn, whole per ton	37 50 @ 40 00
Peas, field per ton	50 00 @ 60 00
Corameal	2 75 @ 3 00
Corameal-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
Best China rice	80 00 @ 100 00
Chinarico No. 1	68 00 @ 70 00
Rice flour	70 00
Broken rice	30 00
Rice Meal	17 50

GROCERIES AND PROVISIONS.

California creamery is quoted 1c lower than last week. The Montreal market is reported easy—latest advices announce sales of creamery at 18c in the country and at 18 1/2c and 18 3/4c at Montreal. The market showed a decline of about 1c during the week. In Montreal, cheese is quoted, by late mail advices, at 9 1/2c to 10c, and characterized by fairly brisk buying for English export trade. California cheese is easier. Pure lard and lard compound are quoted lower this week. The British Columbia Sugar Refinery have advanced their list prices 1/2c per lb., since last report. Jobbers are quoting in sympathy.

Jobbers quote:

Valencia raisins	per lb \$ 7 @ \$ 0
Malaga raisins	per box 3 00 @ 3 25
Currents (barrels)	per lb 5 @ 5 1/2
" half bbls	per lb 5 @ 6
" (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	
Manitoba dairy	.. 00 @ 00
California creamery	.. 26 @ 27
California rolls	.. @ 27
Cheese—Canadian, lb.	.. 14 @ 15
California	.. 15 @ 00
Eggs, pickled, case, per doz	.. 10 @ 00
Oregon eggs, per doz	.. 15 @ 00

Smoked meats and lard are quoted:

Hams	131 @ 141
Breakfast bacon	14 1/2 @ 15
Short rolls	11 @ 12
Dry Salt, long clear	10 1/2 @ 11
Backs	131 @ 133
Puro Lard, 20lbs, pails	12 @ 13
" " 10lbs, tins	12 @ 13
" " 5lbs " "	12 1/2 @ 13 1/2
" " 3lbs " "	12 1/2 @ 13 1/2
Lard Compound, 10lbs	10 1/2 @ 00
" " 20lbs	10 1/2 @ 00
" " 5lbs	10 1/2 @ 00
" " 3lbs	11 @ 00

Sugar—Jobber's prices 1/2 barrels and kegs in each case being 1/2c higher:

Dry Granulated (China)	.. 5
Extra C, China	.. 4 1/2
Dry Granulated (B. C. Refinery)	.. 5 1/2
Extra C	.. 4 1/2
Fancy Yellow	.. 4 1/2
Yellow	.. 4 1/2
Golden C	.. 4 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 25
" 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 15
" " heavy	0 14 1/2
" " breakfast bacon	0 15
Fancy Gold Band hams	0 16 1/2
" " breakfast bacon	0 17
White Label puro leaf lard, tierces	0 13
" " " 50-lb tins	0 13 1/2
" " " 20-lb "	0 13 1/2
" " " 10-lb "	0 13 1/2
" " " 5-lb "	0 13 1/2
" " " 3-lb "	0 13 1/2
Lard compound (tierces)	0 10

FRUITS AND VEGETABLES.

Apricots have been received and are quoted at from \$1.50 to \$1.65 per box. Old potatoes are moving rather slowly. There are only a few sacks of new potatoes received by each steamer. The price, however, has been reduced 1/2c per lb. since last week. Red onions are 1/2c lower than previous quotations. It is stated that the drouth has limited the crop of California vegetables materially, and better prices are anticipated for this season than last in consequence. Australian apples have advanced \$1.25 a box.

Jobbers' quotations for fruits are as follows:—

Oranges—California navels	3 50 @ 4 50
" seedlings	2 50 @ 3 00
Lemons—California	3 25 @ 4 25
Bananas—New Orleans	2 75 @ 0 00
" Honolulu crates	3 00 @ 0 00
" bunches	2 00 @ 2 50
Cherries	1 00 @ 0 00
Apples, Australian	bxs 2 75 @ 3 00
Cocoanuts	per 100 8 00 @ 9 00
Strawberries, per case of 15	0 00 @ 2 25
Apricots	1 50 @ 1 65

Vegetables are quoted:

Potatoes	per ton 20 00 @ 25 00
Onions—Red	per lb 1 1/2 @ 1 1/2
Cabbage	per lb 2 @ 2 1/2
Asparagus	per box 1 75 @ 2 00
Peas	per box 2 00 @ 0 00
New potatoes	per lb 1 1/2 @

LUMBER.

There has been one clearance, since the last review. The American barkentine *Chehalis*, 656 tons, Capt. Watts, sailed May 31 for Adelaide with a cargo of 722,538 feet rough and 59,025 feet of pickets, valued at \$6 197, from the Hastings Mill. There have been five arrivals, including one new charter, viz., Am. schr. *Wm*

Bowden, 728 tons, Capt. Fjerem, from Moodyville to Sydney at 30s. The other arrivals are Am. bark Hesper, 664 tons, Capt. Harken, Hastings Mills to Sydney at 30s; Br. bark Villalta, 866 tons, Capt. Harland, Vancouver to Adelaide at 37s 6d; Am. bark Southern Chief, 1,219 tons, Capt. Svensen, from Vancouver to Santa Rosalia on private terms; and Italian bark Elisa, 915 tons, Capt. Harken, from Moodyville to Valparaiso on owners' account.

The following vessels are loading lumber at British Columbia ports for foreign: At Moodyville Mill—Br. ship Largo Law, 1,597 tons, for Valparaiso, f. o.; Br. bk Galusborough, 985 tons, for Melbourne; Am. schr. Wm. Bowden, 727 tons, for Sydney; Ital. bark Elisa, 915 tons, for Valparaiso. At Hastings Mill—Br ship Astoria, 1,335 tons, for Queenstown for orders: Br. barkentine Xantippe, 909 tons, for Queenstown f.o. Br schr Grace Harwar, 1,750 tons, for Queenstown for orders. Am. Am. bark Olympic, 1,412 tons, for Callao direct. Nic. bark Don Carlos, 691 tons, for Noumen, New Caledonia; Am. bark Hesper, 664 tons, for Sydney; Br. bark Villalta, 866 tons, for Adelaide; Am. bark Southern Chief, 1,219 tons, for Santa Rosalia. At Sayward Mill, Victoria—Br. ship Benmore, 1,460 tons, for Adelaide. At Vesuvius Bay—Am. ship Guardian, 1,073 tons, for Santa Rosalia. Total, 14 vessels, 15,606 tons.

The following are the current city quotations, net in yard: Rough, \$8.00 per Mft; rough clear, \$11; 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 Merchanta le, ordinary sizes, in lengths to 40 feet inclusive, per M feet. \$ 8 00 Deck plank, rough, average length, 35feet 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 CHANGES.**

N. Paloreia, shoemaker, Donald, has removed to New Denver.

J. Harling, cigar factory, Vancouver, dan aged by fire, covered by insurance.

A. G. Fuller, formerly in charge of the H. B. Co store at Neron, intends opening a general store on his own account at that point.

