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Vol. V.

VICTORIA, B. C., TUESDAY JUNE 25, 1895.

No. 16

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ICE CREAM FREEZERS,
DOULTON'S WATER FILTERS,
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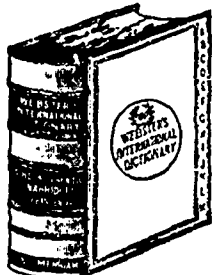
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- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Harlock Brand.

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- Wannuck Packing Co., Rivers Inlet, Clipper Brand.
- Standard Packing Co., Skeena River, Neptune Brand.
- Skeena Packing Co., Skeena River, "Diamond C" Brand.
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ESQUIMALT & NANAIMO R'Y

TIME TABLE NO. 24.

To take effect at 8.00 a.m. on Friday, April 5th, 1895. Trains run on Pacific Standard Time.

STATIONS.	SOUTH BOUND - HEAD UP		No. 1 Pass Daily	No. 3 Pass Sat. Sun.
	Ar.	De.		
Victoria	12:24 pm	8:30 pm	1	1
Russell's	12:16	8:25	1	1
Esquimalt	12:05	8:15	1	1
Stewart's	12:00	8:12	1	1
Parson's Bridge	11:53	8:04	1	1
Langford	11:43	7:57	1	1
Goldstream	11:35	7:50	1	1
Summit Sliding	11:25	7:40	1	1
Shawinigan Lake	11:15	7:30	1	1
Cobbie Hill	11:00	7:19	1	1
McPherson's	10:55	7:12	1	1
Koksilah	10:50	7:05	1	1
Duncan's	10:45	6:46	1	1
Somenos	10:40	6:42	1	1
Westholme	10:35	6:35	1	1
Chemainus	10:30	6:26	1	1
Oyster Bay Sliding	10:20	6:15	1	1
Oyster Bay	10:11	6:05	1	1
Nanaimo	10:00	5:45	1	1
Wellington	9:50	5:15	1	1
Victoria	8:30 am	8:00 pm	1	1

On Saturdays and Sundays.

Cheap excursion tickets will be issued to and from all points, good to return not later than Sunday.

Return tickets for one and a half ordinary fare may be purchased daily to all points, good for fifteen days including day of issue.

Through rates between Victoria & Comox.

Mileage and Commutation tickets can be obtained on application to the Ticket Agent, Victoria, Duncan's and Nanaimo Stations.

A. DUNSMUIR, President.
JOSEPH HUNTER, Gen. Supt.
H. K. PRIOR, Gen. Freight and Passenger Agt

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, June 25.

VICTORIA.

The important event of the month is the arrival of the s. s. Chittagong inaugurating the Oregon Railway and Navigation s.s. Line from the orient, and making Victoria the first and last port of call for three China steamer lines. The Chittagong will be followed by the Asloun and Altmore, giving a monthly service.

The business situation shows little change, the only feature of note being a drop of 30c on Manitoba flours.

FRUITS AND VEGETABLES.

Large shipments of California fruits were received Monday for San Francisco. Cherries are about over as crop was short this year. Advices state that crop of apricots is only two-thirds that of last year, and demand heavy. The peach crop is said to be very plentiful, but so far stock received has been of very inferior quality.

Jobbers' quotations for fruits are as follows:

Oranges—California Navals.....	3 50 @	4 00
“ “ Seedlings.....	2 50 @	2 75
“ Mediterranean Sweets.....	3 00 @	3 50
“ Bloods.....	3 50 @	0 00
“ St. Michaels.....	3 75 @	0 60
Bananas, per crate.....	3 00 @	0 00
Lemons—California (Johnson's).....	3 75 @	4 00
“ California selected.....	2 50 @	3 50
Cherries, per case.....	1 25 @	1 35
Apricots.....	1 10 @	0 00
Peaches.....	1 25 @	0 00
Plums.....	1 65 @	1 85
Strawberries per crate of 21 bksk. 1 50 @	0 00	0 00
Coconuts..... per 100	8 00 @	9 00
Pineapples, per doz.....	4 00 @	0 00

Vegetables are quoted:

Onions—Silverskins, per lb.....	1 1/2 @	0 00
“ Red.....	1 1/2 @	0 00
Cabbage..... per lb	2 1/2 @	
Potatoes..... per ton	11 00 @	17 00
“ New, per lb.....	1 1/2 @	0 00
Cucumbers, large tokes.....	3 25 @	0 00

GROCERIES AND PROVISIONS.

Jobbers quotations for canned fruits and vegetables are lower in sympathy with the late cuts made by eastern packers. Liverpool fine salt has been reduced \$1.50 per ton by local jobbers. New Manitoba creamery butter is quoted 22c in tubs. It is expected that Manitoba creamery butter will in future be a most important factor in this market. Macaroni has advanced 20c per box.

Jobbers' quotations for Armour Packing Company's brands per lb.:

Helmet brand sugar cured hams, medium	0 14
“ “ “ heavy..	0 13
“ “ breakfast bacon	0 14
Fancy Gold Band hams.....	0 15
“ “ breakfast bacon.....	0 15
Roast and corned beef, 2s per doz.....	2 90
“ “ “ 1s.....	1 75
Lunch tongues, 2s per doz.....	7 00
“ “ “ 1s.....	3 75
Deviled ham, 1/2 lbs.....	1 60
White label soups, assorted qts., per doz.....	2 75

Canned goods are quoted:

Peaches per doz	\$ 2.25
Apricots “	1.98
Corn “	1.15
Tomatoes “	1.20
Peas “	1.10
Beans “	1.15

The British Columbia Sugar Refinery quotes prices as follows, for lots of one barrel and upwards, delivered into warehouse at Vancouver or Victoria, payment by net spot cash:

Granulated, in bbls. or 100-lb bags.....	4 1/2
Extra C.....	4 1/2
Fancy Yellow.....	4
Yellow.....	3 1/2
Golden C.....	
Paris lumps in bbls. or 100-lb bags.....	5 1/2
Powdered icing and bar, in bbls.....	6

Above prices are for barrels or bags, 100 lb. keg 1/2c. higher; half bbls. 1/2c and boxes 1/2c.

Golden syrup is quoted as follows: 30 gal. bbls. 1 1/2c per lb., 10 gal. kegs 2c per lb., 5 gal. kegs \$1.25 each, 1 gal. tins \$3.75 per case of 10, 1/2 gal. tins \$4.50 per case of 20.

Sugar—Jobbers' prices, ordinary terms 60 days.

Dry Granulated (China)..... 100-sack	4 50
“ “ “B. A. Coarse”.....	4 50
Extra C, China.....	4 25
Dry Granulated (B. C. Refinery).....	4 1/2
Extra C.....	4 1/2
Fancy Yellow.....	4 1/2
Yellow.....	4 1/2
Golden C.....	
Cubes.....	6 1/2
Powdered.....	6 1/2
Syrups, per lb.....	2 1/2
“ 1 gal. tins, American (10).....	5 75
“ 1/2 “ “ (16).....	5 75
“ 1 “ Vancouver.....	4 50
“ 1/2 “ “.....	5 50

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	20 @	22
Manitoba dairy choice.....	15 @	18
“ creamery .. in tins	60 @	00
“ “ .. in tubs	22 @	00
California Roll-Fancy.....		18
Fancy, Tubs.....	20 @	22
Choice—Canadian, b.....		13 1/2
Northwest.....	10 1/2 @	11
Canadian Stilton.....	17 @	18
Californian.....	12 @	12 1/2
Eggs—Canadian..... per doz	10 @	12 1/2

Smoked meats and lard are quoted:

Hams.....	13 1/2 @	15 1/2
Breakfast bacon.....	14 @	15
Short rolls.....	10 @	11 1/2
Dry Salt, long clear.....		10 1/2
Backs.....	11 @	13
Mess Pork, per bbl.....		17 00
Best Plate Beef, per bbl.....		16 00
Lard Compound, 20 lbs.....		10
“ “ 10 lbs.....		10 1/2
“ “ 5 lbs.....		10 1/2
“ “ 3 lbs.....		10 1/2
White Label pure leaf lard, tierces.....	0 12	
“ “ “ 50-lb tins.....	0 12 1/2	
“ “ “ 20-lb “.....	0 12 1/2	
“ “ “ 10-lb “.....	0 12 1/2	
“ “ “ 5-lb “.....	0 12 1/2	
“ “ “ 3-lb “.....	0 12 1/2	

FLOUR AND FEED.

