



VOL. I.

VICTORIA, B. C., TUESDAY, JUNE 2, 1891.

No. 12.

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Chatham, N.B.	New Westminster, B.C.
Chatham, O	St. John, N.B.
Cornwall, O	Ottawa, O
Goderich, O	Perth, O
Guelph, O	Peterboro, O
Halifax, N.S.	Pictou, O
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NORTHERN AND SKEENA RIVER:

Warnuck Packing Co's Rivers Inlet Clipper Brand.
 Standard Packing Co., Skeena River, Neptune Brand.
 Skeena Packing Co., Skeena River, "Diamond C" Brand.
 Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
 Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and
 Judson Powder manufactured and kept on hand.
 Columbia Flouring Mill Co. of Enderby.
 Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

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Ship - Chandlers - and - Commission - Merchants

Importers and Dealers in Paints, Oils, Lime, Plaster, Cement, Tarred and
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The Royal Canadian Fire Insurance Company, Montreal.
The British Columbia Fire Insurance Company, Victoria.
64 YATES STREET, VICTORIA, B. C.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

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VICTORIA, B. C.

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REAL ESTATE, AND INSURANCE AGENTS,

P. O. BOX 167. NANAIMO, B. C.

—: AGENTS FOR :—

Commercial Union Assurance Co., of
London, England.

SHIPPING INTELLIGENCE.

The schooner Halcyon arrived at Victoria May 21th from Hong Kong.

The bark Honslow arrived from San Diego May 30th, to go into the dry dock.

The British ship New City, 1,112 tons, Capt. Bray, is reported heading for Victoria.

The steamship Willamette sailed May 30th from Departure Bay, with 2,000 tons of coal for San Francisco.

Bark Noddleburn sailed from Glasgow May 18th for New Westminster, consigned to Mr. D. McGillivray, contractor.

The C. P. R. steamship Empress of Japan arrived at Hong Kong a few days ago. She should be at Yokohama this week.

Later advices report that the Thermopylae sailed from Saigon on April 23rd, and not on the 16th, as at first reported.

The Swedish bark Svea, 604 tons, Capt Allan Afzelius, arrived in Royal Roads May 28th, from Honolulu, in ballast. She will load lumber at the Hastings Saw Mill for Salaverry, Peru.

The C. P. R. steamship Parthia arrived off Victoria May 27. She leaves Vancouver at daylight June 3 for Yokohama. It is believed this will be her last trip in the service of the C. P. R. company as the Empress steamers will all be in service shortly.

The P. & O. steamship Zambesi, 1,540 tons, consigned to F. C. Dayidge & Co.,

Victoria, is due. She sailed from Hong Kong April 30 for Kobe and Yokohama, and was expected to leave the latter port on May 15th for Victoria with a general cargo. It is stated that she makes this trip under charter to Samuel & Co., of Yokohama and Kobe.

The American bark Colorado has been purchased in Boston for the new shipping company being organized in connection with the Victoria Lumber and Manufacturing Co. Capt. Gibson, of San Francisco, who, it is believed, is interested in the new company, has gone east to bring the ship around to the mills. The Colorado is of 1,075 tons register, and the following dimensions: 179 feet long, 35.5 feet wide and 27.7 feet hold. It is the intention of the company to purchase a number of vessels for the export trade of the Chemainus Saw Mills.

BUSINESS CHANGES.

S. B. Yuill is opening a jewelry store in Nanaimo.

J. L. Cotton has opened a fish store in Nanaimo.

Shatford & Taylor are opening a general store at Vernon.

John Fraser has purchased the Oriental Hotel, Nanaimo, from James Phillips.

N. F. and Geo. Neelands, photographers, etc., are going to start in business at Nelson.

Chas. Williams and Theodore P. West,

contractors, Victoria, have dissolved. Chas Williams continues.

W. A. Campbell, grocer, has admitted Harry Disher as partner. The firm is now styled Disher & Campbell.

Mr. Clayton, Victoria, contemplates establishing a retail hardware and implement store at Steveston, B. C.

Messrs. McDonald & Hobbs have opened in the Messrs. Hirst Bros.' stone store, Nanaimo, as wholesale wine and liquor merchants.

Two enterprising employees of a leading wholesale grocery firm contemplate going into the produce and commission business shortly on their own account.

C. H. Bowes and W. S. Terry contemplate opening a drug store at the corner of Store and Johnson streets, about the first of July, under the firm name of Bowes & Terry.

Forin & Morrison, barristers, New Westminster, who recently withdrew from the firm of Corbould & McColi, have resumed business again under their old firm name, on Lorne street.

The Vernon News is a credit alike to the community in which it published and to its publishers.

The B. C. Pharmaceutical Society met in Victoria last week and elected officers. M. G. Blanchard was elected secretary-treasurer and registrar. The secretary's office is at 93½ Douglas street, P. O. Box 592.

THE WM. HAMILTON MFG. CO., (L.D.)

OF PETERBOROUGH.

Saw : Mill : Shingle, : Planing : and : Mining : Machinery.

Mill Supplies always on hand.

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Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

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YATES ST., NEAR ORIENTAL HOTEL,

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COLONIAL METROPOLE

Headquarters of the Theatrical Profession.

31 & 33 JOHNSON ST., VICTORIA.

The very best moderate priced Hotel in the City

Rates, \$1.00 to \$1.50 per Day.

THOS. TUGWELL, PROPRIETOR.

PRACTICAL OPTICIANS.

Wait for the New firm and save money,
instead of patronizing so called itinerant
"Oculists or Opticians."

ALL WORK TO BE DONE IN VICTORIA.

C. P. R. SOUTHERN CONNECTIONS.

Following the report in the Seattle *Telegraph* of Sunday respecting the probable result of the Northern Pacific's discrimination against Seattle in trying to keep out the Canadian Pacific railroad, is another to the effect that the Canadian Pacific has bought the Bellingham Bay & British Columbia railroad and that it will put the steamer Premier on the run from Whatcom to Seattle to transfer the freight brought across the continent.

Senator S. G. Austin said yesterday that the sale had been made to the Canadian Pacific and that Whatcom would now realize the benefits that should and would have been enjoyed by Seattle if the Canadian Pacific could have made a contract with the Seattle, Lake Shore & Eastern. Connection has been made with the Bellingham Bay & British Columbia railroad at Sumas and a number of side-tracks are being put in to accommodate the business.

It may be that the Canadian Pacific will secure another large steamer to ply on the Sound and accommodate the business done at the Whatcom terminus, until the line can come into Seattle over the Seattle &

NANAIMO SAW MILL

Rough and Dressed Lumber,

Shingles, Laths and Pickets,

Doors, Windows and Blinds,

Moulding, Turning, Scroll Sawing,

And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

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THE WAVERLEY HOTEL

Cor. Seymour and Georgia Sts.,

Close to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Prop.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

90 GOVERNMENT ST., VICTORIA, B. C.

Montana. Appearances indicate that the Canadian Pacific will bitterly fight the Northern Pacific and should the Great Northern prove a strong competitor when its line is completed across the mountains, the Canadian Pacific is likely to have a through line too.—*Ledger*.

Crossman's hotel, at South Westminster, was totally destroyed by fire on May 25th with all its contents. The house was empty at the time, all the inmates being away on the excursion to Fairhaven. Loss, about \$5,000; insurance, \$2,500.

A company to be known as the British Columbia Paper Co. has been lately formed with a capital of \$40,000, to carry on the manufacture of paper from wood pulp. The company have already made arrangements for the necessary machinery, which will be shipped immediately to Alberni Rapids, the point at which the works will be located. It is claimed by those interested that all grades of paper can be laid down by the British Columbia Paper Co. in Seattle even cheaper than can be done by the paper mill at Spokane. Nearly all the stock of the company has been already taken up.

PROVINCIAL TRADE NOTES.

Hop culture is going to become a profitable industry for farmers in the Chilliwack district.

The leading merchants of Nanaimo have agreed to close their places of business on Thursdays at one o'clock in future.

Chilliwack and vicinity never looked better than it does at present. The outlook for a heavy yield of fruit and other crops are most encouraging.—*Progress*.

D. McGillivray has sold 10 acres of his 400 acres on Lulu Island, at New Westminster, for \$10,000. The purchasers bought the tract for a site for a large saw mill.

The strong room in the new Bank of B. C. building at Vancouver, is built of ordinary double thick boiler plate. The dimensions are: 13 feet 6 inches long, 9 feet 8 inches across and 7 feet 6 inches in height.

Messrs. Cowan & Wilson, wholesale grocers, received a large shipment of Australian apples by last week's steamer. They arrived in very fair condition considering the long distance they had been shipped, and found a ready sale.

The *Kootenay Star* says that the Columbia river is higher at present than it has been for years, and the high water season is considerably earlier than usual. The very warm weather of the past two weeks is responsible for the change.

A complete set of fall dry goods samples coming by express to Messrs. Richardson & Heathorn, from Thibaudau Bros. & Co., Montreal, were destroyed by the wrecking of the express car in the accident at the Straight Lake trestle on May 10th.