W. K. C. Manley, of Grand Rapids, Mich, is opening a general store at Kettle River, and also intends erecting a sawmill and flour mill.

The hardware stock of the estae of T. J. Trapp & Co. New Westminster, has been sold by the assignee to Campbell & Anderson. Mr. Trapp will continue in the agricultural implement business.

The customs returns for Victoria for the month of May were as follows: Collections, \$53,457.36; imports, free, \$116,776; dutiable, \$136,922; total, \$253,008; exports, \$85,260. As compared with the corresponding month in 1893, the collections show a decrease of no less than \$39,344.61.

**FOREIGN COAL SHIPMENTS.**

The following are the shipments for the week ending June 2:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
30.	Wanderer, str., Port Townsend.	64
30.	Tacoma, str., Port Townsend.	61
30.	Sea King, Bark, San Francisco.	2,397
31.	Sea Lion, str., Port Townsend.	69
31.	Highland Light, bk, San Francisco.	2,050
1.	Pioneer, str., Port Townsend.	27
Total.....		4,661

**BRADSTREET'S TRADE REVIEW.**

Bradstreet's review of trade for the past week is decidedly discouraging. The tariff uncertainty and the coal strike have paralyzed business. There were 183 mercantile failures reported throughout the United States this week, as against 137 last week, 231 in the week a year ago, 163 two years ago and 245 three years ago. There were 36 failures reported from Canada this week, against twenty-nine last week and a like number in the same week a year ago. Exports of wheat (flour included) from both coasts of the United States and Canada amounted to 2,400,000 bushels this week, against 2,310,000 bushels last week, 3,253,000 the last week of May, 1893, 2,891,000 bushels in the like period of 1892, and 2,597,000 in 1891.

**DRY GOODS.**

The Toronto Empire says: "The spring sorting trade is about over. Within a fortnight the demand will run almost exclusively on light summer fabrics and autumn goods. Travellers are now carrying double sets of samples. Full lines of autumn goods will be shown by travellers in a week or so. Current business is fair. Orders by mail and through travellers have come in fairly well, and house sales, while not so active, as last week, have been moderate. Prints continue the most active line. Dress goods and dress trimmings and linings, considering that spring is now well advanced, are selling well. Moire silks and moire ribbons are popular and free selling continues. Demand is also more or less active in hosiery, gloves, parasols, cretonnes, linens, plain, colored and fancy satens, spring suitings, cricket flannels and general tailors' supplies. The feature in Canadian staples this week is the activity in gray cottons, induced by sharp cutting in prices. The mills have made reductions this week, ranging from 10 to 15 per cent, in addition to those noted in the Empire a short time ago. The sudden drop has caused some uneasiness among holders, and further reductions have been predicted. Various rumors were current to-day as to the cause of the break. One was to the effect that the New Brunswick mills had been competing sharply, and another was to the effect that new factories were about to start. Mill agents here state that the drop has been due to a desire on their part to clear out a surplus stock of this line, and that the present was a more opportune time to sell than later in the season. There would be no further decline in price, as a good block of the offering had been already taken up. With the exception of the decline in grey

cottons, prices generally are steady to firm. Payments are reported to be getting slower as the month advances.

The umbrella trust has lost 50 per cent of its capital.

By the widening of Notre Dame street, Montreal, the city will have to pay \$363,575.

E. Viger & Co., one of the largest dry goods and clothing establishments in St. Catharines, Ont., has assigned.

The exodus is setting in now from the States to the Maritime Provinces, which are enjoying a good measure of prosperity.

A larger area than usual has been planted with fruit trees this year in the Mount Ida district and all are looking well.

The Royal City Planing Mills Co., of New Westminster, are rebuilding the warehouses and shops destroyed by the recent fire.

The Canada Collar, Cuff and Tie Co., a new Canadian industry, have recently started a factory at Berlin, Ont., to manufacture celluloid goods.

A Melbourne paper denounces the folly of a port providing splendid accommodation for vessels, then stopping them coming in by heavy charges.

Goods from the east to Vernon are shipped through to the coast, then shipped back again. The consignee saves money in the freight rates by this circuitous route of shipping.

The cattle export trade is being overdone and the Old Country market is being glutted by American beef, which is shipped out of New York on every outgoing steamer. Glasgow agents are advising caution in shipping.

The department of fisheries has declined to change the close season for sturgeon fishing on the Fraser, and now the board of trade of New Westminster urges that a commission be appointed to enquire into the habits of those fish.

The Burrard Inlet Red Cedar Lumber Co's sawmill at Port Moody has been cutting for two weeks and is turning out all grades of cedar and fir lumber and shingles. A specialty is being made of the bevel cedar siding which has become so popular in all the finer class dwellings in the Sound cities and the Eastern States.

British Columbia township debentures are, it is observed, being dealt in by Toronto brokers. Among the latest transactions reported is one of \$10,000 township of Burnaby, B. C., bonds purchased for English capitalists, township debentures being, it is said, regarded more favorably by British investors than those of villages or even towns.

The following have been elected officers of the Nanaimo Board of Trade for the ensuing year: George Williams, president; W. K. Leighton, vice-president; M. Wolfe, sec. treas. (re-elected); council, A. Haslam, M. P., Mayor Quennell, Geo. Norris, T. W. Grahm, A. R. Johnson, J. H. Pleace, E. M. Yarwood, and W. H. S. Perkins; arbitration committee, E. Plimbury, G. A. McBain, W. C. Scott, J. E. R. Taggart and the members of the council.





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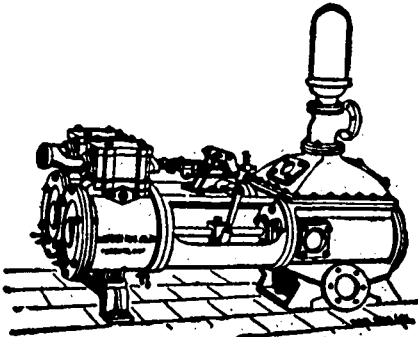
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TORONTO.

CATALOGUE ON APPLICATION.

#### THE EXPENSE ACCOUNT.

This is the account which determines success or failure, and while it is to some extent under the control of the merchant, it is not altogether so. So much is it under his control that he can stop on the further side of the danger line, if he will but do so.

Many failures have for their excuse, "the expenses were too heavy."

It is said of the Jews that when they lose money they starve themselves.

That remedy does not, however, enter into the American economy, and it is well for the trade generally that it does not, else business in general would suffer more than it has for some time past.

But when the returns of business do not warrant indulgence in things not really necessary, though they may be pleasant to enjoy, then the careful man of business

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will starve his desires so that both ends meet properly.