A sudden drop of 30c was announced Monday on Manitoba flours. Jobbers quotations have weakened, but will be unsettled until stock purchased at the reduction is received. All other quotations are unchanged.

The Ogilvie Milling Co., quote their

celebrated brands of Manitoba flours in car lots, on wharf in Victoria as follows:

Ogilvie's Hungarian.....	\$5 40
“ Strong Bakers.....	5 10
The Victoria Roller Mills quote Victoria flour in 10-bbl. lots at the mills as follows:	
Delta.....	\$3 75
Victoria XXX.....	3 75
Superfine.....	3 25

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$ 80 00 @	90 00
“ “ (polished).....	90 00 @	100 00
Best China rice “.....	80 00 @	100 00
China rice No. 1 “ (mats).....	65 00 @	00 00
“ “ (sacks).....	63 00 @	00
Rice flour “.....		70 00
Broken rice “.....		30 00
Rice Meal “.....		17 50

SALMON.

It is stated in quite authentic authority that 100,000 cases of Fraser River fish have already been sold for U. K., acct. at high prices. The greater part is made up of special sizes—viz: 1 lb and 1 1/2 lb squats, flats and ovals.

The competition for fish on the Fraser is expected to be very keen this season as large preparations have been made, and these do not seem justified by past experience. Four years ago the pack of the Fraser was 178,954 cases and taking into account the new canneries in operation, it seems improbable that much more than 200,000 cases will be packed this year. It is well known that some of the large canneries will make a determined effort to fill their tins and high prices for fish will be the probably result.

Advices from eastern Canada report sales for round lots of Fraser River brands at \$4.40 and \$4.50 and Northern brands at \$4.20 and \$4.25, f.o.b. coast. Some canners believe the situation does not justify sales at these prices, and are holding for \$5 for Fraser River fish.

LUMBER.

There have been two clearances. The Am. schr. R. W. Bartlett, 495 tons, sailed June 1st, from Brunette Mills for San Francisco, with 581,325 feet rough lumber and 67,666 feet of laths, valued at \$4,475. The Am. schr. Peerless, 233 tons, sailed June 18, from Vancouver, for San Pedro, with 240,174 feet rough lumber, 65,000 feet dressed, 16,470 feet pickets and 8,880 feet lath. The s. s. Warrimoo, Australian liner, which sailed June 17, carried 26,000 feet lumber for Suva, Fiji, and 300,000 feet lumber and 41,666 feet lath for Sydney.

The British ship Duke of Argyll, 960 tons, arrived June 24, under charter to load at Hastings for Adelaide at 38s 9d with option of Melbourne.

The following vessels are loading lumber at British Columbia ports for foreign: At Vancouver: Br. ship Blairgowrie, 1564 tons, for Cape Town and Delagoa Bay, South Africa. Br. ship

City of Florence, 1,246 tons, for U. K.; Am. bk'tn. Planter, 499 tons, for San Francisco. Dan. bark Cimbrina, 1,158 tons, for Cork, U. K., for orders. Br. ship Duke of Argyll, 960 tons, for Adelaide.

At Vesuvius Bay—Am. bk'tn Jane L. Stanford, 922 tons, for Santa Rosalia.

At Westminster—Nic. bk'tn Wrestler, 447 tons, for Shanghai. Am. bk'tn. Northwest, 490 tons, for San Francisco. Nic. bark Bundaleer, 921 tons, for Sydney. Total, 9 vessels; 8,207 tons.

BUSINESS NOTES.

James A. Cohen, job printer, Victoria, is dead.

Gething & Kinman have opened a saloon at Kaslo.

Thos. Norquay is opening a restaurant at Three Forks.

M. E. Burger, gunsmith, has opened a shop at Kamloops.

M. M. Williams, druggist, New Denver, has closed out.

Joseph Martin, grocer and bakery, has opened at Steveston.

Kelly & McCape, have started a brickyard at Nanoose Bay.

Roderick Cameron is now conducting the White Horse saloon, Victoria.

George Petrit, late of Victoria, has started in men's furnishings at Kaslo.

Dr. Ernest Hall, of Victoria, will open a permanent office at Vancouver on July 1.

Wm. Stewart & Co., tailors, Victoria, have dissolved—Margaret A. McAdam, retiring.

J. B. Harrison & Arthur Walkley, contractors, Victoria, have dissolved partnership.

The business of McMillan & McLeod, grocers, Vancouver, is now carried on by E. H. McMillan.

The stock of J. Merrifield, general trader, Victoria, will be sold at auction on June 25, by order of mortgagees.

The South Cowichan Public Hall Co., Ltd., McPherson's Station, has been incorporated with a capital stock of \$1,000.

The Enterprise Manufacturing Co's Bone Crushing plant at Victoria, has been leased to A. A. Feltoe, with option of purchase.

It is reported that Carlin & Durick, succeeded Carlin & Lake in the Fort Steele branch of their general merchandise business.

The residents on the Cariboo road are endeavoring to secure a semi weekly mail from Ashcroft to Barkerville. The service now is weekly above Clinton.

W. T. Shatford & Co., general merchants at Fairview and Vernon, are opening up a branch business at Camp McKinney, on or about the 1st of July.

C. E. Costerton, of Vernon, until recently, associated with his brother, C. F. Costerton, will open an office on his own account as a notary public and commission agent.

Mr. A. H. Buchanan, manager of the Bank of Montreal, at Nelson, has purchased a lot on Columbia avenue, Rossland, with the ostensible object of erecting thereon a branch office.

F. B. Pemberton, and R. G. Tatlow, give notice in the Gazette that they intend to form the Columbia and Rossland Tramway Company, for the purpose of building a tramway and telephone line from the Columbia river, near the mouth of Trail Creek, to the Rossland mining Camp and mines in the vicinity.

The St. Elmo Gold Mining Co., capital stock \$1,000,000, has been incorporated at Spokane, with the object of working the St. Elmo mine, which is located on Red Mountain in the Trail Creek camp, West Kootenay. The trustees are: R. E. Coe, F. C. Loring, E. D. Olmstead, Geo. W. Crane and F. E. Snodgrass.

At the meeting recently of the New Vancouver Coal Mining and Land Company, Ltd., a balance dividend of 2 per cent. was declared, making 4 per cent. for the year 1894, carrying forward nearly £18,000 to credit of profit and loss. The net output in the half year ended December 31st was 163,183 tons, making a total for the year of 345,282 tons, while the sales in the half year were 171,973 tons, making the total for the year 347,573 tons.