The regular monthly meeting of the Victoria branch of the Dominion Building and Loan Association was held on Thursday afternoon last. J. W. Winnett, the secretary, reported the affairs of the association in a healthy condition. Four applications for loans, amounting to \$5,300, were made and granted.

R. Baker & Son, flour and feed merchants, are going to erect a brick warehouse this summer on Douglas street, between Johnson and Pandora. The building will be 30x100 feet, and have four floors, two of which will be below the street level, forming a double cellar.

S. J. Martin, general dry goods and hardware dealer, Victoria, has made an assignment. Liabilities, \$12,000; assets, about \$6,000. Creditors, Copp Bros. & Co., Hamilton; John Macdonald & Co., Toronto; Benny, Macpherson & Co., Montreal; John McPherson & Co., Hamilton; M. & L. Samuel, Benjamin & Co., Toronto; Rice Lewis & Co., Toronto; and G. T. Slater & Sons, Montreal.

The Shawnigan Lake Lumber Co. are going to increase the capacity of their mill and are putting in additional machinery, which will increase the cut to 40,000 feet per day. This is consequent upon the increasing demand the company have found for their freshwater lumber. Mr. Morrison, the new manager, has associated with him two well known gentlemen of this city, who are intent on putting the mill in shape to meet the increasing demands upon it.

INSURANCE IN CANADA.

Official statements being the authority, it would appear that the total amount of fire insurance business written in Canada during the year 1890 amounted to \$607,088,513 against \$572,782,101 in 1889, the premiums received having been \$5,841,623, against \$5,588,016 in the previous year. The aggregate losses in 1890 were \$3,383,513 and in 1889, \$2,798,250, a considerable proportionate increase. Of the business of 1890, 7 Canadian companies carried \$135,145,291; 23 British \$414,800,200, and 7 American \$57,610,950. Proportionately the Canadians were the highest losers, their percentage having been 61.1, the American 61.3 and the British 55.8, the aggregate ratio having been 51.8, as against 50.0 the previous year. In life insurance the total amount of business done reached \$248,339,052, as against 241,063,702 in 1889. Of this, in 1890, \$135,222,008 was earned by Canadian companies, \$76,349,382 by American and \$30,488,618 by British institutions. The amount of lapsed and surrendered policies in 1890 was \$20,257,070, \$11,447,339 being in Canadian companies, while the amount of policies that became claims was \$3,178,902.

A NEW ELECTRICAL INSULATOR.

Dr. Selwyn, director of the Dominion Geological Survey, is now making a series of experiments which, if successful, will reveal a new material which can hardly fail soon to have a high commercial value. A Montreal *Star* correspondent recently called on the doctor at Ottawa, and found before him a long, narrow box filled with lumps of a peculiarly black earthy substance glittering with sandy particles. It was not unlike lumps of brown sodden coke. "This," he said, "is a sample of petroleum-saturated sand which is found in almost immeasurable quantities in the Athabasca district, and for which, I believe, I have found excellent and practical use. It can, I have no doubt, be used to great advantage for insulating underground electric wires. Its insulating power has already been tested by Mr. Gisborne, Dominion Electrician, who says it makes a perfect insulator, and I am now about to make further tests to see how it will stand frost and the weather. The discovery of this sand is not new, it having been known to and described by Sir Alexander Mackenzie a hundred years ago. It has already been referred to in the Survey reports, and petroleum experts have given it as their opinion that a large amount of petroleum could be extracted from this great body of sand, if the proper appliances were secured. It has also been referred to as a possible fuel; but its projected use as an insulator is new."

To show how this sand would burn as a fuel, the doctor placed a small piece upon the grate fire, and it flamed up brightly in a few seconds and burnt steadily like coal. "It would, I think," said the doctor, "also make good pavements similar to the asphalt. This petroleum sand exists exposed all along the Athabasca River region, and we know that it exists (covered) for thousands of miles around. The exposed region, it is calculated, would yield twenty-six cubic miles of solid material. The

sand has a saturation of 12 per cent. of petroleum. It is supposed that a great petroleum field underlies this locality, and the petroleum, in trying to escape, has forced its way up through the sand. How much remains below is now the question. I believe that oil exists there in paying quantities, and will recommend to the Government to have a boring made next year at Athabasca Landing, which is about 200 miles from the lake. If oil could be found there it would be a great boon for the North-West, as all the oil used there is at present brought from Ontario or from the oil wells in the Kootenay district. In the hot weather, in the sand regions spoken of, pure tar oozes out of the sand, and has been used for a long time by the Hudson's Bay Company in pitching their boats. It is about 170 miles from Edmonton to the sand regions, and as the Calgary and Edmonton road is now being built to Edmonton, it would, I believe, be built to Lake Athabasca, should the sand prove useful, as expected. In the Athabasca district are also found good indications of sulphur, gypsum, salt and lignite coal."

IMPORTANT GAS DISCOVERY.

The latest developments give strong hopes that the gas recently discovered at Steveston will lead to important results. For some time it has been known that there were indications of gas in the large ditch on the north side of Chatham street, about a block east of the opera house. As you approached the spot you could hear a bubbling sound, and reaching it see the gas bubbling up through two feet of water in the ditch. Applying a match, a short quick blaze followed going out with an explosive sound. This was considered quite a curiosity, and visitors were frequently taken out of evenings to see it. Last Saturday evening it was determined to confine the escaping gas if possible. With that object in view, Mr. W. H. Steves with others repaired to the spot, and placed a barrel without head, top side down over it through the water. A hole was then bored in the upper end of the barrel and a pipe inserted; a match was then applied, resulting in a flame several feet high, which gradually subsided to a bright blaze. A lamp has been attached and is permitted to burn steadily at nights. It is needless to say that this is all the talk hereabouts, and that considerable excitement prevails. As might be expected, further investigations followed. Another point several rods distant was found where the gas appeared stronger, and it was discovered to the east of No. 1 road, in still greater volume. Important developments must soon follow. The amount of gas escaping indicates a large reservoir underneath. Of course the distance to be bored and piped remains to be determined. The discovery of gas leads to the hope that coal may be struck. The beds of coal in the neighborhood of Nanaimo, dip in this direction under the Gulf. The gas now escaping through some fissure in the rock which imprisons it, is evidently sufficient, provided it can all be conveyed through some tubing, to light the city, even when it becomes much larger than it is at present.—*Steveston Enterprise*.

THE EASTERN SHOE TRADE.

THE COMMERCIAL JOURNAL is pleased to note a healthier tone in connection with the eastern shoe trade, on the authority of the *Canadian Trade Review*. That journal assures us that over production has been curtailed to an appreciable extent, and business is being placed on a sounder basis than ever. Since the commencement of last season, no fewer than ten factories have, through failure or liquidation withdrawn from competition, thus adding a trade estimated at one million dollars to that at present enjoyed by more substantial firms. Even as matters exist, the factories engaged in turning out shoes, could, if run to their full capacity, produce more than twice the quantity of shoes required to meet the wants of the population.

The proposed shoe and leather association, if properly organized, will be of inestimable benefit to the trade. Several objects have been suggested as calling for the special attention of such an association, and many other evils will be found to require equally full discussion. The *Shoe and Leather Journal* wisely calls attention to one evil which above all others calls for action on the part of both sections of the trade, and that is the ease with which irresponsible parties secure factory plants and leather supplies, and afterwards fill orders at ruinous prices in order to keep their establishments running. It frequently happens that these people get a start by securing the machinery of a bankrupt concern at a low figure, with ample time to make their payments. Then again the machinery question is practically responsible for the many compromises made with insolvent manufacturing concerns. The creditors are aware that, if put on the market and auctioned, this portion of the estate would not realize more than twenty-five per cent. of its value, and they are therefore ready to accept any offer above this amount. The insolvent thus secures an easy settlement and enters again, it may be, upon his career of cutting prices. One of the proposals laid before the preliminary meeting of the association was that a fund should be subscribed by the association to buy in, if necessary, such machinery or estates, and dispose of them in a manner that shall on the one hand prevent compromises, and on the other limit to some extent the possibility of competition such as that to which responsible houses have been subjected for some years past. It must be acknowledged that the machinery of an insolvent factory constitutes a strong temptation not only to the creditors, but to over-ambitious journeymen who, as has been the case over and over again in Quebec, embark in the shoe manufacturing business without any qualification of capital or experience. To remove this will be to lessen the chances for men without capital dragging a whole industry into a vortex of chaos and ruin.

Among the dupes of Edward Plinter, who claimed to be able to multiply gold by a chemical process, were, it is said, one of Mr. Gladstone's Cabinet Ministers, who was swindled out of £8,000; a member of the Rothschild family, who gave up £2,000, and a member of Baring Brothers, who contributed £50,000.

COMMERCIAL SUMMARY.

The anthracite mines, near Banff, are again working.

The shipping agents at Montreal have decided to raise the cattle rates to ten shillings after July 1st.