It is probable that more expense accounts have been carefully examined during the past months than have been in five times as many months in years gone by.

While it is very unfortunate that the cause of this close scrutiny is still with us, yet if the lessons learned now will be of lasting benefit to those concerned, it cannot be said that this particular thorn had not its rose.

Many men have wrecked their business careers by a trust in fate, who might have been successful had they but exercised prudence.

Too many, we fear, do not realize that Franklin's method of getting rich is just as applicable to-day as it was when he told it to the young men of his day. That the outgo should be somewhat less than the income is a business truism, and so familiar that in many minds it has been treated with the contempt of forgetfulness, and disaster always follows those who violate them.

Many men cry: "We cannot reduce our expenses; we do not know of any item that we can lop off." If that is true, if nothing can be changed, if nothing can be lessened, then the man has no doubt done the best that is in him. His other remedy is of course to increase his income. But if he can do that readily, this article is not for him.

But with the majority of men the ability to spend is far beyond the ability of earning, and hence the always present necessity of a strong curb on the spending faculty.

Nothing supplies this curb so readily as necessity. That condition is present to-day. The business men of this generation have received a practical lesson which should serve them during the remainder of their careers.

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### 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.

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■ VICTORIA, TUESDAY, JUNE 5, 1891.

## PARLIAMENTARY DISSOLUTION.

The Provincial Parliament has been dissolved, and the writs for a new election issued. Nomination day is to be the 23rd instant, election day in most of the constituencies being it is understood on July 7. In order to afford everyone the opportunity of exercising the franchise an Order-in-Council has been passed providing that all persons qualified to vote at the date of the writs of election, June 2, and have complied with the provisions of Section 13 of the Legislative Electorates and Elections Act, 1891, should be registered as voters and entitled to vote at the general election, can dispense with the necessity for posting their names for two months previous to entering the same on the Register of voters. This gives all the voters who have sent in their names to the collectors previous to June 2 the opportunity to vote.

## INTERCOLONIAL CONFERENCE.

By the incoming Australian steamer, the delegates from the Southern Seas to the Intercolonial Conference to be held at Ottawa on the 21st inst. may be expected to arrive. Hon. Mr. Reid, of Victoria, who recently passed through the Dominion on his way home from England on official business, has already given what we may suppose to be a fair idea of the views of the people of the Antipodes on the trade question. He claims to have not only interested the British Government in the trade affairs of Australasia, but to have excited the attention of politicians generally, who are beginning to realize the possibilities open for intercolonial and Imperial trade. In addition to the Australasian colonies, Cape Colony will be represented during the deliberations by Sir J. Henry de Villiers, President of the Legislative Council, and Sir C. Mills, Agent-General in London. As we have already pointed out, a preliminary *sine qua non* to the conference being successful in its results, some sort of an arrangement as to reciprocity in tariffs must be arrived at among the different "colonies," the political divisions of the Antipodean continent being widely separated from each other on this most important subject. Some of them are thoroughly protectionist, while others believe in that system of "free trade" so-called, which means giving up everything and getting nothing in return. On this subject, there has already been considerable agitation, and it is understood that one of Hon. Mr. Reid's objects in visiting

England was to discuss with the Imperial authorities constitutional changes looking to this end. When they become a unit on this issue, then will it be possible for us to talk business with a much greater hope of success.

Meantime, the conference will show to all the parties how far they are in unison and to what extent there will need to be mutual modifications of tariffs. Since direct steamship connection was established between us, we of the American and Australian continents have been enabled to learn a great deal as to our respective resources and requirements, and to a certain extent the delegates will be in a position to discuss relations understandingly; but as for South Africa and the matters involved in the contemplated extension of intercolonial trade relations there has much to be developed, for as to our respective wants and capabilities neither party possesses much information; still what is learned may lead to important developments in the hereafter. For the present, the delegates will require to address themselves more particularly to the Canadian-Australian trade question, a hearty support of the existing steamship communication and that equally important project the Pacific cable. How is the British cable scheme to be supported as against the rival enterprise under French auspices? Cable establishment, cable protection and cable maintenance are, jointly and severally, issues which will have to be met and dealt with squarely, otherwise the Governments that will be represented will be altogether unable to act, if not immediately, in the by no means distant future. It may be remarked that the commerce of Australasia with the outside world amounts to \$430,000,000; of this, \$315,000,000 was with Britain and British colonies. However, it is worthy of note as one feature of the case that of 350 tons of fencing wire landed at Melbourne, Australia, during four weeks ending March 20th, only 4 tons 6 cwt. came from the United Kingdom. The rest was "made in Germany."

## THE FLOOD DISASTERS.

Already the daily newspapers have supplied their readers with all that was possible to give of the details of the catastrophe by which some of the most fertile portions of the Mainland have been overwhelmed, and as yet it is impossible to arrive at anything like an adequate estimate of the immense loss involved both in life and property. Millions of dollars have been swept to destruction, the loss to the C. P. R. alone being placed at little short of one million. But money cannot restore to the farmers and settlers all that they have lost; their homes have been broken up and carried away before their eyes, nine-tenths of the crops of the Fraser River valley have, according to a conservative estimate, been utterly destroyed, and but little can be done this year at any rate to restore them. Those who have been on the scene say that they never before appreciated as they do now the Biblical story of the flood, for though the rains did not descend as on the occasion described, the floods came and left no place on which man or beast could set foot, while

not even the leaves of the opmost trees have been left to tell that they once existed.

The story of the flood of 1891 is a terrible one. God help the sufferers, we say, and may man in his humanity aid them to the best of his ability. When it is possible to reckon up all the loss that has been incurred, it is anticipated that even the highest estimates will be exceeded, and for long the effects will continue to be felt all over the Province as well as on the other side the line, for the contiguous country belonging to our neighbors has also had a terrible visitation. The Government, even before it was possible to realize what was happening, was on hand with liberal assistance, the Premier being on the Mainland to direct what should be done. The Ottawa Government, in view of the prospective beef famine, have passed an order in council permitting the importation temporarily of cattle from the United States to be slaughtered immediately on landing. This is a relief for every one. Individuals and committees have not been slow in responding to the unuttered cry for relief but the time has arrived when something of a more permanent character must be done.

Shelter and supplies have, as far as possible, been in the meantime afforded, but something of a more permanent nature must be supplied. The homeless must be provided with homes; the ruined farmer must be given a fresh start in the world; his lost live stock must be replaced; his implements and buildings must be restored. He must be given the seed with which to sow his fields; he must have supplies of the necessities of life and be given that encouragement which will assure him that there are those who not only sympathize with his misfortunes, but are practically demonstrating how sincere that sympathy is. A well known divine was once announced to preach a sermon on behalf of a benevolent object. Instead of drawing out long and eloquent periods with the object of harrowing the hearts and in that way opening the pockets of his congregation, he observed "He that giveth to the poor lendeth to the Lord"—if you like the security, down with the dust! It is needless to say what the result was. There is no need to enlarge upon the claims of the sufferers. Their case might have been that of every one of us. Let us add that prompt action is required—"He gives twice who gives quickly."