The British Columbia branch of the Imperial Bank of Canada will be opened in the Inns of Court building, Vancouver, on 1st July. Mr. M. Morris, late of Calgary, will be manager of the new branch. The authorized capital of the Imperial Bank of Canada is \$2,000,000. Paid up capital \$1,961,740, and reserve fund \$1,155,860. The bank have already eighteen branches outside of Toronto, where there are two besides the head office. Six of the branches are located at leading points in Manitoba and the Northwest.

C. C. Macdonald, dairy supt. of Manitoba, is looking into the requirements of this market for butter and cheese. He states that some 15 creameries and 9 cheese factories are being established in Manitoba this season by Government aid. The new factories are first class in every respect and with the rich pastures of the prairie province they believe that they can produce butter of the finest quality and at from 3c to 4c cheaper than the Ontario creameries. The annual consumption of butter in British Columbia is estimated at 500,000 lbs, and Manitoba will make a strong bid for her share.

Three suits have been entered against Westminster business houses for their

failure to register the firm declaration in compliance with the provisions of the "Partnership Act, 1894." The penalty or forfeit is \$100—of which one half goes to the party suing for the same. It is said that there are many firms throughout the province who are neglectful in this respect, and it would be well for them to comply with the act and register their firm declaration and so avoid a not improbable suit with consequent fine of \$100, which is recoverable before any court of competent jurisdiction by any person suing, as well in his own behalf as in behalf of the Crown.

OFFICIAL RECORDS.

The following items respecting business men are taken from the official records for the current month.

Joseph Maryment, (trustee) has registered an absolute bill of sale for \$1,500, and chattle mortgage for \$5,000 given by Fred. Landsberg, pawnbroker and merchant, of Victoria, on May 29th.

Chattel mortgages were recorded as follows: A.O.U.W. building association, of Victoria, to Gus. Leiser, R. T. Williams and J. D. Warren, for \$3,000; Grant Jessop, druggist, to Evans & Sons, for \$1,076; H. F. Clinton, barrister, to Bank of B. C., Westminster, for \$1,000. Alex. McRae, tailor, Westminster, to Mary A. McRae, for \$2,899.94; Dinsmore Island Canning Co. to Evans, Coleman & Evans, for advances on season's salmon pack.

Judgements were recorded against Victoria Electric Railway & Lighting Co., Ltd., by Bank of Montreal, for \$2,232.80; Albion Iron Works Co., \$3,427.46, and Sayward Mill Co., \$918.01; G. S. McConnell & Co., Vancouver, favor Joseph Horsfall & Sons, \$2,315; John Haggarty, contractor, Victoria, favor Wm. McCurrach, \$87.65; Balfour Trading Co., New Denver, favor J. W. Mackenzie & Co., \$180.84; E. Escalet, Victoria, favor Vais & Brooks, \$137.54; F. T. Cope, Vancouver, favor E. H. Heaps, \$253.63; Fred. Weldon, saloonkeeper Victoria, favor H. B. Co., \$558.18; J. H. Tham, S. F. Scott & R. Hughes, of Vancouver, favor J. C. Ferguson, \$884.74; J. B. Johnson, Westminster, favor Wm. Ward, \$502.95; Pen Briggs, Victoria, favor Geo. Newlands, \$61.80; T. D. Cyrs, hotelkeeper, Vancouver, favor E. Girard, \$170.86; Hugh Madden, hotelkeeper, Nakusp, favor Wm. Cowan, \$1,133.19; Rae & Lamb, grocers, Westminster, favor Macondray & Co., \$163.78; Squamish Valley Hop Raising Co., Ltd., Vancouver, favor Welsh Bros., \$53.61; Geo. Maynard, plumber, Victoria, favor Sh. re & Anderson, \$62.88. Commercial Printing Co., Ltd., Westminster, favor Stanley Henderson, \$384.

MISCELLANY.

Los Angeles has a marmalade factory to work up cull oranges.

Some Okanagan farmers are experimenting in grape culture.

Chinese control almost the entire shoe-making business in California.

A new diamond-bearing district has been discovered on the coast of Tasmania.

The greatest difficulties are always found where we are not looking for them.

Continued increase in industrial operations is an excellent trade barometer, indicating renewed prosperity.

What a difference it makes in the feelings of merchants to have a rising market after a two years sliding down.

Many an estate has been saved from insolvency by the ready money secured through the immediate payment of a life insurance policy.

Horse meat packing is receiving a great deal of attention, and unprejudiced persons cannot see why it is not as good as, if not better than pork.

Mr. W. F. Rodgers, of Kamloops, is confident that he has a contrivance by which 70 per cent. less water will be used to develop the same power than by any hitherto in use.

It is generally conceded that the days of high prices have passed and the business of the future must be done on a much smaller margin of profit than ten or fifteen years ago.

"This panic has deprived many of the necessities, but has added to the richness of the rich. Hundreds of men have surrendered valuable property that they could not pay for, and have done so at ruinous prices. Those who have money bought, and when prices regulate themselves their riches will be increased," said a prominent speculator.

Fire underwriters will fully appreciate this little and true story: A Wisconsin farmer went to deliver a load of wood at a Fond du Lac school. Instead of pulling the door bell knob he rang the fire alarm, and while waiting for his answer was surprised inside of two minutes to see hundreds of boys and girls march past him in perfect order, each with books, head gear, and needed wraps. The three good points in this are these: there was a fire alarm, the fire alarm worked, and the children showed the effects of most excellent discipline.—Insurance age.

If you can't pay for a thing, don't buy it. If you can't get paid for it, don't sell it. So you will have calm days, drowsy nights, all the good business you have now, and none of the bad.

England has plenty of money for investment. Tenders for \$5,000,000 treasury bills were recently opened at the Bank of England, and the total amount applied for was not far short of \$35,000,000.

In Japan the largest private bank has been in business for more than three centuries and has over thirty branches. This speaks well for the stability of the institutions, the honesty of cashiers, and the supervision of directors.

There was a time in this country when it could be truly said that:

"Worth makes the man, and want of it the fellow."

Nowadays read "Wealth for Worth," and you have it right.

The policy of the Northern Pacific in some of its recent removals indicates that hereafter its employes will be held strictly to the rule which forbids embarkation in side ventures which require a portion of their attention. Large fortunes are accumulated by high railway officials in using their position and the influence and credit of the companies in backing personal ventures, and these operations are as sure to prove detrimental in the end to the interests of the railroads themselves, as is the case where business men in other lines embark in side speculation to the neglect of their own enterprises.

From all parts of the Union came tidings of at least a partial recovery from the depression of the last two years. The good news is accompanied with unpleasant reports of labor difficulties, but, on the whole, the brighter side is predominant. It is plain that the volume of business is on the increase. The mere growth in traffic will not, however, necessarily bring about prosperity until a more satisfactory range of prices is assured. It is not long since many writers and speakers enthroned cheapness as a god, and chanted without ceasing in its praise. The experiment has been tested with unsatisfactory results. People now begin to see that when duties are subjected to a radical cut manufacturers are obliged to reduce wages or make an inferior article; that indiscriminate hacking at railway tariffs means an inferior kind of railway service. If a mechanic is steadily employed at good wages there will be theorists to weep over his sad fate in being obliged to pay, possibly, a quarter dollar too much for a new pair of shoes and a

cent-and-a-half too much for a pound of meat. If he loses his position through hard times, the doctrinaires cease their pity, but he sincerely pities himself. The ability of the employer to earn a fair profit for himself must precede his ability to pay satisfactory wages to his employes.—Philadelphia Commercial List.

A LOW RATE OF INTEREST.