The advisability of establishing a mint in the Dominion of Canada will come up in the House of Commons during the present session.

It is stated that the Cape Breton collieries, with the exception of two, have booked all the orders they are capable of filling this season, and those two have received sufficient to keep them going steadily, if not with a rush.

To insure absolute safety, the Inman Steamship Company has had fitted to the engines of its steamers a contrivance which automatically stops the engines if they go beyond their normal speed. A test of this appliance was made, and when the engines of the "City of Paris" had attained a rate of speed agreed on previously, the checking apparatus quickly and effectively did the work claimed for it.

Mr. Thomas Earle, M. P., has been awarded the gold medal at the Jamaica exhibition for his salmon exhibit, and the Canadian Pacific company the medal for an exhibit of doors, etc., made of Douglas pine. Canada took nearly everything in the way of awards, beating the United States, England and other countries. She takes twenty-one diplomas of honor, ninety-two gold medals and had sixty-seven silver.

The rise in the price of ostrich feathers has had a beneficial effect at Tripoli, where the export rose from £5,000 in 1889 to £95,000 last year, and seems likely soon to be larger than it has been for many years. Tripoli merchants have at last discovered that as labor is cheap there, it is more profitable to have the feathers washed, cleaned and sorted before they are exported. Hitherto they have been sent to Paris just as they arrived from the interior, full of dirt and sand.

The Rothschilds never tell family secrets. One of their mottoes is, "Gold never repeats what it sees," and another, "A man will not tell what he has not heard," but some idea can be had from the fact that since 1815, they have raised for Great Britain alone more than \$1,000,000,000; for Austria, \$250,000,000; for Prussia, \$200,000,000; for France, \$400,000,000; for Italy, nearly \$300,000,000; for Russia, \$125,000,000; for Brazil, from \$60,000,000 to \$70,000,000; and for smaller States, certainly between \$20,000,000 and \$300,000,000 more, perhaps \$3,000,000,000.

The Canadian canal statistics recently published show that of the total value of the in transit trade of the United States for 1890 \$16,002,384 was received from British North America; of this amount \$12,450,246 came from the Provinces of Quebec, Ontario, Manitoba and the North-West Territories and \$3,552,138 from other British possessions. Of the in transit shipments from the United States \$27,335,078 were destined for British North America, of which \$21,140,198 was shipped to the Provinces of Quebec, Ontario, Manitoba and the North-West Territories.

M. Menuet, banker and exchange agent, Bordeaux, has failed; liabilities, \$1,000,000.

The goods exported from the Dominion for April amounted to \$4,001,181, compared with \$3,718,301 for the same month last year. The total exports were \$7,660,456, compared with \$8,180,323 for the same month the previous year.

The Swedish Government has resolved to introduce a law establishing compulsory insurance of working men against sickness and accident. The insurance will be transacted entirely by State bureaux, and the premium will be charged to employers.

In the Dominion estimates there is a vote for \$0,500 for elections to the Northwest Assembly, and an increased sum of \$13,500 is given for Northwest schools. The item for the legal experts in the Northwest Assembly is withdrawn, making it evident that the new assembly will be composed of altogether elected members.

A man representing himself as from British Columbia engaged over 100 workmen at good wages among the mill hands at Ottawa to go west. He collected \$1 from each as a guarantee they would turn up at the railway depot. The men turned up, after losing their jobs, at the station, but the man who had engaged them had decamped with the funds he collected. Those who had no money gave him their watches.

Sir Hector Langevin stated in the House of Commons, last Wednesday, that Messrs. E. C. Baker and Noah Shakespeare in 1886 represented the advisability of lengthening the Esquimalt dock, but the chief engineer reported against it. In 1889 the Canadian Pacific Railroad made similar representations. The Federal Government asked the Imperial authorities for £50,000 towards the works. The Lords of the Admiralty reported against it. "I thought the dock long enough. Since then the matter has been pigeon-holed."

A Portland dispatch says that the increase of acreage of Washington State over the entire inland empire is 15 per cent. Over 4,000,000 bushels of wheat was shipped East by rail from Eastern Oregon and Washington last season, and the millers find it makes more flour than Eastern grain, and Mr. Michner says in a short time Eastern Oregon and Washington will be flooded with Eastern people to buy wheat to ship East. Unless there is a reduction in rail rates to the coast, and in ships' charters, probably the entire crop of this section will go East overland.

It is stated on good authority that the great packing houses of Chicago are under contract to an English syndicate to furnish them with all the hides they take off for the next ninety days. These hides are to be shipped to England and dried. As the American market on hides advances, the syndicate expect to re-ship them to America at a profit. There seems no reason why the scheme may not prove profitable, provided a sharp advance takes place. Hides can be shipped from Chicago to Liverpool at a slight advance in rates, especially so when a steamer wants ballast merchandise. In a scheme of this description, no custom duties need be considered, as in either country hides enter duty free. The return freight is about all the expense there is to be considered.

The total value of the yield of the Dominion fisheries, last year, was \$17,714,000. Nova Scotia was the highest with \$0,636,000, British Columbia second, \$3,431,000. The increase in British Columbia over the previous year was \$133,000.

The Pacific Coast Commercial Company of San Francisco, has filed articles of incorporation with \$50,000 capital, of which \$1,250 have been subscribed. Directors: Arthur S. Ward, Isadore Mayer, William Jones, Frank H. Richardson and George C. Sargent.

It is understood that the minister of agriculture has asked the British government to state whether the free importation of live cattle from Canada into the United Kingdom would be affected in any way if the Dominion authorities permitted the importation of cattle from the United States, to be slaughtered in bond.

There is no change in the condition of the nail market, says the Montreal Gazette, which continues as mixed up as it could possibly be. The general idea appears to be that no rates are being made under \$2.15 to \$2.20, which the mills claim means a loss to them, as they cannot manufacture to sell at these prices.

The act changing the name of the E. B. Eddy Manufacturing Co. to the E. B. Eddy Company has passed its second reading in the Dominion Parliament. It also provides for the cancellation of 6,000 of the unsubscribed shares of the capital stock of the company and the conversion of the remaining stock into 3,000 new shares of \$100 each, present shareholders being entitled to one new share for every three old paid-up shares held at the time the act comes into effect.

Canadian Manufacturers: Last year Canada bought more than eighteen million dollars worth of manufactures from the United States, which shows that Canada is worth considerable to the United States as a market for manufactured products. The average duty paid upon these was only about 20 per cent., while if Canada were sending similar manufactured products to the United States they would be liable to duties ranging as high as 45 per cent. and higher. Of course if the United States is disinclined to admit any Canadian products free, Canada can and should impose as high duties upon American products as they themselves impose upon similar products. Tariff discrimination is a game that more than one can play at.

No retail business can become permanently prosperous without permanent customers, says an old merchant; hence, to force upon unwilling buyers goods they do not want and afterwards refuse to exchange them for others, or return the money, is a short-sighted policy. "A firm in a certain city, who probably sell more ready made clothing at retail than any other in the United States, have adopted as one of their cardinal maxims, the plan of guaranteeing all their sales. Or, in other words, they offer to return the purchase money for any clothing returned unworn within ten days after purchase, even if the buyer assigns no other reason for canceling the contract than that he has seen other goods elsewhere that suit him better."

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D. M. CARLEY EDITOR.
L. G. HENDERSON BUSINESS MANAGER.
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VICTORIA, TUESDAY, JUNE 2, 1891.

HOW LONG IS THIS TO LAST?

Do the Home authorities think that in this nineteenth century the people of British North America are less jealous of their rights than they were upwards of a century ago, when the New Englanders threw off what they regarded as a galling yoke and began the work of nation building? The British North America of the last hundred years has steadily grown though it has not stridden along as has the American Republic. Why has there been this difference in results, is not unfrequently inquired, and not unseldom comes the reply—Because the Americans became separated from the Mother Country, and did not labor under the disabilities of the Colonial condition which would have compelled them to submit to a great many things which Imperial exigencies demanded. Instances of this kind might be given almost *ad infinitum* as far as Canada is concerned. Two or three recent cases will suffice. There have been the two boundary line questions—one which resulted in the Americans securing a large quantity of our lands, which were added to the State of Maine and adjoining States, and another in the drawing of the line in such a way as to do a gross territorial injustice on this side of the Rockies. Then, in connection with the Fishery and other questions we were forced to put up—for the sake of the Mother Country—with much that was galling and unjust.