## GROWTH OF MONTREAL.

It is observed that with the improvement of the Lake St. Peter channel the dimensions of the new vessels built for the St. Lawrence trade have been increased in so far as regards length and width of beam. It is also remarked that since the removal of the tonnage dues and Montreal has been a free port the trade of that harbor has steadily increased, seagoing vessels continuing to grow in number and in average tonnage. Moreover, the augmentation of the revenue of the harbor was during 1890, \$26,705.07 over the revenue of 1892. The whole tonnage of the harbor last year was 2,205,377 tons. During last season the seagoing craft amounted to 757 steamships of a tonnage of 1,128,653 and

only 67 sailing vessels, mostly of wood, of 23,119 tons. In 1883 some 83 barques of about 50,000 tons entered port; last year there were only eleven, while of brigs, brigantines and square-rigged ships there were last year only eight. Important harbor improvements are at present under way, including a new pier wharf at Hochelaga, expected to be ready in 1895, while under the enlargement scheme contemplated by the commissioners the present system of low-lying wharves is to be done away with to make way for accommodations on a much higher level. With so much accomplished at the eastern ocean port of Canada it is high time that much more were done here for the western entrance to the Dominion.

In the *Monetary Times*, we notice a communication from Vancouver signed "Transcontinental," entitled "the Spirit of the New Commerce." In it reference is made to the following comment of a west-bound traveller: "Odd it is to see so much development on the shores of the Atlantic and comparatively so little on the Pacific." "But," says the writer of the letter, "it is this want of development that is proving of the greatest importance to the Dominion." Very true, we admit; but that does not justify the neglect of the Government to give us the facilities so lavishly bestowed by it on the trade centres of the east, although we in British Columbia proportionately contribute to the treasury far more than any other section of Canada. Both Victoria and Vancouver occupy commanding commercial positions, and ought not to be hindered by persistent official neglect.

#### TENANT FARMER DELEGATES.

The reports of the Tenant Farmer Delegates from England and Wales, Scotland and Ireland, who visited Canada in 1883, to satisfy themselves as to the agricultural resources of the country have been published in pamphlet form and comprise a series of six manuals which will doubtless prove of interest and value to those among whom they are circulated and be the means of inducing some at least to leave the congested districts of the Mother land and endeavor to seek for themselves homes in the Canadian half of the American continent. Being prepared by farmers for the use of farmers they are calculated to reach the most eligible class of people, and are not likely to prove attractive to, even should they reach, the off-courings of the great cities. They tell not only about resources but of the work to be done to develop them—a topic that is not the most delightful to the men whom we have no desire to see brought out here. In all these books, however, British Columbia is disposed of in very short order, this being particularly the case with Vancouver Island. In the entire series of six pamphlets there are only three illustrations of British Columbia subjects. These are of a C. P. R. train coming into the Terminal city; a large tree in Stanley Park, and the Canadian Pacific Railway hotel in Vancouver. As to Vancouver Island the only location which appears on the map is Victoria, Nanaimo being ignored as well as nu-

merous other settlements of equal importance with many whose names appear as situate on the line of the C. P. R. It is a wonder, indeed, that in drawing the map Victoria was not altogether forgotten, and, as it is, she would appear to be a place of only secondary importance.

#### EDITORIAL COMMENT.

THE result of sugar beetroot-growing experiments in England, Scotland and Ireland in 1893 have been officially reported upon, and, it is stated, show the most promising possibilities for raising a commercial crop of beetroot.

A REDUCTION in the value of cotton goods comes from Montreal. Mr. R. L. Gault saying that there had been a second diminution amounting to as much as 5 to 10 per cent. The new tariff of 22½ per cent is no protection at all, and under it the Canadian manufacturers have been obliged to cut prices to meet the cuts of the Americans, who have come in offering goods at remarkably low prices.

IN regard to the bonding privileges between Canada and the United States, Attorney-General Olney has just given an opinion that goods taken from a bonded warehouse at any time within the three years for which they are bonded, exported to a foreign country and afterwards reimported into the United States, are enabled to be re-warehoused under bond for another period of three years.

DURING the year ending with April, the Bank of Montreal, despite the surrounding disturbing elements made net earnings of \$1,312,280—some \$12,520 less than the preceding year—still about 11 per cent on its capital, leaving after a dividend of ten per cent is paid \$113,000 to carry to profit and loss account. The Dominion Bank, however, did proportionately still better, earning over 14½ per cent, and leaving \$50,000 after the payment of a ten per cent dividend to be added to the reserve fund, which is now equal in amount to the paid up capital; that of the Bank of Montreal being fifty per cent.

WE observe by the bank statement for April that the circulation of the chartered banks of the Dominion is at a lower figure than it has been for many years. This is understood to be largely owing to the phenomenal depression in the price of grain. Deposits continue to increase and now amount to \$181,000,000, four millions and a half greater than those for the same period of 1893. It is worth mentioning that the total deposits of the Dominion with the banks, loan companies and in the Government savings banks now amount to \$255,703,000, or nearly fifty millions greater than they were five years ago.

THE *Monetary Times*, commenting on the fact that Dr. Oronhyatekha and his family now receive their share of the annuity paid under the Indian Act, observes: "This added to the princely salary drawn by the big secret society chief ought to keep off the wolf." Now, here, to our mind, arises a question of no small importance, and that is is not Oronhyatekha

an enfranchised Indian? If he is, he is no longer a ward of the nation, and should no longer be entitled to a share of the Indian annuities, which ought to be distributed among those whose position demands that the State should look after them and their interests. If the Dr. has not attained full citizenship, we hardly see how his positions as a ward of the nation and a big secret society chief are at all compatible.

IN view of the continually increasing disposition of the community to secure an interest in the unquestioned benefits arising from life insurance the following remarks from that standard authority, the *Chronicle*, are specially worthy of perusal: "To be of service, insurance must be genuine—insurance that insures—something more than a mere promise to pay if the money can be collected? The insurance policy should be worth its face value whether death occurs within one year or forty years. There must be assets to meet liability and honesty to pay honest claims without quibble or deduction. Any kind of so-called 'insurance' which falls short of being the real article, like the apple of Sodom, will turn to ashes when most needed."