Recent quotations of consols in England are causing the investors of that country a great deal of anxiety, as showing how new government rates of interest are likely to go. Every one knows that the old rate of interest on English consols was 3 per cent. This has been reduced; yet consols bearing 2 3/4 per cent. interest sold the other day for 106, and 2 1/2 per cent. for 105. This would make the old 3 per cent. consols worth 126. The bonds of London (3 per cents) sold at the same time for 111, the credit of London being not quite as good as that of the British empire.

While this is good for the government, it is not pleasant for investors, and the London Spectator remarks on the subject:

"There is not an insurance office or bank with large investments, or a capitalist or syndicate with control of great funds, which is not standing a little bewildered with the difficulty of investing money safely, which is not trembling for the safety of its dividends, and which is not gravely considering where there must not be, and that quickly, some radical alteration of the rates at which its business is done. They expected, to put it roughly and broadly, 3 per cent. when they will get only 2, and a fall of 33 per cent. is for them an awful change, which if it were not exceedingly gradual and clearly foreseen, would mean something like a great catastrophe."

The explanation is simple enough—the great accumulation of capital in England until there is more of it there than is actually needed. With the misfortunes England has lately met with in its foreign investments in Argentina, Australia and elsewhere, the tendency has been to keep money at home, and the amount there is so great as to reduce the interest on the government securities to nearly 2 per cent.—N. O. Times-Democrat.

HOW TO DRIVE RATS AWAY ALIVE

Somebody who has tried it recommends putting pulverized potash, which soon becomes sticky when exposed to the air, in all the rat holes about the house. The special detestation of a rat is anything which will stick to his silky coat. Some persons find a mixture of equal parts of Cayenne pepper and Scotch snuff sprinkled well into the holes still more efficacious.

DECIDEDLY NAUTICAL.

One of the quaintest advertisements we have seen is sent us by the Barstow Store company, Providence, R. I. A large chart shows how to get to Prosperity Island. Below this chart are the following sailing directions: "Steer straight into Caution Channel, avoiding Cheap Cheap Dodge Creek and Pleasure Island (strong current toward the Island). Keep Long Credit Rocks well on the starboard. Pass Sit Down Bay at full speed, avoiding Endorsement Reefs (no lights here) and Speculation Shoals (considerable fog here); keep Mining Stock Sands well on the port (a great many derelicts about here); keeping well away from Short Cut Creek (passage very uncertain). Southeast by Sleeper's Island and Sporting Creek (sharks large and hungry). Keep High Interest Ledge on the port (no soundings here), then into Cash Discount Channel. Pass well to the east of Fast Horse Rocks (Dark Horse Rock covered at low tide). Avoid Syren Bay, anchorage expensive here. Land all cranks at Kicker's Point. Steer midway between Pirowater Shoals and Poker Bluff into Industry Channel, and you will, in time, bring up at Prosperity Island." This clever advertising circular to be had on application.—American Artisan.

HOW TO GET RICH.

Nothing is more easy than to grow rich. It is only to trust nobody, to befriend none, to get everything and save all you get; to stint ourselves and everybody belonging to us; to be the friend of no man, to heap interest upon interest upon interest, cent upon cent; and to have no man for our friend; to be mean, miserable and despised, for some 20 or 30 years, and riches will come as sure as disease and disappointment. And when pretty near enough wealth is collected by a disregard for all the charities of the human heart, at the expense of every enjoyment save that of wallowing in filthy meanness, death comes to finish the work—the body buried in a hole, the heirs dance over it, and the spirit goes—where?—*Milwaukee Mirror.*

SPECULATIVE HISTORY.

After wearing out the patience, faith and pocketbooks of thousands of speculators and legitimate holders the wheat market has gone booming beyond the expectations of the most sanguine. It was ever so. There is no pleasure in speculation. If a man could stop when he has something it wouldn't be so bad, but there is not one in ten thousand that can stop until it is all lost again, with much more besides.—*Chicago Drivers' Journal.*

- WHITE LEAD -

THE LEADING BRANDS IN THE DOMINION ARE

RUSSIAN PURE,

UNICORN PURE,

THISTLE,

CRESCENT STAR



TRADE MARK

MANUFACTURED ONLY BY

A. RAMSAY & SON, MONTREAL

Resident Agents: JOHN BOYD & CO., Victoria and Vancouver.

HER PURCHASE.

One of those "shoppers" who seek to see rather than to buy, having kept a salesman of a Boston dry goods house busy for an hour in displaying the choicest goods, at last said: "I'll take a skein of silk." "Shall we send it to your address, madam?" asked the polite clerk, as he wrapped up the purchase. "You may," she said, without a blush, and handed him her card. The silk was sent by a messenger boy. In London, however, the retail dealers are not so polite, and they are not pleased to show the goods unless one buys liberally. The London Millinery tells this story of making an example of a woman who would look at goods without buying any:

A pompous lady, after teasing the shopman of a millinery establishment beyond the forbearance limit, ordered a spool of cotton to be sent to her house. It was agreed that she should be made an example of and a warning to her kind.

She was surprised, and her neighbors interested, soon after she arrived home. A common dray, drawn by four horses, proceeded slowly to the door. On the dray, with bare arms, were a number of stalwart laborers. They were holding on vigorously to some object she could not see. The neighbors stared. After a great deal of whip cracking, the cart was backed against the curb. There, reposing calmly, end up, in the center of the cart, was the spool of cotton she had ordered. With the aid of a plank it was finally rolled, barrel fashion, to the pavement.

After a struggle it was placed on the purchaser's doorstep. The fact that the purchaser came out a little later and kicked her property into the gutter detracted nothing from the lesson.

DON'T BE A PESSIMIST.

Don't grumble or growl when you receive little if you have done but little. To get more, do more. The most fortunate and successful men in the world are the most industrious—those who apply themselves strictly to their business.

A merchant would not be willing to do the work of a millionaire, in a majority of cases, even if he were able, and we venture to say those merchants who stand highest on the list are generally the ones who get right down and dig into their work with the most energy.

BETTER TIMES.

Both in Britain and the United States signs of reviving trade are reported. Mills have been set going again, and the wages of workmen have been raised at several points across the border. Competent authorities calculate that the late depression has really passed and that now we may look for steady improvement. This is all good news to Canadians; for, so intimately are we connected with the industrial and commercial life of the two communities that lie nearest to us, that we must be to some degree affected by their success and disasters. Thanks to the good sense which has kept us commercially independent of all the world—so far as a moderate tariff will accomplish that task—we have not suffered from the financial storm that has raged outside of our barricades as much as we might have done, had our dykes been down. But still hard times among our customers cannot but hurt us under any conditions, and our people will heartily rejoice at the signs that they are well past.—*Montreal Star.*

COST OF MOVING FREIGHT.

The railway system is held under 1,797 corporations, but operated almost entirely by 747, the tendency being toward leasing or consolidation. Indeed, 40 companies operated about 47½ per cent. of the whole mileage, and 75 companies about 65½ per cent., so that one-tenth of the operating companies control nearly two-thirds of the whole system; these do about 83½ per cent. of the passenger and 85½ per cent. of the freight traffic, receiving 80½ per cent. of the gross revenue of the system.

Much has been said against this system of consolidation, but under it the actual cost of transporting freight has been reduced to 1.917c per ton mile for passengers and to .604c per ton of freight, and the revenues were .2157c and .941c respectively. To move a ton of freight, says Mr. Henry Gannet, from Chicago to New York, costs about \$6, and to move a barrel of flour about 60c, so that "on this basis the entire yearly food supply for a family of five persons can be transported 1,000 miles for the sum of \$9."—*N. Y. Sun,*

THE BRITISH COLUMBIA
COMMERCIAL JOURNAL

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J. G. HENDERSON PUBLISHER.