Then there came the worriments concerning the headlands' question, and now we have this matter of the seal fisheries, which after it had become a question of world-wide importance and interest, developed into an exhibition of Yankee bluff and bluster, by which the Mother Country was deceived and on account of which it is sought to make us suffer. The latest development as concerns ourselves as Canadians and the Province of British Columbia in particular, is that a Bill is in course of passage through the Imperial Parliament by which the British Government undertake to prevent sealing in Behring's Sea, and that to oblige the Americans, who, from what we can see, have never given any satisfactory proof that the protection of the seal is necessary in order to save it from utter destruction. In regard to this matter, the Americans have shuffled and shuffled in great shape. They first claimed that Behring's Sea was a part of their national domain, and that the Victoria sealers were invading it in the guise of poachers, against whom it was necessary to invoke the services of American gunboats to capture the vessels them-

selves and confiscate their cargoes. Lord Salisbury successfully contended, in so far as argument went, that hunting seals on the high seas in Behring's Sea was for British subjects a legitimate occupation, and that those who engaged in it were entitled to the protection of Government. On the strength of this, the sealers of Victoria, having successfully refuted the figures which were presented to show that the rookeries were being rapidly depleted, and having maintained that in no sense could Behring's Sea be regarded as a *mare clausum*, went to work to improve and increase their appliances, and to embark additional capital in the enterprise. No sooner, however, had this been done, than without any previous warning there was flashed over the wires a dispatch that the Government had introduced a bill in the Imperial Parliament to stop sealing for one year.

Behring's Sea has been aptly described as "No Man's Land," forming a portion of the high seas in the fishing and other legitimate pursuits of which no one has a right to claim the sole say or to interfere in any way with the action of others. The sealing men of Victoria, it is almost needless to say, are nearly red hot on this question, and indignantly demand: "Are British subjects, not on British soil, and occupying and plying their vocation on the common high seas, amenable to British legislation? Is a British subject bound by British laws who is occupying a locality over which Great Britain has no jurisdiction?" The high seas are the common property of the world, subject to no laws save international laws having a source not in any one nation, but in all the recognized nations, and requiring for enforcement the consent and co-operation of all those nations.

Mr. Blaine, finding it did not work, withdrew his pretension that Behring's Sea was a close sea, and then gave away his whole pretension. What right has Great Britain, we ask, of herself to introduce a new feature of international law, by circumscribing sealing operations in Behring's Sea. She is acting the part of the usurper, and will in all certainty be checkmated by British sealers sailing in the future under a foreign flag with the rights under which she has no claim whatsoever to interfere. Moreover, to look at the matter from the local British Columbia standpoint, it is easily to be seen that to forbid the hunting of seals in Behring's Sea, without giving due and timely notice to those who had invested their means in the sealing business, is disastrous and ruinous to the interests concerned, should they consent to tamely acquiesce in the arbitrary and oppressive demand. Things are indeed coming to a pretty pass when the British authorities undertake to coerce loyal British subjects into falling in with the demands of a nation whose every movement in this matter has been attended by gross misstatement, wilful misrepresentation and deliberate and malicious lying.

THE GREAT BEEF QUESTION.

There was a time when King Cotton ruled the United States; he was dethroned by King Corn and King Hog, and now

King Beef is forging to the front and asserting his dignity and power in an unmistakably cogent manner. On the other side of the line there has been, it is reported an increase of thirty per cent. in the price of beef within the last thirty days. Indeed, it is announced that the American home market is growing faster than the beef supply, and it is a question of a few years only when the re-crowned Cattle King will be a financial Napoleon in his own right. The tremendous output of live stock with the vast shipments of dressed beef will, indeed, it is averred, result in a scarcity that will ensure high prices for years to come. The question consequently arises, how will the consumers be affected? The answer is that unless supplies be materially increased a large element in the community will have to go short of their supplies. In some sections of the Union the fact cannot be lost sight of that to a great extent cattle are a drug because the facilities for bringing them to market have been deficient, and current profits did not seem to justify cattle growers in improving their means of communication. However, it may be expected that, now that a necessity has arisen which it will pay to supply, all that is needed will be afforded, and as has been the case in other industries better and more economic methods will be resorted to to produce the needed supplies.

How, it may be asked, will this condition of things affect the cattle ranches of Canada? The American tariff is designed to be practically prohibitive, nevertheless, the old adage "necessity knows no law," will have its practical illustration, and there must be demands for animals raised and fed on the Northwest ranches, which of late have been in larger or smaller quantity finding their way to the Province of British Columbia. Moreover, with increased prices in the United States we cannot expect, as we have done, even under our advanced tariff, to bring a large proportion of our supplies from the other side. There is, therefore, every inducement for the British Columbia farmer to have every confidence in the success of his avocation, and to put forth a still greater effort than he has done to supply the market. Beef in the future will command its own price as well from the augmented and augmenting consumption as because of the gradually though surely decreasing area upon which beef cattle can be raised.

If it be true that the volume of its foreign exports is the true measure of a country's prosperity, Canada is relatively about twice as prosperous as the United States. Canada's trade with other countries, imports and exports, last year, was over forty-two dollars per head of her population, while that of the United States was barely twenty-six dollars per head of its population.

SIR EVELYN BARING, the British agent in Egypt, in a report to his Government on the condition of that country, deprecates the idea of England's abandoning Egypt for some time to come. He does not consider the guarantee of British investment in Egyptian securities so satisfactory as to make it safe to withdraw the moral influence afforded by the presence of British troops.

UNBUSINESS-LIKE METHODS.

The recent failure of S. J. Martin, hardware merchant and gents' furnishing store, is one instance of the impossibility, even in Victoria, of carrying on trade in an unbusiness like manner. The insolvent is the son of a highly respected physician in Ontario and had been connected with a hardware business established with his father's capital in Sault Ste. Marie. Coming to Victoria, only a few months ago, he first opened in the gents' furnishing line on Johnson street, and later on began in the hardware business on Douglas street. He commenced with what in his own way was no doubt regarded by him as a smart kind of advertising. He sold goods—doubtless with the object of drawing customers from the old legitimately conducted establishments—at extremely low prices, less, in fact, than cost, which policy having been once begun, he found it necessary to continue, otherwise no one would buy. It is almost needless to say that he did a big trade, but on every article he sold there was a certain sum of money to be placed on the wrong side of the account. This was his policy in both branches of his trade. He appears to have soon exhausted all his ready capital; but his creditors, not understanding his methods, continued to supply his orders. The outgo was, however, more than equal to his income, and he became what might be almost termed chronically hard-up. All the cash he received went out as fast as, if not faster, than it came in, and to obtain money he made even greater sacrifices of his wares. Finally, a fire supervened on Johnson street, which carried with it complete destruction. His damaged shirts, collars, and that kind of things, were sold at an alarming sacrifice, and then came the day of reckoning with persistent creditors, who compelled him to close up both businesses, the result being that, on his affairs being looked into, it was found that in less than six months he had incurred liabilities of \$12,000, with assets of only \$6,000. It has been said by many that a man whose business can show fifty cents on the dollar ought not to succumb; but in this case the circumstances were such that it would have been to perpetrate a wrong on legitimate traders to have propped him up any longer. Commercially speaking, he has been a failure, at least so far as this Province is concerned, he cannot obtain any more credit, and therefore he will be kept out in the cold, and may never be seen again in independent business life. No doubt Mr. Martin had his misfortunes, but it cannot be said otherwise than that he was grossly to blame. Men who cannot, or will not, live up to commercial principles, have no right to remain in trade. They are a menace to those who conduct their affairs properly, a source of loss to their creditors and a positive incubus on society. Mr. Martin, it may be remarked, carried no insurance on his stock, so that those to whom he was indebted had not even that protection—a course of policy on his part which cannot be too highly reprehended.

"BLUE RUIN"

The Vancouver World, which blotted the City of Victoria out of its published map

of Columbia, is again out with another tirade against the chief commercial city of the Province whose claims to still greater consideration at the hands of the Dominion Government, it undertakes to dispute and to ridicule. It appears to think that the paltry sum of \$6,000 down on the estimates for harbor improvements is even more than this important port is entitled to. It holds that expenditures for Victoria are so much money absolutely wasted, for, to its mind, the Queen City is on the wane. No doubt its wish is father to the thought. The figures, however, are utterly against it. The business of this city, both import and export, continues to steadily increase, as the following figures show, fully maintaining the steady line of advancement that has been continuing for months.

Customs collections at Victoria for May 1891:

Duties.....	\$ 97,982 74
Chinese Revenue.....	5,004 50
Miscellaneous.....	755 96
	<hr/>
	\$103,723 20
May, 1890.....	79,940 09

Increase..... 23,783 12

This, as has been intimated, is not a spasmodic showing; but it is the calm, unblinded official statement of fact. In this connection, the following figures tell a very important and convincing story. The imports of the month of May were as follows:

Dutiable.....	\$294,940
Free.....	107,679
	<hr/>
Total.....	\$402,619

Then, if we contrast the total imports of Victoria with those of the three other cities of the Province for 1890, we find the following to be the results:

Imports, Nanaimo.....	\$ 233,391 00
New Westminster.....	255,055 00
Vancouver.....	697,600 00
Victoria.....	3,193,256 00

Thus the total imports of Nanaimo, New Westminster and Vancouver last year only reached \$1,186,046, while Victoria imported nearly three times as much.