IT is worthy of remark that arrangements have been made by which the contractor of the Port Orchard, Washington, dry dock, will obtain all the granite required for that work from the Nelson Island, B. C. quarry. A number of samples of stone were submitted on their merits, without any specification as to whence they came. When, however, it was learned that the stone came from British Columbia, the engineer in charge refused to allow it to be used; but the Washington authorities insisted on the utilization of the granite which was best suited to the work. There is, we may remark, a probability that the same stone will be used for building the sea wall of the new canal which is to connect Lake Washington with salt water at Seattle, for the purpose of making a fresh water harbor of the Lake.

THE effects of the coal strikes are being specially felt not only by the Grand Trunk Railway mechanics at Montreal and other places where the repair and construction shops have been shut down, but by the operating staff of the traffic department, numerous local services having been discontinued, it having been found impossible to secure the necessary fuel. As has already been intimated in these columns, much of the coal consumed by the Grand Trunk has been obtained in the United States, but at present is not to be had; while the C.P.R., on the other hand, have direct access to the mines of Nova Scotia in the east and to those of British Columbia on the west, the coal produced at Anthracite and other mines in the North West being also on their direct line. The situation is a very difficult one, however, for all the railways both of Canada and the United States, for if the U. S. coal troubles are not adjusted in some way or another before long, other complications are certain to arise which will make the situation still more disastrous.

## THE FISHERIES.

The New Westminster *Acas* has the following to say concerning the proposal to give control of the fisheries of British Columbia to the Local Legislature:

"The Provincial Government's efforts to secure control of the fisheries of this Province must prove satisfactory to the people in general. The Ottawa Government is a long distance from here, and while it may legislate to the best interests of the people as far as it can, yet we doubt, with its numerous other duties to attend to which are of a national character, as to whether it can always do justice to an industry of the character of the one in question which is largely local in its nature. While the fisheries and salmon industry in our midst may reach in its consequences all over the Dominion, yet it is purely and simply a home industry. The fact that it is adjacent to this city may be advanced as strong argument in favor of the claim that it is of more real interest to this locality than even the rest of the Province. Consequently the nearer home this important industry is controlled the more satisfactory it should be to the parties who are engaged in it. The coal mines of Nanaimo are of Provincial and national importance, yet the locality in which they are operated is affected to a greater degree than any other place in the Province. The city of New Westminster is directly affected by the fisheries of the Fraser River, and should be considered as one of its immediate resources. If such is the case, as no one will doubt for a moment, then the people of this city should have more to say in connection with them than those who have no direct interest in their development and operation. Their regulation discussed at home in our own Parliament will enable the people of this locality to suggest and intercede in the proper season as to what is required and what is not."

## SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports May 26, as follows: "During the week there have been the following arrivals. From the coal mines, 6,015 tons; from Australia, 3,253 tons. This is not equal to half the amount consumed, but as there is ample British Columbia coal here in yard to meet present requirements, the light arrivals do not affect asking prices. Not in twenty years has the market been as bare of Australian gas and steam coals; the wholesale dealers, in most cases, have not a carload on hand. This will be remedied in about sixty days, although the first several cargoes to arrive have been placed among consumers at full figures. Bids were asked for the future delivery of several cargoes of Newcastle, N.S.W., gas coals; these same were opened on Thursday. As usual, it takes a vision with microscopic power to detect sufficient profit in a large transaction to pay the cost of the cablegrams to bring it about. We have heretofore imagined that in Hong Kong the Caucasian and Chinese merchants had accredited us here with average commercial intelligence, but any one seeing the cargo of what was called Tonquin anthracite lump coal being discharged from the ship

Somali would have supposed otherwise. This is simply colliery refuse, not even screenings; this coal was sold at auction (2,500 tons) at one dollar per ton, and it is questionable if the sale could be duplicated to-day. Among the assorted grades of coals now being drawn from the Colonies is the 'Hetton,' which, as a gas producer, is only equalled by the 'Stockton.' It is so popular with the colonial gas companies that its entire output has been consumed locally, hence none has been heretofore exported."

J. W. Harrison reports May 31 as follows: "Since the departure of the last Australian steamer, there have been but two arrivals from Newcastle, N.S.W., viz: Craigerne, 2,990 tons; Talus, 3,292 tons. There is no change in the situation during the month, except the addition of several names to the engaged list from Newcastle, which now foots up equal to about 163,000 tons carrying capacity. This is a very formidable list, and under ordinary circumstances would soften values materially, but some of these vessels will not arrive here until 1895, and the market here, for the moment, is absolutely bare of Wallsend and Greta coals. There seems to be a strong desire on the part of some of our shippers to swell the list as much as possible, hence every engagement is chronicled immediately, the supposition would be that the withholding of some of the charters from public print would aid prices. But business in the coal line here is carried on in a most singular manner, the capital invested is large, the risks great, the profits ephemeral and competition sharp. The shipper who waits for a fair compensation, only charters occasionally, and is not solicitous for notoriety, is the merchant who makes the most money. Coal freights from the Colonies are reported firm, yet a contract was awarded a few days ago at a price that would indicate they were declining."

## UTILIZATION OF GARBAGE.

The subject of the utilization of town refuse has been referred to from time to time in these columns, says *Iron Age*, and it is one which is attracting an increased amount of attention in this country. In several cities of the United States there have been established various forms of cremator es and destructors for garbage, but hitherto this material has not been turned to any very profitable account, as is the case in several European cities. The following details respecting the Livot process of utilizing city refuse will, therefore, be found interesting. This process is being favorably regarded in Europe, where it has been adopted in several quarters:

The Livot apparatus, as described by English journals, involves the rapid and economical generation of heat in furnaces and the utilization of dust and refuse for electric lighting. There is no novelty about the special objects of this process, which are: 1. The disposal of solid town refuse, whether wet or dry, by burning. 2. The utilization or the conversion of the products of the combustion of the said refuse into steam. 3. The employment of the steam so generated for electric lighting, for pumping sewage and a

variety of other purposes. 4. The manufacture of a kind of cement or mortar out of the residue or by products of combustion, or the use of them, in combination with tar or bitumen, for footpaths or sidewalks, or the employment of the clinker for the foundation or bottoming of ordinary roads. The special feature of this furnace is that the form of the flues is such as will utilize the increasing weight of the products of combustion of gases as they travel toward the chimney, promote a high velocity of the air passing through the furnace bars, produce a rapid combustion with intense heat, and cause the gases themselves to pass sufficiently slowly through the flues to part with all their useful heat before they escape into the atmosphere.

The process is greatly facilitated by the fact that the solid refuse of English cities contains about 80 per cent. of mixed cinders and ashes, and thus provides in a great degree the materials for its own ignition and combustion. The method adopted in English cities is to deliver the refuse free of charge at the furnace mouth in a raw state, and shovel feed it into the fire without any preliminary drying, shifting or screening—an important point in the process. There is no unpleasant odor, as the high temperature and great force of draft secure complete combustion. The average quantity of rubbish burned per hour per square foot of grate surface of the Livot generator is 33 pounds, and 4 pounds of water is evaporated per pound of rubbish containing 20 per cent. of moisture. There is an excellent arrangement by which the flues are kept perfectly free and unclogged, even after months of use; the progression of the gases is partially arrested at the end of each flue, and the objectionable light dust is deposited in suitable expansion chambers or pits, which can be cleaned out as required.