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VICTORIA, TUESDAY, JUNE 25, 1895.

VICTORIA CITY ECONOMIES.

The Victoria City Councillors profess to be great sticklers for economy, nevertheless they have, according to their own reports and those of the engineers, awarded the contract for the construction of the much wanted and long discussed filter beds to Messrs. Walkley, King & Casey at a price \$16,557 higher than Mr. John Haggerty offered to do the same work for. Where the worthy aldermen can find justification in ignoring Mr. Haggerty's tender we fail to see, since it was within a thousand dollars of the engineer's estimate. It was, it is true, a thousand dollars less than that gentleman's figures, but the city would have been amply covered in that sum by the amount of the deposit accompanying the tender and the sum which in making progress payments the treasurer is authorized, under the terms of the contract, to retain until the work has been completed. We were not aware that the mayor and aldermen McLellan, Cameron, Bragg, Partridge and Hall knew more about this particular work than do Mr. Haggerty and the city Engineer who must be supposed to have gone over the figures carefully before having undertaken the responsibility of affixing their names to them with all which that act involves. If they do then the services of the officer in question should be dispensed with and a new system inaugurated. Meantime until something is shown to the contrary a wrong is being perpetrated on the taxpaying

citizens, an injustice is being done to Mr. Haggerty and a serious slight put upon the engineer, whom the gentlemen we have named have practically declared to be incompetent for the position which he occupies. But probably the city fathers named who appear to have become utterly careless of criticism, will be ready to say, "what's the odds? the public pay the bill and the chances are that we shall be elected to stay at home when the citizens have the next opportunity of voicing their opinions at the polls."

HOME INDUSTRIES.

On July 12, a meeting of more than ordinary importance and interest will be held in San Francisco, and it is one which, whatever its results may be, should be closely watched by the people of Victoria and British Columbia. The object of the gathering is to interest people in home manufactures. It is pointed out that while there are thousands of idle men in California, the state imports nearly all its manufactured goods from the East and Europe.

It is therefore asked "why does not California do more of its own work?" The San Francisco Bulletin commenting on the proposed meeting says: "If a satisfactory answer can be found to this question, out of that answer ways and means will be devised to set the State on its industrial feet. The mass meeting will accomplish no lasting good unless it combines the industrial forces in the State in enterprises designed to produce goods that will compare in quality and price with like goods imported. The average man and woman will supply their wants with small regard to the locality of production. In all cases when as good goods are made here as are brought here, at the prices, the attention of the public should be directed to them. The three principal causes why this State does not make its own goods are the higher cost of fuel, the higher

rates of interest on money and the higher rates of wages."

Here are a number of considerations which we British Columbians should bear in mind. We often ask "shall we have manufactures?" Let more practical attention be given to the subject than it has yet received.

AN INSOLVENT ACT.

Although it has been adopted by a comparatively small and influential mercantile community, the following resolution recently passed by the Virden, Manitoba, Board of Trade, is one which ought to engage the most earnest attention of the Dominion Government and House of Parliament:

"That it is necessary for the proper protection of the interests of the wholesale and retail merchants, traders, and mercantile community generally of Canada that an Insolvent act should be placed on the statute book, drafted upon the lines of a bill recently introduced into the senate by the Hon. Premier Sir Mackenzie Bowell, so that (1) one uniform system for the winding up and equitable distribution of insolvent estates should prevail. (2) undue and unjust preferences be prevented; (3) expenses of administration and winding up be reduced to the lowest possible scale consistent with efficiency; (4) sufficient and ample security be furnished by curators and administrators of estates (5) proper machinery be furnished for the punishment of fraudulent debtors, and (6) provision made for the discharge of insolvent debtors under certain conditions; "Be it therefore resolved The Council of the Virden Board of Trade views with alarm the opposition which the before-mentioned Bill has met with in the Senate, and enters an emphatic protest against the statements of certain members thereof that an Insolvent Act is not generally desired throughout the Dominion, whereas the want of such an Act is a crying evil alike disastrous to the interests of the wholesale and retail trade of the country."

We are inclined to fear, however, in view of the attitude of the Dominion Senate and the Manitoba school and other mat-

ters, which have to be dealt with this session, that the question of an Insolvent Act may be given the go by and the existing unsatisfactory condition of matters allowed to still longer continue. How do the members of the mercantile community who have time and again demanded such a measure as the one spoken view the prospect in this particular?

BRITISH GOVERNMENT DEFEAT.

The Rosebery Government has at last, as was expected, been defeated in the British House of Commons, the majority of seven being sufficiently decisive, although it is said that certain Government supporters were absent. All this serves to show that the administration has not the confidence of a majority of the House. Earl Rosebery never had much of a backing; he had at first the majority which was supposed to have been bequeathed to him by Mr. Gladstone; but that was of so uncertain a character as to be incapable of being confidently depended on. The elements of which it was constituted were at the very best somewhat discordant and their incompatibility on general principles rendered it hopeless to expect that they would adhere for any length of time. The Government, it would seem, has for long retained office on sufferance, the Conservatives not having wished to get into power until certain questions had been disposed of; but the time at length arrived when the issue had to be drawn and we have the result in the discomfiture of the administration in a house whose sympathies in majority were neither with the policy of nor the order to which the peerly premier belonged.

EDITORIAL COMMENT.

LATEST news from the Cariboo district indicate that despite the great scarcity of water a clean-up has been made at the Cariboo

mine, the result of 172 hour's run being \$14,310, or 66 pounds 3 ounces of gold. The ground operated upon was at the top of the bank, and considering this and the great scarcity of water the clean-up is very satisfactory.

THE farmers of this province will soon have an opportunity of listening to the lectures from Mr. Fletcher of Ottawa, who occupies the important position of Dominion entomologist. His thorough acquaintance with his subject renders it certain that the information which he will give to British Columbia fruit growers will be of the utmost value and assistance to them.

THE latest U. S. Government crop reports indicate a better condition of the cereal crops than had been anticipated, and this together with more favorable reports from the railways has served to strengthen confidence. There has been a growing demand in the merchandise markets of the United States with augmented importations which, as Henry Clew puts it, renders it the more important that exports of produce should be on a liberal scale to obviate the possibility of important exports of specie. Mr. Clew's thus summarizes the actual situation, "there remains no cloud upon the financial horizon to suggest a misgiving."

It is every year becoming more manifest that constant vigilance is the price of freedom from the fruit pests which prevail in this province as well as in some parts of the Sound country from which despite the most careful attention they are not unfrequently imported. Mr. Palmer, the Government inspector, has recently visited the orchards in the Duncan district and pronounces the prospects to be very promising, particularly as regards small fruits, but he says that had better attention been paid to spraying and the keeping down of fungoid

growths, the returns would have been even more satisfactory, both as regards the quality and the quantity of the crop.

WHAT with the increased offers made by the American sealers to Indian Hunters and the persistent endeavors which they are making to induce the crews to desert British Columbia schooners, the prospects for the local sealing interest are not particularly promising. Already \$1 per skin more than the price agreed upon by Canadian vessel owners has been paid by foreign sealers which are prepared to take the chances of values and pay \$1 per skin to the men who catch them.