Then, to take exports, what do the figures for 1890 show:

Exports, Nanaimo.....	\$1,934,544 00
New Westminster.....	301,749 00
Vancouver.....	483,885 00
Victoria.....	3,143,289 00

Victoria thus did an export business during 1890 of \$3,143,289, against one of \$2,630,178 for the ports of Nanaimo, New Westminster and Vancouver, of which \$1,034,544 was done by Nanaimo, principally in coal.

It cannot be supposed that the sensible people of Vancouver agree with all the World's wild pretensions. They know it only makes them and their city look ridiculous. Victorians are happy to see Vancouver prosperous, but they are not prepared to be misrepresented. There is an old saying about the galled jade wincing. The World is no doubt dissatisfied with the Victoria merchants because they do not advertise in it as they would like, and therefore it gets off its senseless thunder, which is all sound, and nothing more.

The Council of the Toronto Board of Trade have protested against the imposition of the tax on outside commercial men by the municipal authorities of Victoria.

EDITORIAL NOTES.

As we go to press, the award in the Eton vs. City of Puebla case has not been made by the assessors.

It is said that the Admiralty have decided to send a force of skilled workmen to Esquimalt to repair the serious defects found in the hull of the British warship Warspite.

Mr. PRIOR, M. P., will move for a return of the amounts received by the custom houses of Quebec, Ottawa, Hamilton, London, Winnipeg, Windsor and Victoria in each year between 1890 and 1890, also the amounts expended by the Government during the same period for post-offices and custom houses at those cities.

THE business situation is not the most encouraging. Things have been everywhere deranged and there is nothing to do but wait until the derangement is removed and a cure effected. Good crops will do more than any other thing, or than all other things that are likely to appear, to restore matters to a normal and healthful condition.

THE salmon-packing industry on the Columbia river is in a very unsatisfactory condition. Fish sold in advance are now being delivered at a loss. The season is so far advanced that packers despair of getting enough fish to fill the cans on hand. Canneries, on the average, have packed 40 to 60 per cent. less than at this date last year, and some 90 per cent. less. There is a fair possibility that an unusual run of fish might enable packers to catch up, but many consider this an off year for the Columbia river and say the pack will not exceed that of 1889. Returns from eighteen packing companies show that the amount of salmon packed to date is 81,300 cases, as against 146,000 cases on June 1 of last year.

IF, as the reports seem to indicate at the time of our going to press, Sir John Macdonald, Canada's great Premier, dies the people of the entire Dominion—irrespective of party will have ground for regret. To Sir John Macdonald the formerly disunited provinces of British North America owe their existence as a Confederation. He it was who bound them together not alone by the ties of sentiment, but of practical realizable benefit. To him British Columbia owes its present trans-continental railway connection and to him will the people long look as the one who made them more than a mere crown colony. Sir John has been a great man, a true patriot and a genuine friend of the whole country.

FOREIGN COAL SHIPMENTS.

NEW VANCOUVER COAL CO. SHIPPING. The following are the shipments for the week ending May 30th:

Date.	Vessel and Destination.	Tons.
28	Walla Walla, ss., San Francisco	468
29	Bundaleer, bk., San Francisco	1,500
29	Remus, ss., San Francisco	4,000
30	Jeanie, ss., San Francisco	1,311
30	Lucy Lowe, s. schr., Whatcom	115
	Total.....	7,300

DECISIONS IN MERCANTILE LAW.

The following is the judgment delivered by Sir Matthew Baillie Begbie, C.J., in the action of the steamer Eton against the City of Puebla, arising out of a collision in Nanaimo harbor. In this case were involved questions of signals, rules of the road, etc., which are mainly of interest to nautical men, who watched the proceedings with great attention. Associated with Sir Matthew Begbie were Lieut. B. C. Musgrave and Capt. Chas. F. Turner.

VICE ADMIRALTY COURT,
Monday, 18th May, 1891.

About 9 a.m., on the 22nd of January last, on a fine, calm morning, the "Eton," about 310 feet long, and with 4,000 tons of coal on board, left the wharf at Nanaimo to proceed to sea by the North Channel. This is a narrow and rather tortuous channel about 900 or 1,000 feet long, between the Middle Bank on the south, and Satellite Reef and Three-Fathom Patch to the north. It lies nearly E.N.E. and W.S.W., the west end, next the wharf, being environed by shoals, the east end being quite open and free from any danger. The "Eton" left on a port helm, moving from about N.W. towards north and east, until near the Black Buoy, No. VII., when she headed N.E., looking almost, but not quite, clear down the North Channel. At this point she seems to have been for the first time aware of the approach of the "City of Puebla." This vessel is 310 feet long, and was almost fully loaded, having about 3,000 tons of cargo on board. On observing her approach, the "Eton" gave one whistle, which the "Puebla" answered also with a single blast. Both vessels thereby intimated their intention of passing each other, port side to port side. This gave the Eton distinct notice that the Puebla was intending to take the North Channel—the only other access to Nanaimo wharf being the South Channel, in taking which the vessels would have passed starboard to starboard, and the Puebla must have seen that the Eton was already committed to the North Channel. Indeed, the Puebla seems, according to the *visu voce* evidence, to have seen the Eton while still lying at the wharf, at a distance of two and a half to three miles, and to have been aware of her subsequent movements. The Puebla's preliminary act, however, alleges that the Eton was first sighted about seven or eight lengths, (about four cables), away.

At this distance from each other, at all events, both vessels were fully aware that they were about to meet "end-on," so that there was a risk of collision. Both vessels were, therefore, bound to all the steps required by "skilful and careful navigation" (Dom. Code, 1886, c. 17, s. 1.) to avoid collision. There are three stages in a collision: 1st. When it appears possible, when there is merely a chance of collision occurring; 2nd, when a collision is imminent; 3rd, when it is inevitable. In the last two stages, certainly in the last stage, skilful and careful navigation requires, at least permits, each commander to look after the safety of his own vessel exclusively. In the first stage, skilful and careful navigation requires each commander to take such steps as are requisite for the safety and convenience of both vessels. Neither vessel has a right to thrust

the other vessel upon a shoal, or to necessitate the other to have recourse to difficult or embarrassing manoeuvres in order to avoid a catastrophe. She section 1 and articles 18, 23 and 24, of section 2 of the Dominion Navigation Act (Code 1886, c. 79.)

The gentlemen whose assistance we are fortunate enough to have been able to secure in this case are of the opinion, in which I fully coincide, that skilful and careful navigators would not dream of taking two vessels, of the length and draught of these two steamers, to pass each other in the north channel; but that one of the two ought to have waited for the other. They are further of opinion that careful and skilful navigation on board the "Eton" required her not to wait off the Black Buoy, No. VII., where she sighted, and (according to the preliminary act) was sighted by the "Puebla," but to go on through the North Channel, to which she was then fully committed. Further, that a skilful person on the "Puebla" must have known the difficulties of the "Eton's" position—and especially the captain of the "Puebla," who had been often through that channel.

He deservedly praised his own vessel—how powerful, and how handy she was; and yet in the North Channel he had, as often as not, found it necessary to reverse his course and his screw, and found that her great draught diminished the power of her rudder. (See Capt. Debney's evidence, Ans. 69 & 90.) Unless, therefore, he assumed the "Eton" to be much more manageable than his own ship, which a sailor is not apt to do, he must have known that she might be obliged to have recourse to the same dilatory measures. It follows necessarily that, in their opinion, skilful and careful navigation (which is required by the statute) required the "Puebla" to stop, not her engines merely, but her way, and to remain stationary (Art 18 U.S.) off or near Gallows Point, until the "Eton" had, at least got entirely through the North Channel. The rule laid down by the Conservators of the Thames (set out in "the Lebra," 6 P. D., 139) is the rule of common sense:—"Where two vessels, moving in opposite directions, sight each other across a point, the vessel going against the tide shall remain stationary until the other shall have passed clear," which, in that case, is decided to mean "clear of the stationary vessel." And this is the course dictated by ordinary care in navigation, even when it is not, as in the Thames, a written law.