The value to a city of an effective apparatus for refuse utilization is shown in the recent installation at Halifax, Eng., which is equal to the production of current for supplying 10,000 incandescent lamps of 10 candle-power for six hours a day, when 2,000 tons or one-third of the rubbish of the city is burned. If the capacity of the plant were equal to burning all the rubbish produced, one lamp to each inhabitant could be supplied for three and a half hours daily.

The Hastings mill is running day and night; there are eleven ships in port loading lumber.


Over thirty million tons of freight are carried on the great lakes in one year. If this freight were placed in railway cars (15 tons to the car) the trains would cover a four-track railroad from New York to San Francisco and a double track from New York to Chicago. The cost of carrying the freight handled on the great lakes in 1891 was \$22,000,000. If the same freight had been hauled by railway, the cost would have been over \$86,000,000. Thus the saving by water carriage as compared with rail was nearly \$64,000,000. This was one of the arguments used by Mr. Cockburn in favor of deepening the St. Lawrence canals during the recent debate in the Commons, and it seems to be a very strong one.

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### STEIN & BELL,

Chartered Accountants, Auditors and INSURANCE AGENTS.

513 COLUMBIA ST., NEW WESTMINSTER.

—AND—

P. O. Box 636, VANCOUVER.

### PROVINCIAL TRADE NOTES.

Says the Nanaimo Free Press: "Quite a number of new stores are likely to be opened up shortly. Among them will be a tailoring establishment, a druggist's shop and a Japanese store."

A local company will continue the Chilliwack fruit cannery in operation this summer. Messrs. W. H. Dewolf, J. C. Henderson and W. M. Wood were appointed trustees for the next three months.

The foreign coal shipments from Nanaimo during the month of May were as follows: N. V. C. Co., 29,110 tons; Wellington, 23,269 tons; Union, 17,046 tons, an increase of nearly 6,000 tons over the previous month.

The Gulf of Georgia Canning Company's new cannery which is the largest on the Fraser River, is now rapidly nearing completion, and for some days a large force has been engaged at can making. The company intend to put up 30,000 cases this season.

The N. V. Coal Company is sinking a prospect shaft about a mile from the east end of the town. It will probably let the work by contract as soon as they strike rock. It is in line of No. 1 slope. A track in connection with this will branch off from the main line.



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### A. LEOFRED,

(Graduate of Laval and McGill)

### MINING ENGINEER.

MAIN OFFICE: Quebec. BRANCH OFFICE: Sherbrooke. Montreal, 17 Place d'Armes Hill.

### MINES, MINERAL PRODUCTS

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	T&S	MACTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson.	1128	Young	Jan. 13.	Westminster.	Sydney	806,948	7,844	March 21	owners ac
Br bark	Mark Curry	1250	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,882	May 20	52s 6d
Nor. bark.	Fritzo	1078	Holfsen	Jan. 10.	Vancouver	Callao	879,290	8,031	March 3	36s 3d
Am. bark.	Colorado	1034	Gilson	Jan. 19.	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark.	Highlands	1236	Owen	Jan. 26.	Vancouver	Montreal	895,063	15,537	June 23	Private...
Chil. bark.	India	953	Funke	Jan. 11.	Moodyville	Valparaiso	798,782	7,162	March 30	owners ac
Br bktn.	Bittern	399	Stromach	Jan. 20.	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger. ship.	Katharine	1630	Spille	Feb. 7.	Moodyville	Iquiqui	1,328,879	14,078	May 6	35s
Br. ship.	County of Yarmouth.	2151	Swanson	March 23.	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship.	Hindostan	1542	Welsh	March 6.	Moodyville	Valparaiso	1,196,826	10,242	July 14	owners ac
Am. bark.	Seminole	1139	Weeden	March 19.	Vancouver	Santa Rosalia	1,010,913	7,966	April	Private...
Am. ship.	Ivy	1181	Lovell	April 22.	Vancouver	Wilmington	791,914	10,497	Aug. 23	Private...
Br bark	Assel	735	Gilmour	March 6.	Moodyville	Antofagasta	631,165	6,577	June 23	35s
Br. ship.	Natuna	1106	Grain	April 20.	Vancouver	Port Pirie	961,868	7,718	Sept. 22	42s 6d
Am. bark.	Hurry Morse	1313	Hugh	April 19.	Moodyville	Shanghai	928,219	8,990	July 18	45s
Haw. bark	John Era	2600	Schnauer	June 2.	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark.	Blairhoyle	1291	Gray	June 1.	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark.	Mary Low	813	Robertson	May 21.	Vancouver	Sydney	663,000	5,296	Aug. 26	35s
Nor. bark.	Sigurd	1530	Ause	May 21.	Vancouver	Port Pirie	1,426,000	10,693	Aug. 31	40s
Chil. ship.	Atacama	1245	Caballero	May 13.	Moodyville	Valparaiso	967,341	7,762	Aug. 19	owners ac
Br bark.	Wythop	1248	Edwards	May 26.	Vancouver	Sydney	1,019,067	8,365	Aug. 15	31s 3d
Br. ship.	Gryfe	1069	Roberts	June 25.	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark.	Heinrich	923	Henne	June 7.	Vancouver	Holland	577,537	4,498	Oct. 4	55s
Br bark	Doehra	966	McJarrow	June 26.	Vancouver	Adelaide	740,234	5,420	Sept. 16	38s 6d
Br. ship.	Kinkora	1739	Lawton	July 29.	Vancouver	Callao	1,136,128	12,465	Oct. 29	39s
Am schr.	Carriole Dove	672	Brandt	Aug. 7.	Cowichan	Adelaide	565,989	7,982	Oct. 14	39s
Am bark	Seminole	1439	Weeden	Aug. 1.	Moodyville	Santa Rosalia	1,015,000	7,896	Aug.	Private...
Am schr.	Puritan	581	Warner	Aug. 4.	Moodyville	Tientsin	725,951	8,625	Sept.	55s
Am bark	Sonoma	398	Anderson	Aug. 16.	Vancouver	Iquiqui	811,183	9,289	Nov. 20	39s
Br. ship.	Gunford	2108	Wier	Sept. 6.	Vancouver	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship.	Wm. H. Starbuck	1272	Reynolds	Sept. 1.	Vancouver	London	924,551	10,300	Jan. 20	52s 6d
Nor bark.	Fortuna	1332	McKel-en	Aug. 23.	Vancouver	Port Pirie	1,286,192	10,288	Nov. 17	36s 3d
Br bark.	Gainsborough.	985	McPhail	Sept. 7.	Moodyville	Valparaiso f.o	792,153	5,524	Dec.	33s 6d
Chil. bark.	India	953	Funke	Sept. 10.	Moodyville	Valparaiso	799,267	7,000	Dec.	owners ac
Chil. bark.	Elisa	915	Harken	Sept. 2.	Moodyville	Antofagasta	577,294	6,000	pr Nov. 30	owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12.	Cowichan	Port Pirie	914,716	5,916	Nov. 28	37s 6d
Am bktn.	Chas. F. Crocker.	813	Lund	Sept. 29.	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private...
Am bktn.	Hilo	642	Lehallister	Sept. 23.	Westminster.	Sydney	688,632	6,619	Nov. 18	28s
Am schr.	Lyman D. Foster.	725	Treyer	Oct. 11.	Cowichan	Sydney	571,305	7,611	Jan.	27s
Am bark.	Hesper	661	Underwood	Oct. 12.	Vancouver	Adelaide	779,388	5,886	arrived	37s
Am schr.	Wm. Bowden	728	Fjerom	Oct. 18.	Victoria	Adelaide	861,632	6,041	arrived	37s 6d
Br bark	Elizabeth Graham	598	Anderson	Oct. 21.	Moodyville	Melbourne	524,681	3,969	Jan. 6	Private...
Am brig.	Geneva	471	Nelson	Oct. 15.	Vancouver	Sydney	511,228	1,157	Dec. 19	27s 6d
Am schr.	Aida	507	Anderson	Oct. 14.	Moodyville	Shanghai	637,974	6,000	Dec. 11	40s
Am bktn.	Robert Sudden	353	Ulberg	Oct. 25.	Vancouver	Port Pirie	714,808	4,616	Jan. 23	37s 6d
Am schr.	Salvator	414	Wells	Oct. 20.	Westminster.	Port Pirie	527,000	4,216	arrived	37s 6d
Am schr.	Louis	620	Hatch	Nov. 8.	Vancouver	Iquiqui	863,415	8,601	Jan. 23	40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19.	Victoria	Sydney	705,802	5,992	Jan. 21	28s
Nor ship.	Germanic	1269	Sunde	Dec. 29.	Vancouver	Cork, U.K. f.o.	910,433	9,973		60s
Am. schr.	Reporter	331	Mackie	Nov. 21.	Vancouver	Nanaimo	363,294	10,000	Feb. 12	Private...
Am bark.	Snow & Burgess	1578	Mortenson	Dec. 30.	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private...
Am ship.	Benj. Sewall	1361	Sewall	Dec. 28.	Vancouver	Sant. U. K. f.o	1,021,621	13,135		45s
Am bark.	Colorado	1330	Gilson	Jan. 1.	Vancouver	Shanghai	707,000	5,636	arrived	37s 6d
Am bark.	Templar	910	Lee	Dec. 26.	Vancouver	Callao	567,001	4,911	prior Apr 20	35s
Am schr.	W. H. Falbot	776	Bluhm	Dec. 28.	Vancouver	Cape Colony	804,183	6,031	April 17	75s