THE week just ended has witnessed the inauguration of what is destined to be one of the most important waterways in the world as well from a commercial as from a naval point of view. In the past vessels desiring to pass into the Baltic from the North sea have been compelled to pass around the most northerly point of Denmark, a passage which has involved not only a long voyage, but which has always been attended by great danger. With the new canal the ship can now make the desired journey in a very few hours, while the advantage to Germany from a naval point of view of having this connection can scarcely be estimated.

THE Nicaragua Canal Commission has sent in a kind of unofficial report of progress. The commission, was created for the purpose of giving the U. S. Government official and accurate information of the present condition of things along the line of the route. They report that the work already performed is in a state of excellent preservation. The railroad built to aid in the construction of the canal is ready for immediate service. The commission went over it on a handcar at an average speed of eight miles an hour. Between Lake Nicaragua and Brito, the western terminus, the way has been cleared and the work of clearing the line from the lake to Greytown was well advanced.

BRITISH COLUMBIA SALMON CANNERIES.

Fraser River.

NAME.	BRAND.	AGENTS.	1891.	1895.
Anglo British Columbia Packing Co., Ltd		H. Bell-Irving & Co.	82,073	
Phoenix Cannery	Phoenix-Caledonia			
Dumfries				
Britannia	Britannia			
Garry Point				
British Columbia Cannery	Royal			
Wadhams Cannery	A. B. C.			
Annandale				
British America	B. A. P. Co.-Queen			
Canoe Pass	Drysdale-Lynx-Red Star			
Victoria Canning Co. of B. C., Ltd		R. P. Rithet & Co., Ltd	53,020	
Delta Cannery	Maple Leaf			
Laidlaw's	Dominion			
Wellington Cannery	Wellington			
Harlock	Harlock P. Co. & Flags			
Holly				
Bon Accord Fishery Co		Robert Ward & Co., Ltd	27,917	
Sea Island Cannery	Bon Accord-Consuls.			
No. 2	Buffalo			
Even & Co		do	25,418	
No. 1 Cannery	Lion-Bonnie Dundee			
No. 2	Crown			
Canadian Pacific Packing Co.	Flagship	do	20,774	
Short & Squair	Imperial	do	12,165	
E. Boutilier & Co		do		
Lulu Island Canning Co	Empress	Turner, Beeton & Co	15,512	
Terra Nova Canning Co	Gold Ring	do	8,025	
Pacific Coast Packing Co.	Emblem	do	13,233	
Fisherman's Canning Co.		do	11,110	
Beaver Canning Co.	Horseshoe-Beaver	J. H. Todd & Son.	15,710	
Richmond Canning Co	Tiger-Columbia-Royal Eagle	do	9,615	
British Columbia Canning Co., Ltd.		Findlay, Durham & Brodie	7,490	
Fraser River Fishery	Fisherman's			
Malcolm-Windsor Canning Co., Ltd.	Crest-Mount Royal		18,429	
Dunsmore Island Canning Co., Ltd.		Evans, Coleman & Evans.	10,393	
Brunswick Canning Co.	Magnet	G. I. Wilson	15,316	
Federation Brand Salmon Canning Co., Ltd.	Lighthouse	Walter Morris	17,387	
Steveston Cannery				
Costello & McMorren				
C. G. Sexsmith		Evans, Coleman & Evans.	363,967	

Skeena River.

Anglo British Columbia Packing Co., Ltd.		H. Bell-Irving Co.	17,308	
British America Cannery	B. A. P. Co.-Queen-Seroll			
North Pacific	Walrus			
British Columbia Canning Co., Ltd.		Findlay, Durham & Brodie	9,279	
Windsor Cannery	Double Triangle			
Victoria Canning Co. of B. C., Ltd.		R. P. Rithet & Co., Ltd.	6,624	
Standard Cannery	Neptune			
Skeena Packing Co., R. Cunningham & Son	Diamond C.	do	6,988	
Balmoral Canning Co.	Balmoral	Turner, Beeton & Co.	6,591	
Inverness Canning Co.	Icele	do	7,650	
Royal Canadian Packing Co.	Globe	do	6,711	
Carlisle Packing Co.		Robt. Ward & Co., Ltd.	61,151	

Rivers Inlet.

Anglo British Columbia Packing Co., Ltd.		H. Bell-Irving & Co		
Good Hope Cannery				
British Columbia Canning Co., Ltd.	Queen Charlotte (o wee kay no)	Findlay, Durham & Brodie	26,918	
Rivers Inlet Cannery	Viceroy-Royal Club			
Victoria			12,433	
Victoria Canning Co. of B. C., Ltd.				
Wannuck Cannery	Clipper	R. P. Rithet & Co., Ltd.	39,351	

Naas River.

Federation Brand Salmon Canning Co., Ltd.		Walter Morris	19,587	
Naas Harbor Cannery	Federation-Unity Express			
Mill Bay Cannery	Equitable			
Victoria Canning Co. of B. C., Ltd.		R. P. Rithet & Co., Ltd.		
Cascade Cannery	Cascade			

Alert Bay.

Alert Bay Canning Co	Nimkish River	Thos. Earle	2,000	
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Namu Harbor.

Namu Canning Co., R. Drainey	R. R.-Swan	J. H. Todd & Son		
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Lowe Inlet.

Lowe Inlet Packing Co	Lowe Inlet	R. P. Rithet & Co., Ltd.	8,315	
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Clayoquot.

Clayoquot Fishing & Trading Co., Ltd.		Thos. Earle		
GRAND TOTAL.			491,371	

**OREGON RAILWAY & NAVIGATION
STEAMSHIP LINE.
CHINA & JAPAN.**

S. S. Chittagong - - Sails July 5.
S. S. Asloun - - - - -
S. S. Altmore - - - - -

For freight and particulars
apply to

F. C. DAVIDGE & CO.,
Agents,
VICTORIA & PORTLAND.

SAN FRANCISCO COAL TRADE.

J. W. Harrison's San Francisco coal report dated June 15, says: During the week there have been nine arrivals from the Northern collieries with 18,692 tons, from Newcastle, N.S.W., one arrival with 1,589 tons. The yards still have a bounteous supply of British Columbia coals on hand, although the quantity delivered the past two weeks is in excess of the amount received. Australian, Wallsend and Greta, are very scarce, and are selling at full rates, but with 140,000 tons coal tonnage listed from New South Wales, it means an ever supply later on, which will be followed by reduced prices. Fortunately for importers, very few cargoes will arrive here unsold, nearly all have been loaded under contract. Judging from the prices named by bidders at a recent competition to supply one of our public institutions, the inference would be that our dealers are hungry for trade, as the quoted figures leave a particularly small margin for the importer and the bidder.

It is very illiberal policy to further handicap the wholesale dealers in coast coals, by increasing their wharf rents, they have now a desperate struggle on hand to maintain their position against foreign fuel, and make a living profit on their products. There is not a single article of trade where so much capital is needed, so much space is required, (yard room, bunkers, etc.) and the net annual profit is less, than our coast coal. Let the Harbor Commissioners be assured that it is the consumer who eventually pays the cost of running the business, although primarily it is the renter.

The jury in the case of the Merrifield fire on Sunday, 16th inst., "agreed that all three fires were of incendiary origin, but the evidence does not warrant us in naming the guilty."

VESSELS IN PORT.

(June 21, 1895.)

VICTORIA.

Br. s.s. Chittagong, 1,211 tons, Capt. Davey, arrived June 21, from China and Japan. F. C. Davidge & Co., consignees.

VESEVIUS BAY.

Am. bk'tn Jane L. Stanford, 922 tons, Capt. Johnson, arrived May 17, loading praps for Santa Rosalia.