The Puebla's measures are somewhat variously stated. In the preliminary act, in answer to the inquiry (12), as to the measures which were taken, and when, to avoid collision, the defendant simply said: "Backed full speed," without saying "when," or "where." In the opinion of my assessors, with whom I am happy to say I agree throughout, this backing was only adopted after a collision had become imminent, and indeed, unavoidable, looking to the speed of the Puebla, although, no doubt, by this time much reduced, and to the proximity of the two ships. According to the *visu voce* evidence of the defendants, the "Puebla," at first acted with perfect prudence. While still outside the harbor, she slowed her engines, and, before entering, had stopped them altogether—

but she came in, swinging past the entrance buoys (which are about two cables only from the east end of the north channel, the scene of the collision) at the rate of six or seven knots. This is the estimate in the defendants' own preliminary act, and the estimate also of the four or five quite independent witnesses who happened on this calm, bright morning, from five or six points on shore, to be watching the whole drama. Capt. Debney also, in the witness box, estimated his speed, on entering the harbor, at six knots. (Cross-examination 252.) The defendants attempted, by the *visu voce* evidence of some of the crew, to cut down this speed to four knots, or even less—but, even if they could be permitted to vary the statement in their pleadings, the great preponderance of the evidence is that the speed was six or seven knots. Having ported her helm, so as to head "square" for the North Channel, as one witness expressed himself, and having by her whistle clearly intimated that she intended to take that channel, from which she was but four hundred yards distant, or thereabouts, she does not appear, by the unanimous testimony of all the independent witnesses, to have checked her speed, or deflected her course, or taken any measures at all, with a view either to prevent or mitigate the collision, or otherwise. She was simply allowed to run on by her own impetus, as if the North Channel had been quite clear, until within about 300 feet of the "Eton," which was slowly but surely advancing towards her. Then she reversed her screw, but the collision was then inevitable, and the steps taken by the "Puebla," according to the statements made by her captain immediately afterwards, were not directed to the avoidance of a collision, which, by this time, no human force or skill could prevent, but simply to the protection of his own vessel. Instead of going to starboard, which would infallibly have thrown his port bow on the stem of the "Eton," he turned to his port hand, and ran his stem into the starboard side of the "Eton," nearly amidships.

In the defendants' preliminary act, and also by evidence at the hearing, the defendants alleged the "Eton" to be in fault in not keeping a course to her starboard side, as indicated by the single whistle. And both Captain Debney and his pilot, Ettershanks (on the bridge but not in charge, not being a Nanaimo pilot), declare that while the ships were in collision, Captain Debney shouted to Captain Newcomb "Why did you not go to starboard?" and that the latter answered: "She won't answer her helm." There must be some mistake here, for, if there is one thing quite clearly proved and admitted on all hands, it is that the "Eton" was moving and never ceased moving, to starboard, the whole time after leaving the wharf up to the moment before the collision, when Captain Newcomb tried to throw her head to port, in hopes that he might receive only a glancing blow, and it is not clear that he then succeeded in turning her head, even for a moment. All the plaintiffs' crew, all the independent witnesses, even Captain Debney himself, and Ettershanks, his pilot, agree in this: That the "Eton" was turning to starboard the whole time up to the time when the "Puebla" reversed her screw, in order to give the blow instead of receiving it. (Captain Debney, Ans. 74, 5,

0; Ettershanks, Ans. 30,—in-chief—which answer the counsel for defendant, whose witness Ettershanks was, did not seem to relish. Under these circumstances, it seems quite incredible that either the exact question, or the exact answer, should be as the defendant's witnesses now allege.

Both parties must have meant, and understood each other as saying: "Why don't you go to starboard faster?" and answering "She wont answer any better;" which as Captain Debney himself points out, might be due either to the very slow speed of the "Eton" at the time, one and a half knots to two knots, or the shoalness of the water. He excuses the "Puebla" an exceedingly handy vessel, for not going to starboard, by observing that she was going less than six knots. But that Captain Debney, who saw the "Eton" going all the time to starboard, however slowly, should ask simply why she did not go to starboard, or that Captain Newcomb, who was trying all he could to send her to starboard, and was sending her to starboard, as he saw and as everybody saw, should reply that he could not make her go to starboard, is, of course, quiet incredible, except on the supposition that they had both, in the excitement of the collision, failed to perceive the meaning of their words.

It was suggested, but there was no evidence on the point, that the undue hurry of the Puebla was due to her anxiety to "beat the record" (Debney Q., 230, 239, 249). This anxiety has, undoubtedly, lost many a ship.

It seems clear, however, that if the Puebla had stood still for a single minute, or, at most, a minute and a half by the clock, off Gallows Point, there can scarcely be a doubt but that the "Eton" would have passed completely through the channel and got round well to the southward, and the Puebla would have made better time to the wharf. However this may be, I am advised, and I find, that the collision was wholly due to the imprudent navigation of the "Puebla;" that the "Eton" neither did anything careless or unskilful that contributed to the collision, nor omitted to do anything which could have prevented or mitigated the collision, and I give judgment accordingly, condemning the "City of Puebla," and her bail in damages and the costs of this action. There will be the usual reference to inquire as to damages and all proper directions.

CASH VERSUS CREDIT.

The great bugbear of retail grocers and dry goods dealers in England, says the *Merchants' Review*, is undoubtedly the co-operative stores, which, in that country, have reached a development unknown elsewhere, and the problem which they have constantly to study and which chiefly engages their attention is how to compete with these enormous aggregations of capital and enterprise. Recently, a fancy goods dealer in London, tired apparently of wrestling with the question, or desirous of eliciting the views of a greater mind than his own, wrote Mr. Gladstone, the Home Rule statesman, on the subject of the destructive competition. He received the following reply:

"I do not hesitate to say that, in my judgment, the system of dealing upon long credit, which so widely prevails in London,

has every fault which a system of trade can have, and no merit whatever to redeem it. I believe it to have been the main source of that system of co-operative dealing with which I have myself had nothing whatever to do, but which has hit so severely the retail trade of London. On the other hand, every trader who deals for ready money, I hope, serves himself and most certainly confers a great boon upon the public."

We believe the famous writer of the above letter alludes to a system of retail credits entirely unknown here, where accounts are not expected to run at the most longer than a month, that is to say, in cities and large towns, whereas, if we are not misinformed, many English retailers even in urban districts, make collections only once a quarter, and in some cases not oftener than twice a year. Assuming this to be true, it can be readily understood how deplorable the consequences of such a credit system must be when once a co-operative distributive movement has begun. With a large percentage of his capital lying idle in this manner, when it ought to be repeatedly turned over and bring in fair interest on a reasonable margin of profit, the retailer is forced to charge pretty steep prices to recoup his loss on capital, and thus leaves an opening for the cash dealing co-operative establishments, which, once having a foothold, expand to tremendous proportions, especially at the retail dealer's expense. The more modern system of retail credits in the United States sometimes causes considerable inconvenience to dealers who do not look closely after their credit customers, and who allow them more than a week or a fortnight before settling. There being always more or less loss from bad debts under the credit system, and the capital being locked up longer than it might be, the prices cannot be fixed at the same level as those of the cash buyer and seller, and besides, the credit man cannot take advantage of the wholesale discounts so readily. His money returning so slowly, he is generally equally slow in settling with his jobber. Mr. Gladstone's views, therefore, are of value to the American retail trade, and we print them as an endorsement of what has been said in these columns relative to the competition which legitimate dealers are meeting with from farmers' co-operative schemes. Those who buy for cash and sell for cash can not suffer, all other things being equal, from the competition of the farmers' stores for any length of time, the contest would be too one-sided. The co-operative distributors must either rely upon the attractions of cash sales at very low prices, or remunerative dividends to the shareholders. To adopt the first plan and carry it out successfully, would require an experience in storekeeping which the farmers do not possess, in order to pay operating expenses and meet the cash dealers' prices, while to attempt the latter experiment would quickly invite disaster, because large dividends mean high prices, which the cash dealer can cut under and take all the trade.—*Grocery World*.

A prominent manufacturing firm of Brockville, Ont., paid a fine of \$50 to the Waterworks Company for using water from a hydrant without permission.

RAILWAY NEWS.

The Bellingham Bay *Express* says that during the past few days M. I. Strongroom, superintendent of the B. B. & B. C. railroad, and D. E. Brown, general passenger agent of the Canadian Pacific railroad, have been together making traffic arrangements so freight and passengers destined for American ports can be landed in New Whatcom. The *Express* can say authoritatively that all arrangements have been perfected and will go into operation in a few days, or as soon as the customs house officer at Sumas gets his affairs in shape to do business. The Canadian Pacific Railroad will allow the B. B. & B. C. railroad the use of two first-class coaches, a smoking and baggage car until the new cars ordered by the company arrive from the east. The steamship Premier will run between New Whatcom, Seattle and Tacoma, making daily trips. All freight and passengers going over the Canadian Pacific will be transferred at New Whatcom instead of Vancouver, as heretofore. Two new depots will be built, one at the steamship dock and the other near Holly street, on the railroad reserve.

SIBERIAN FUR TRADERS.

At the very inception of the fur trade, a system of annual fairs or exchanges was inaugurated by the government, which brought together to the ostroms once a year the entire nomadic population of fur hunters, and a considerable portion of the permanent shore-dwellers, for the purpose of barter. The principal fairs were, and are, held at Ostrownoje, the easternmost and remotest trading post of the Old World; Ochotsk, on the sea of that name; Yakoutsk, on the Lena river; Irkutsk, on Lake Baikal; Kiachta, at the central gateway of the Celestial empire; Irbit; Tscholsk, and Nishne Novgorod; whence the bales of fur and the miscellaneous products of the Arctic seas find their way eventually through regular channels, to St. Petersburg, Moscow and Peking, and at last to markets far beyond. There is also at the present day a very considerable trade to the Amoor, which, being ceded to the Russians in 1858, was again occupied by them after an interval of almost two hundred years. Yakoutsk is the focal point and entrepot of eastern Siberia, lying on the border line which separates the countries of the Yakoutsk and Tungusi—the latter occupying the centre of Siberia, and the Yakouts the country north of them up to the Arctic ocean. Originally, the Yakouts, or Sakuts, occupied as far south and west as the Baikal and Angora, but were driven thence by the more powerful hordes of Tungusi; who were, in turn, subjugated by the Russians in 1610, about the time when the Manchus conquered the Chinese empire.—Charles Hallock, in N. E. Magazine.