A—Also 100 spars.

## B. C. LUMBER FLEET, 1894.

Am ship.	Eclipse	1336	Peterson	Jan. 20.	Vancouver	Greenock	1,072,826	10,720		60s
Nor ship.	Beaconfield	1450	Hastensen	Feb. 5.	Vancouver	Cork, U.K. f.o	1,055,411	13,491		Private...
Am schr.	Pioneer	367	Hughes	Feb. 28.	Victoria	Santa Rosalia	57,714	461		Private...
Am. schr.	Aida	507	Anderson	March 25.	Moodyville	Shanghai	686,562	6,562		40s
Chil. bark.	India	953	Funke	April	Moodyville	Valparaiso				owners ac
Br bark.	Thermopylae	918	Winchester	May 2.	New Westm'r.	Shanghai				37s 6d
Chil. ship.	Hindostan	1542	Welsh	May 12.	Moodyville	Valparaiso	1,219,532	9,278		owners ac
Br. ship.	Astoria	1333	Dagwell		Vancouver	Queenstown fo				63s 6d
Ger bark.	Gutenberg	627	Zeplien	May 12.	Moodyville	Valparaiso f.o.	591,766	5,392		42s 6d
Am bktn.	Modoc	452	Hoch	May 5.	Victoria	Santa Rosalia	101,211	2,210		Private...
Am bktn.	Katie Flickinger	415	Melroe	May 5.	Vancouver	Santa Rosalia	339,143	3,258		Private...
Br. ship.	East Croft	1312	Hammer	May 25.	Moodyville	Valparaiso f.o.	1,038,084	9,067		49s
Br. ship.	Benmore	1469	Scott		Victoria	Adelaide				40s
Br. schr.	Graco Harwar	1750	Hunt		Vancouver	Queenstown fo				62s 6d
Br bktn.	Nantippe	923	Falconer		Vancouver	Queenstown fo				Private...
Am bktn.	Chehalis	652	Watts	May 31.	Vancouver	Adelaide	72,163	6,197		40s
Br. ship.	Largo Law	1597	Perneaux		Moodyville	Valparaiso f.o.				37s 2d
Br bark.	Gainsborough	985	McPhail		Moodyville	Melbourne				37s 6d
Am ship.	Guardian	1073	Marden		Victoria	Santa Rosalia				Private...
Am bark.	Olympic	1412	Gibbs		Vancouver	Callao				35s
Nie bark	Don Carlos	691	Tobey		Vancouver	Noumea				49s
Br. ship.	Borrowdale	1197	Bolterston		Vancouver	Valparaiso				Private...
Am bark.	Hesper	661	Sodergren		Vancouver	Sydney				38s
Br bark	Villalta	866	Harland		Vancouver	Adelaide				37s 6d
Am bark.	Southern Chief	1219	Svensen		Vancouver	Santa Rosalia				Private...
Am schr	Wm. Bowden	728	Fjerom		Moodyville	Sydney				30s
Ital. bark	Eliat	915	Harken		Moodyville	Valparaiso				owners ac

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

### FREIGHTS.

Rates are practically unchanged, and business in chartering is almost at a standstill.

Lumber freights from B. C. or Puget

Sound are quoted as follows:—Valparaiso for orders, 32s 6d; Sydney, 30s; Melbourne, Adelaide or Port Pirie, 37s 6d to 40s; United Kingdom, calling at Cork for orders, 60s to 62s 6d; Shanghai, 42s 6d; Tientsin 55s; South Africa 60s;

Noumea, 40s. The last three rates are purely nominal.