WESTMINSTER.

Nic. bk'tn Wrestler, 447 tons, arrived May 21, loading lumber for Shanghai.

Am. bark Northwest, 490 tons, Capt. Lund; arrived June 2, loading lumber for San Francisco.

Nic. bark Bundaleer 921 tons, Capt. De Camp's, arrived June 17, loading lumber for Sydney.

WELLINGTON SHIPPING.

Am. s.s. Mineola, 1,892 tons, Capt. Pillsbury.

UNION SHIPPING.

Haw. s.s. San Mateo, 1,926 tons, Capt. Fletcher.

VANCOUVER.

Br. ship Blalrgowrie, 1,561 tons, Capt. Manson, arrived April 13, loading lumber for South Africa.

Br. ship City of Florence, 1,246 tons, Capt. Leask, arrived April 17 from Liverpool with general cargo, to load lumber for Cork, U. K., for orders.

Br. bark Wythrop, 1,231 tons, Capt. Edwards, arrived June 3, from Liverpool, with general cargo. To load grain at Tacoma.

Am. bktn Planter, 499 tons, Capt. Dow, arrived June 14, loading lumber for San Francisco.

Dan. bark Cimbrina, 1,158 tons, Capt. Pederson, arrived June 15, loading lumber for U. K.

Br. s.s. Duke of Argyll, 969 tons, Capt. Golightly, arrived June 21, loading lumber for Adelaide.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	1	1,241
Vesuvius Bay.....	1	922
Vancouver.....	6	6,661
Nanaimo.....	2	3,818
Westminster.....	3	1,858
Total.....	13	14,500
Previous week.....	13	13,628
Correspond'g week last year.16		20,022
"	1891.....	12,979
"	1892.....	10,521

FREIGHTS.

Rates for grain are higher at 35s net, from San Francisco. In the lumber market rates continue firm, but vessels are very scarce.

Grain freights from San Francisco to Cork for orders, may be quoted nominally at 35s from Columbia River 19s, and from Tacoma 37s 6d.

Lumber freights from British Columbia or Puget Sound are quoted as follows: Valparaiso for orders, 47s 6d; Sydney, 32s 6d to 35s; Melbourne, 45s nominal; Port Pirie; 42s 6d; United Kingdom, calling at Cork for orders, 70s; Shanghai 52s 6d; Tientsin 55s; South Africa, 62s 6d.

Coal freights from Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2.00, to San Diego or San Pedro, \$2.25 to \$2.50, all more or less nominal.

Recent arrivals from the coast inform us that there is as much excitement there about the Kootenay country as there is about Cariboo. The merchants are very anxious to do business with this country

and are at last alive to the fact that they must not let this trade slip through their fingers. A number of people from Vancouver and Victoria may shortly be looked for, in fact a rush on a quiet decent and orderly British Columbia scale will probably set in.—Nelson Minor.

Wheat is now selling in Vernon by retail at 2 cents per pound, \$40 per ton, and very little to be had. Enderby flour cannot be had at any price, and the Manitoba article is being imported by the car load. There is every promise of Okanagan wheat being in demand this fall at the old time price of \$25 to \$30, if the ranchers can only hold together.—News.

The Massey Manufacturing Co., Toronto, are going to make bicycles.

MEMORANDA.

Vessels on the way to British Columbia Ports.

- A—Via Suva, Fiji, June 27, and Honolulu July 5—Due July 13.
- C—Via Yokohama June 21—due July 2.
- D—Cargo of coals. Chartered for salmon from Esquimalt and Fraser River to U. K. by Robt. Ward & Co. Ltd., and H. Bell—Irving & Co.
- E—May 6, sailed from Galway to Liverpool, to sail thence about June 15. Chartered for grain from Tacoma.
- F—Via Yokohama.
- G—15th April, arrived at Flores with 11 of the crew sick with yellow fever. Chartered for lumber to U. K.
- H—April 25, sailed from Delaware, Breakwater. Spoken May 11, lat. 27 N., long 12 W. Part cargo of 500 tons Anthracite coal balance for Puget Sound.
- I—Via San Diego, chartered for Salmon to U. K., at 35s., September, loading.
- J—September—October loading.
- K—Chartered for salmon to U. K., at 35s. 3d, by R. P. Rithet & Co., Ltd.
- L—Via Yokohama, June 19—Due July 5.
- M—Dec: 28 passed Scilly. Spoken January 1 lat. 25° N. long. 11° W. January 22—lat. 21° S. long. 39° W. March 2, put into Port Stanley, F. I., partially dismantled, lost sails, bulwarks and chain plates damaged.
- N—Chartered for salmon from Fraser River to U.K., at 35s. 9d., by Robt. Ward & Co., Ltd.
- O—March 1—Arrived Barbadoes. To go on sealing cruise.
- P—Chartered to load lumber for U. K.
- R—May 3, sailed from Las Palmas thence via San Francisco. To enter coal trade.
- S—Chartered for salmon to U. K. at 35s 3d.
- T—Via San Diego with coal at 16s—thence to Royal Roads for orders.
- U—June 6, passed Prawl Point. Chartered at 32s 6d for the round. Salmon to be the return cargo.
- V—Spoken March 2—lat. 35 N. long. 29 W. March 22—lat. 6 S. long. 28 W.
- W—To sail June 25—Via Yokohama July 6—due July 20.
- X—From Philadelphia April 10 June 7, arrived at Coronel, to sail 9th, thence—via San Francisco—To enter coast coal trade for Saginaw S.S. Co., of San Francisco.
- Y—Chartered to load lumber for Shanghai at 52s 6d.
- Z—To sail July 3—Via Yokohama July 12—due July 23.
- AA—To load a return cargo of lumber.
- BB—June sailing, via Yokohama.
- CC—To sail July 1.
- EE—To load lumber for Honolulu on private terms.

BRITISH COLUMBIA SALMON FLEET 1894.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASKS.	VALUE.	RATE.	ARRIVED
Br ship.	City of Glasgow	1168	Ferguson	October 2	Victoria	Liverpool	51,840	\$231,240	37s 6d	March 7.
Br bark.	Northernhay	1221	Framo	October 17	Victoria	Liverpool	55,739	215,000	32s 6d	March 16.
Br ship.	Clan Robertson	1510	Low	October 23	Fraser River	Liverpool	69,830	350,583	33s 3d	March 13.
Br bark.	Corryvreehan	1299	Abbott	November 3	Victoria	London	55,311	276,570	36s 3d	March 25.
Br bark.	Senta	1037	Tiemann	November 22	Fraser River	Liverpool	15,000	225,000	36s 3d	April 13.
Br schr.	Rimac	835	Warn	Jan. 8	Victoria	London	38,933	195,000	38s 9d	