It is stated on the authority of Vice-president Webb that the New York Central will bridge the St. Lawrence from Capo Vincent to Wolf Island and from Wolf Island to the mainland, then, by an agreement with the Canadian Pacific, trains will be run from British Columbia to New York without change and by the shortest possible route.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASHS.	VALUE.	ARRIVED.
Br bark Wanlock.....	745	Cooper.....	Victoria.....	Sept 17.....	London.....	11,000		Feb 27.....
Br ship Titania.....	879	Norman.....	Westminster	Nov 10a.....	London.....	31,647		Mar 25.....
Br bark Mennoek.....	787	Robertson.....	Victoria.....	Dec 18.....	Liverpool.....	30,882		May 10.....
Br bark Brodick Bay.....	753	Wakeham.....	Victoria.....	Dec 22.....	London.....	32,000		May 7.....
Br ship Melville Island.....	1429	Ritchie.....	Tacoma.....	Jan 10b.....	London.....	42,138		
Am ship Henry Villard.....	1553	Perkins.....	Victoria.....	Feb 3.....	London.....	65,318		
Br bark Irvine.....	655	Jones.....	Victoria.....	April 20.....	Liverpool.....	28,311		

a—Sailed from Victoria Nov. 21. b—Sailed from Port Townsend Jan 19.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br ship Duke of Argyll.....	900.	McDonald.....	London.....	Jan 1.....	Westminster	Bell-Irving & Paterson.....
Br bark Lanarkshire.....	794.	Melville.....	Newport Eng	Feb 3.....	Vancouver.....	N. W. Van. Tramway Co.....
Br ship Serica.....	913.	Smith.....	Cardiff.....	Feb 8a.....	Esquimalt.....	Naval Storekeeper.....
Br ship Thermopylae.....	948.	Wilson.....	Saigon.....	Apr 23g.....	Victoria.....	Victoria Rice Mills.....
Br bark Wanlock.....	745.	Cooper.....	London.....	May 11h.....	Victoria.....	Turner, Beeton & Co.....
Br bark Robert S Besnard.....	1290.	Andrews.....	Manila.....	April 7i.....	Vancouver.....	B. C. Sugar Refinery.....
Br ss. Grandholm.....	1391.	Masson.....	Liverpool.....	May 10.....	B C Ports.....	Union SS. Co.....
Br bark Lebu.....	726.	Worrall.....	Liverpool.....	Apr 16j.....	Victoria.....	R. P. Rithet & Co. (L'td).....
Br bark City of Carlisle.....	859.	J. Penny.....	Liverpool.....	.....	Victoria.....	R. P. Rithet & Co. (L'td).....
Br ship Morayshire.....	1428.	Swinton.....	Greenock.....	Mar 8 o.....	Westminster	
Br bark Duke of Abercorn.....	1050.	McDougall.....	Acapulco.....	Mar 29 l.....	Vancouver.....	Hastings Saw Mill.....
Br ship Blair Athole.....	1697.	Taylor.....	Cardiff.....	March 13.....	Esquimalt.....	Naval Storekeeper.....
Br ship Queen Victoria.....	1605.	Holmes.....	Bristol.....	Apr 18e.....	Esquimalt.....	Naval Storekeeper.....
Nor bark Borghild.....	757.	Haugeland.....	Honolulu.....	Mar 10p.....	Vancouver.....	Hastings Saw Mill.....
Ger bark Cassandra.....	733.	Stehr.....	Acapulco.....	q.....	Vancouver.....	Hastings Saw Mill.....
Ger ship Elise.....	1348.	Rowehl.....	Sydney.....	s.....	Vancouver.....	Hastings Saw Mill.....
Br bark Noddleburn.....	1053.	Hall.....	Glasgow.....	May 18.....	Westminster	D. McGillivray.....
Br ship Rothersey Bay.....	775.	L. Veysey.....	Glasgow.....	April 30.....	Westminster	
Br ship Titania.....	879.	Norman.....	London.....	June f.....	B. C. Ports.....	H. B. Co and Bell-Irving & Paterson.....
Br ss Empress of Japan.....	3003.	Caton.....	Liverpool.....	April 10.....	Vancouver.....	Canadian Pacific Railway Co.....
Am ship Great Admiral.....	1497.	Rowell.....	Hong Kong.....	v.....	Vancouver.....	Hastings Saw Mill.....
Br bark Callao.....	978.	James.....	Liverpool.....	Feb 13w.....	Victoria.....	R. P. Rithet & Co.....
Am schr Sailor Boy.....	310.	Jones.....	Caleta Buena	Apr 26 x.....	Nanaimo.....	J. W. Grace & Co.....
Br ship Leading Wind.....	1159.	Hinckley.....	Auckland.....	April d.....	Moodyville.....	Moodyville Sawmill Co.....
Br ss Empress of China.....	3003.	A. Tillet.....	Liverpool.....	.....	Vancouver.....	Canadian Pacific Railway Co.....
Br bark H. B. Cann.....	1299.	Foote.....	Callao.....	.....	Moodyville.....	Moodyville Sawmill Co.....
Nor bark Lotos.....	1300.	Christensen.....	Callao.....	.....	Moodyville.....	Moodyville Sawmill Co.....
Ger bark Kathinka.....	1200.	Kohler.....	Rio Janeiro.....	.....	Moodyville.....	Moodyville Sawmill Co.....
Nor bark Saga.....	1431.	Oftedahl.....	Rio Janeiro.....	May 9.....	Moodyville.....	Moodyville Sawmill Co.....
Chil ship Antonietta.....	1041.	McLean.....	Valparaiso.....	.....	Moodyville.....	Moodyville Sawmill Co.....
Am sh Belle of Bath.....	1347.	Curtis.....	Valparaiso.....	.....	Victoria.....	
Nor bark Flora.....	743.	Anderson.....	Adelaide.....	.....	Vancouver.....	Hastings Saw Mill.....
Am bark Hesper.....	661.	Emmerson.....	San Francisco	.....	Moodyville.....	Moodyville Sawmill Co.....
Am ship Ivy.....	1181.	Lowell.....	Hong Kong.....	May 9.....	.....	William Diamond & Co.....
Br ship New City.....	1442.	Bray.....	Hogo.....	.....	.....
Br ss Zambesi.....	1540.	.....	Hong Kong.....	April 30.....	Victoria.....	F. C. Davidge & Co.....

a—Spoken March 11, lat. 9 N, lon. 27 W; chartered for salmon. g—1,300 tons raw rice. h—passed Dover May 13; will be loaded at Victoria by Turner, Beeton & Co. for U. K. j—Chartered to load salmon for U. K. k—Chartered to load in April and May. b—Via San Francisco, chartered to load for Shanghai. o—Sailed Falmouth March 23 with water works supplies; spoken April 8, lat. 27 N., lon. 20 W. p—In ballast to load lumber for Melbourne. q—In ballast to load lumber for Iquique. s—On the way to San Diego, thence in ballast to load lumber for Melbourne. l—Arrived Acapulco April 8, thence in ballast to load for Adelaide. t—Supplies for Westminster water works. x—cargo 1,500 tons nitrate for Hamilton Powder Co. v—in ballast, chartered for lumber for Melbourne. w—via Honolulu, to arrive in September, chartered for salmon. d—to load for Melbourne. e—Spoken April 21st, lat. 47 N., lon. 14 W., spoken April 25th, lat. 38 N., lon. 12 W. i—Cargo 1,800 tons raw sugar. f—Chartered by Bell-Irving & Paterson to load salmon at Fraser River.