Coal freights from Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	330	Russell	October 9	Victoria	Liverpool	38,900	\$201,875	March 25
Ger ship	Sireno	1437	Saunermilch	October 19	Victoria	London	56,558	282,790	April 1
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,335	January 13
Br bark	Jessie Slowe	645	Blanchon	October 14	New Westminster	London	30,000	137,112	April 22
Br bark	Ladstock	810	Williams	October 19	New Westminster	Liverpool	35,773	178,865	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,125	191,880	April 25
Br bark	City of Carlisle	828	Hughes	November 21	Victoria	Liverpool	37,381	185,905	.....
Br ship	Candida	1222	Kee	December 22	Victoria	Liverpool	50,318	249,524	May 12
Br bark	Harold	1307	King	January 18	New Westminster	Liverpool	61,051	321,511	May 26
Br bark	Primera	597	Gardner	December 17	Victoria	London	21,666	123,350	.....

A- Other cargo value \$4,316. B-Spoken March 8 lat. 37° S., long. 39° W.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Ballachulish	1806	Gowdey	March 19	Pasocrun	Vancouver	B. C. Sugar Refinery Co.	78
Br ship	Eaton Hall	1779	Lourison	April 2	K London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	61
Br ship	Lismore	1598	Ferguson	March 17	J London	Victoria & Van	Turner, Beeton & Co.	80
Chil. ship	Atacama	1235	Caballero	.....	F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	.....
Br ship	Clan Robertson	1025	Lane	.....	H Hogo	Royal Roads	.....	.....
Br ship	City of Glasgow	1163	Tannock	March 5	A Cardiff	Esquimalt	Naval Storekeeper	92
Br bark	Ladstock	810	Williams	.....	B Liverpool	Victoria	R. P. Rithet & Co., Ltd.	.....
Br bark	Corryreckan	1299	Abbott	April 26	B Cardiff	Esquimalt	Naval Storekeeper	10
Ger bark	Senta	1037	Thiemaun	March 20	O Liverpool	Westminster	A. B. C. P. Co.	77
Br ss	Arawa	3268	Stewart	May 19	F Sydney	Victoria & Van	C. P. S. S. Co.	17
Nor ship	Drammen	1347	Anderson	.....	T Honolulu	Vancouver	Hastings Mill	.....
Br ss	Empress of Japan	3003	Lee	May 23	W Hong Kong	Victoria & Van	C. P. S. S. Co.	13
Am bark	Colorado	1036	Gibson	May 25	C Hakodate	Victoria	Victoria Lumber & Manufacturing Co.	11
Br ss	Sikh	1376	Rowley	May 29	D Hong Kong	Victoria	Dodwell, Carrill & Co.	7
Br ss	Empress of China	3003	Tillett	.....	G Hong Kong	Victoria & Van	C. P. S. S. Co.	.....

K- April 6 passed Dungeness; April 8 passed Brixham. Spoken April 26 lat 22° N., long. 25° W. F-To load a return cargo of lumber. J-Passed Deal March 18; Dungeness March 21; Prawle Point March 22. A-Spoken March 26 lat. 49° N., long. 9° W. Chartered for salmon by Turner, Beeton & Co. B-Chartered for salmon to U. K. at 36s 3d. H-Chartered for lumber. W-Via Yokohama June 1. C-Via San Francisco. D-Via Yokohama June 9. G-To sail June 13. Via Yokohama June 22.

### VESSELS IN PORT.

(June 4, 1891.)  
VICTORIA.

Am. bark Wrestler, 417 tons, went ashore during a gale.

Br. bark Archer, 765 tons, derelict.

Br. ship Corolla, 1,264 tons, Capt. Frazer, arrived April 28, from Yokohama for orders.

Br. ship Benmore, 1,400 tons, Capt. Scott, leading lumber for Adelaide on account of Robert Ward & Co., Ltd.

Br. ship Borrowdale, 1,197 tons, Capt. Bolderston, arrived May 27 from Liverpool with general cargo, Robt. Ward & Co., Ltd., consignees. Chartered to load lumber for Valparaiso.

Am. ship Guardian, 1,073 tons, Capt. Varden, arrived May 23, loading mining props at Vesuvius Bay for Santa Rosalia on account of Robt. Ward & Co., Ltd.

Br. bark Northernhay, 1,221 tons, Capt. Miller, arrived May 28, from Cardiff with cargo of coal for naval storekeeper.

### VANCOUVER.

Br ship Astoria, 1335 tons, Capt. Dagwell, arrived March 29, loading lumber at Hastings Mills for Queenstown f.o., U. K., or continent.

Br. bktne Xantippe, 909 tons, Capt. Falconer, arrived April 21, loading lumber for Queenstown f. o.

Br. schr. Grace Harwar, 1,750 tons, Capt. Hunt, arrived April 22, loading lumber for Queenstown f. o.

Br. ship Largo Law, 1,587 tons, Capt. Perneaux, loading lumber for Valparaiso for orders.

Br. bark Gainsborough, 985 tons, Capt. McPhail, arrived May 20, loading lumber at Moodyville for Melbourne.

Am. bark Olympic, 1,412 tons, Capt. Gibbs, arrived May 21, loading lumber for Callao.

Nic. bark Don Carlos, 694 tons, Capt. Tobey, arrived May 25, loading lumber for Noumea.

Am. bark Hesper, 664 tons, Capt. Sodergren, arrived May 31, loading lumber for Sydney.

Br. bark Villalta, 866 tons, Capt. Harland, arrived May 27, loading lumber for Adelaide.

Am. bark Southern Chief, 1,219 tons, Capt. Svensen, arrived June 1, loading lumber for Santa Rosalia.

Am. schr. Wm. Bowden, 728 tons, Capt. Ejerem, arrived June 1, loading lumber at Moodyville for Sydney.

Ital. bark Elisa, 915 tons, Capt. Harken, arrived June 3, loading lumber at Moodyville for Valparaiso.

### NANAIMO.

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

Am. ship J. B. Brown, 1,473 Capt. Magune.

Nic. bark Bundaleer, 921 tons, Capt. Lewis.

#### WELLINGTON SHIPPING.

Am. bark Raphael, 1,465 tons, Capt. Whitney.

Am. bark Alex. McNeil, 1,088 tons, Capt. Jurgensen.

Am. bark Yosemite, 1,151 tons, Capt. Fullerton.

#### UNION SHIPPING.

Am. ship Glory of the Seas, 2,109 tons, Capt. Freeman.

Am. steamship Mineola, 1,802 tons, Capt. Pillsbury.

#### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	7	7,427
Vancouver	12	13,064
Nanaimo	7	10,102
Total	26	30,593
Previous week	21	28,108
Correspond'g week last year 1892	12	16,970



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# THE BRITISH COLUMBIA

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## COMMERCIAL JOURNAL.

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## REGINA, ASSA.

World's Columbian Exhibition, Chicago, 1893.

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