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Br ship Stamboul.....	1248.	Weston.....	Vancouver.....	Jan 3.....	Callao.....	960,300	\$ 9,600	50c	April 2.....
Chil Bark India.....	953.	Funke.....	Moodyville.....	Feb 1.....	Valparaiso.....	751,396	8,348	65c	
Br bark Ninevah.....	1174.	Broadfoot.....	Vancouver.....	Feb 28.....	Sydney.....	855,352a	9,335	own'rs ac	April 24.....
Br bark Formosa.....	915.	Kain.....	Vancouver.....	Mar 24.....	Arica.....	744,000b		55c	
Am bkt Catherine Sudden.....	368.	Thompson.....	Moodyville.....	Mar 31.....	Tientsin.....	427,539c		77s 6d	
Br ship Forest King.....	1602.	Morris.....	Vancouver.....	.....	Callao.....	1,239,000d			
Am ship Geo F Manson.....	1353.	Crack.....	Moodyville.....	May 14.....	Sydney.....	868,154e		55c	
Am ship Exporter.....	1312.	Rhodes.....	Vancouver.....	.....	Melbourne.....				
Am sch Olga.....	417.	Rodin.....	Moodyville.....	.....	Shanghai.....				
Br ss Eton.....	1746.	Newcomb.....	Moodyville.....	May 15.....	Port Pirie.....	1,765,714			
Am bark Spartan.....	749.	Anderson.....	Vancouver.....	.....	Adelaide.....			00c	
Am sch Golden Shore.....	904.	Henderson.....	Moodyville.....	.....	Sydney.....				
Swed bark Svea.....	964.	Oxclaus.....	Vancouver.....	.....	Salaverry.....				

a—Also 360,000 laths. b—Composed of 45,000 ft telegraph poles, 410,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c—Composed of 357,571 ft. rough lumber, 39,663 ft. dressed lumber, and 597 bundles of laths. d—composed of 80,000 ft dressed lumber, 240,000 ft clear lumber and 890,000 ft rough lumber. e—Composed of 23,355 feet dressed and 344,700 feet rough, also 22,916 feet pickets and 231,210 feet laths.

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Financial and Insurance Agent,

16 TROUNCE AVENUE,

Opp. Telegraph Office.

P. O. Box 106.

VICTORIA, B. C.

R. B. McMICKING,
10 TROUNCE AVENUE,

P. O. Box 357. VICTORIA, B. C.

Electrician and dealer in all
classes of Electrical Goods.

A. MAXWELL MUIR,
ARCHITECT,

Rooms 3 and 18, Turner Block,

DOUGLAS ST., VICTORIA, B. C.

B. WILLIAMS & CO.

: Clothiers and Hatters, :

97 JOHNSON STREET,

P. O. Box 413. - - - VICTORIA, B. C.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13,
To take effect at 9.00 a.m. on Saturday,
May 9th, 1890. Trains run on Pacific Standard Time.

GOING SOUTH READ UP		STATIONS		GOING NORTH HEAD DOWN.	
No. 3 Passenger Saturdays Mondays	No. 1 Passenger Daily	VICTORIA	RUSSELL'S VIC. W.	No. 4 Passenger Saturdays Mondays	No. 2 Passenger Daily
Ar 6.58	Ar 12.21	ESQUIMALT	ESQUIMALT	De 3.30 P.M.	De 8.00 A.M.
" 6.54	" 12.20 P.M.	GOLDSTREAM	GOLDSTREAM	" 3.34	" 8.14
" 6.49	" 11.45	SILAVINGANLE	SILAVINGANLE	" 4.00	" 8.39
" 6.44	" 10.50	COBBLE HILL	COBBLE HILL	" 5.01	" 9.41
" 6.39	" 10.40	MCPHERSON'S	MCPHERSON'S	" 5.13	" 9.57
" 6.34	" 10.27	KOKSILAH	KOKSILAH	" 5.29	" 10.07
" 6.29	" 10.17	DUNCAN'S	DUNCAN'S	" 5.39	" 10.12
" 6.24	" 10.02	SOMEXOS	SOMEXOS	" 5.54	" 10.22
" 6.19	" 9.50	CHEMAINUS	CHEMAINUS	" 6.10	" 10.48
" 6.14	De 8.34	NANAIMO	NANAIMO	Ar 11.50	Ar 11.50
" 6.09	Ar 8.25	WELLINGTON	WELLINGTON	De 11.59	De 11.59
" 6.04	De 8.10 A.M.			Ar 12.14 P.M.	Ar 12.14 P.M.
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On Saturdays, Sundays and Mondays
Return Tickets will be issued between
all points for a single fare, good for return
not later than Monday evening.
Return Tickets for one and a half ordinary
fare may be purchased daily to all
points good for three days, including day
of issue.
No Return Tickets issued for a Single
Fare, where such fare is twenty-five cents.
Through rates between Victoria and Comox
A. DUNSMUIR, President.
JOSEPH HUNTER, Gen'l Supt.
H. K. PRIOR, Gen. Freight and Passenger Agent.

The Union Steamship Co.
Of British Columbia, (Ltd.)
OFFICE:
Company's Wharf, Carrall St.,
VANCOUVER, B. C.
OWNERS AND AGENTS FOR
S. S. Cutch, S. S. Senator,
S. S. Mystery, S. S. Dreadnaught,
S. S. Skidegate, S. S. Leonora,
Eight Scows (No. 1 to No. 8).
3 New Steel Steamers Building.
VANCOUVER AND NANAIMO.
THE FAST AND POWERFUL
S. S. CUTCH
Leaves the Company's Wharf at Noon and
the C. P. R. Wharf at 2.30 p. m., daily ex-
cept Saturdays. Returning from Nanaimo
daily at 7 a. m., except Sundays.
Passengers and cargo booked to and from
Vancouver and all stations on the Esqui-
malt and Nanaimo Railway, Comox and all
points on Vancouver Island.
All kinds of Passenger Excursion, Tow-
ing and Freighting Business done. Ample
storage accommodation on Company's
Wharf, and every facility given to shippers
of produce for sale or consignment.
WM. WEBSTER, Manager.

W. J. PENDRAY,
BRITISH COLUMBIA
SOAP WORKS.
(Established 1875.)

25 + HUMBOLDT + STREET,
VICTORIA, - - B. C.
MANUFACTURER OF

Laundry and Toilet Soap,
Extract of Soap,
Sal Soda,
Laundry Blue,
Liquid Blue,
Stove Polish,
Shoe Blacking
and Vinegar.

DEALER IN
CAUSTIC SODA AND ROSIN.

CANADIAN PACIFIC
NAVIGATION CO.
(LIMITED.)

TIME TABLE No. 13.
Taking effect July 17, 1890.
Vancouver Route.
Victoria to Vancouver daily, except Monday,
at 3.30 o'clock, a. m.
Vancouver to Victoria daily, except Monday,
at 14.30 o'clock, or on arrival of C.P.R. No. 1
train.
New Westminster Route.
Leave Victoria for New Westminster, Ladner's
Landing and Lulu Island, Sunday at 23
o'clock; Wednesday and Friday at 7 o'clock.
(Sunday's steamer to New Westminster
connects with C.P.R. train No. 2 going east
Monday.)
For Plumper Pass Wednesday and Friday at
7 o'clock.
For Moresby Island at 7 o'clock.
Leave New Westminster for Victoria, Monday
at 11.30 o'clock; Thursday and Saturday at
7 o'clock.
For Plumper's Pass Saturday at 7 o'clock.
Fraser River Route.
Steamers leave New Westminster for Chilli-
whack and Way Landings every Tuesday,
Thursday and Saturday at 7 o'clock.
Northern Route.
Steamships of this Co. will leave for Port
Simpson and intermediate ports on the 1st and
15th of each month. When sufficient induc-
ments offer will extend trips to West Coast
points and Queen Charlotte Islands.
Barclay Sound Route.
Steamer Maude leaves Victoria for Alberni
and Sound ports when sufficient inducements
offer.
Bute Inlet Route.
Steamer Rainbow leaves every Tuesday at 7 a.
m., for Cowichan, New Westminster, Burrard
Inlet, Bute Inlet and way ports.
The Company reserves the right of changing
this Time Table at any time without notification.
Steamers leave on Standard Time.
JOHN IRVING, Manager.
G. A. CARLETON, General Agent.

Victoria Rice Mills,
STORE STREET, VICTORIA, B. C.
-MILLERS OF-

CHINA AND JAPAN RICE
RICE MEAL,
Rice Flour, Chit Rice, Etc.

VICTORIA
ROLLER FLOUR MILL.

Delta Brand Family Flour,
Superfine Flour, Bran & Shorts.
NOS. 64 & 66 STORE ST.,
VICTORIA.

Rock Bay Saw Mill,

(ESTABLISHED 1858.)
32 Constance St., Victoria, B. C.

WM. P. SAYWARD,

Manufacturer and Dealer in
ISLAND LUMBER AND SPARS.
Importer and Dealer in
Doors, Windows and all kinds of
Dressed Lumber, Etc.
CONSTANTLY ON HAND A GOOD SUPPLY
OF BUILDING LUMBER.
Prepared to Cut Lumber to Order at
Short Notice.

VICTORIA
Lumber & Manufacturing
Company.

PROPRIETORS OF THE
CHEMAINUS
SAW MILL.
E. J. PALMER, Manager.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

Gives a large percentage of Gas, a high Illuminating power, unequalled by any other Bituminous Gas Coals in the world, and a superior quality of Coke.

THE "SOUTH FIELD" COAL

Is now used by all the leading Steamship Lines on the Pacific.

THE "NEW WELLINGTON" COAL,

Which was introduced early in the present year, 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. The several Mines of the Company are connected with their Wharves at Nanaimo and Departure Bay, where ships of the largest tonnage are loaded at all stages of the tide. Special dispatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

THE BRITISH COLUMBIA SUGAR REFINING CO.

LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.