BRITISH COLUMBIA LUMBER FLEET, 1895.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Am. schr.	Aida	507	Anderson	Jan. 11	Moodyville	Shanghai	620,000	6,400	43s	Arrived
Br bark.	Cadizow Forest	1063	McInnes	January 29	Vancouver	Melbourne	827,795	6,920	41s 3d	
Am. schr.	Glendale	281	Jorgenson	January 19	Vancouver	San Pedro	341,382	2,852	Private	Arrived
Am bark.	Wm. F. Witzemann	449	Olsen	January 31	Vancouver	San Pedro	193,000	1,716	Private	Arrived
Am. ss.	Lakme	404	Bonfield	January	Victoria	San Francisco	277,500	2,220	Private	Arrived
Am bktn.	C. C. Funk	512	Glaser	January 21	Westminster	San Pedro	309,097	4,259	Private	Arrived
Am. schr.	Beulah	339	Johnson	January 27	Westminster	San Pedro	191,564	4,081	Private	Arrived
Chil. ship.	Hindostan	1512	Welsh	Feb. 22	Moodyville	Valparaiso	1,206,876	9,560	owners ac	
Nic. bark.	Bundalcer	921	De Campos	Feb. 12	Vancouver	Santa Rosalia	716,330	5,467	28 00	March 30.
Br bark.	Carmoney	1255	Smyth	March 22	Vancouver	France	902,230	15,000	63s 3d	
Haw schr.	Queen City	175	Bjerre	Feb. 11	Vancouver	Kobe, Japan	169,089	2,472	Private	April 13.
Ger bark.	Artemis	1407	Klock	March 22	Vancouver	Valparaiso	988,714	9,113	Private	Arrived
Am bark.	Melrose	914	Peterson	April 12	Cowichan	Santa Rosalia	590,900	3,500	Private	Arrived
Am. schr.	Falcon	196	Challeston	March 8	Westminster	Oakland, Cal.	202,170		Private	Arrived
Am. schr.	Glendulo	227	Jorgenson	March 11	Westminster	San Francisco		3,650	Private	Arrived
Br bark.	Glanivor	1084	Williams	April 23	Vancouver	Cork, U. K. fo	788,054	12,500	Private	
Br ship.	Olivobank	2647	Petrie	April 25	Vancouver	South Africa	2,321,681	15,153	Private	
Haw bark.	Leah	557	Johnston	March 22	Westminster	Oakland	522,355	3,588	Private	Arrived
Am bk'ne	C. C. Funk	513	Glaser	April 4	Westminster	San Francisco	636,744		Private	April 17.
Am. schr.	Olga	474	Ipsen	March 29	Westminster	San Francisco	597,987	3,839	Private	
Am. schr.	H. W. Bartlett	495	Olsen	April 18	Westminster	San Pedro	628,210		Private	Arrived
Nic bktn.	Wrestler	417			Westminster	Shanghai			45s	
Am schr.	Meteor	562	Volner	April 25	Vancouver	California	653,656	6,006	Private	
Am bk'no	Mary Winkelman	426	Nisse	May 3	Westminster	San Francisco	586,076	4,102	Private	
Br ship.	Earl of Hopetoun	1770	Hall	May 23	Vancouver	Adelaide	1,468,959	11,956	43s	
Chil bark.	Lake Lenan	1635	Bozzo	May 23	Vancouver	Valparaiso fo	795,592	6,512	owners ac	
Am schr.	Falcon	196	Challeston	April 30	Westminster	Oakland	309,585	2,168	Private	
Am. schr.	Peerless	233	Tuft	April 21	Vancouver	San Pedro	365,000	4,500	Private	
Br ship.	Blairgowrie	1561	Manson		Vancouver	South Africa			63s 9d	
Am. schr.	Volunteer	571	Morine	May 6	Moodyville	Shanghai	711,642	7,065	47s 6d	
Am. schr.	Lucy	294	Peterson	April 29	Westminster	San Pedro	361,091	2,551	Private	May 16.
Brship.	City of Florence	1216	Leask		Vancouver	Cork U. K. fo			63s 9d	
Am. schr.	Compeer	330	Sorensen	May 12	Vancouver	San Francisco	430,000	5,000	Private	
Br ship.	Aighburth	1738	Jones	June 12	Vancouver	Valparaiso fo	1,426,951	11,535	41s 3d	
Am. schr.	Puritan	581	Saxe	June 6	Moodyville	Tientsin	219,000	6,382	55s	
Am. schr.	Aida	507	Anderson	May 23	Moodyville	Shanghai	697,052	6,146	47s 6d	
Am bark.	Arcturus	1007	Sloan	June 6	Vancouver	Santa Rosalia	822,533	6,301	\$7.00	
Am. schr.	Comet	403	Thornstrum	May 22	Westminster	San Pedro	521,510	4,223	Private	June 1.
Am bktn.	Jane I. Stanford	922	Johnson		Cowichan	Santa Rosalia			Private	
Ital bark.	Cavour	1389	San Mentor		Vancouver	Callao			35s	
Am. schr.	H. W. Bartlett	495	Olsen	June 19	Westminster	San Francisco	618,991	4,457	Private	
Am bk'no	Monitor	224	Turloff	June 13	Vancouver	San Francisco	267,150		Private	
Am bark.	Northwest	490	Lund		Westminster	San Francisco			Private	
Am. schr.	Peerless	233	Tuft	June 18	Vancouver	San Pedro	330,524		Private	
Am bktn.	Planter	199	Dow		Vancouver	San Francisco			Private	
Dan bark.	Cimbria	1153	Pederson		Vancouver	Cork U. K. fo			66s 3d	
Nic. bark.	Bundalcer	921	De Campos		Westminster	Sydney			36s 3d	
Br. ship.	Duke of Argyll	960	Golightly		Vancouver	Adelaide			38s 9d	

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br. ship.	Thomas Stephens	1169	Belding	Dec. 27	M Cardiff	Esquimalt	Naval Storekeeper	180
Dutch bk.	Van Galen	1310	Maars	March 29	N Java	Vancouver	B. C. Sugar Refinery	85
Br bark.	Shakespeare	767	Toold	Feb. 22	V Liverpool	Victoria	Turner, Beeton & Co.	124
Nor ship.	Prince Amadeo	1581	Steen	Feb. 29	G Rio de Jan'ro	Vancouver	Hastings Saw Mill	89
Nor ship.	Prince Frederick	1476	Cappelin	May 26	P Buenos Ayres	Vancouver	Hastings Saw Mill	30
Br bark.	Silverhow	1177	Dougall		E Liverpool	Victoria & Van	Evans, Coleman & Evans	
Am bark.	Colorado	1036	Jones	May 21	T Newcastle	Royal Roads	Victoria Lumber & Man'g. Co.	32
Br ship.	Ardmore	1022	White	June 1	U London	Victoria & Van	Turner, Beeton & Co.	21
Br bark.	Ladas	1291	Mesenger	May 18	L Newcastle	Victoria	Turner, Beeton & Co.	33
Br bark.	Sardhana	1119	Miller	April 1	D Cardiff	Esquimalt	Naval storekeeper	65
Br. schr.	Carrie C. W.	92	Fulton	Feb. 7	O Halifax	Victoria		128
Br. ss.	Chittagong	1241	Davey	May 16	X Hong Kong	Vic & Portland	F. C. Davidge & Co. arrived June 2	40
Br bark.	Orthes	1174	McNeil	May 23	Y Yokohama	Victoria		53
Br bark.	John Gambles	1027	Trethowan		K Java	Vancouver	B. C. Sugar Refinery	
Ger bark.	Artemis	1407	Klock		W Valparaiso	Vancouver	Hastings Saw Mill	
Br ss.	Progressist	12025	Pinkham	April 21	R Sunderland	Nanaimo	R. Dunsmuir & Sons	61
Br ship.	Fiery Cross	1139	Jones	May 20	D Cardiff	Esquimalt	Naval Storekeeper	37
Br ss.	Strathnovis	2905	Pattie	June 1	L Hong Kong	Victoria & Van	Dodwell, Carlill & Co.	21
Br bark.	Mary Jose	625	Anderson		S Antofagasta	Westminster	H. Bell - Irving & Co.	
Nor bark.	Prince Louis	1323	Johnsen	May 25	P Rio Janeiro	Vancouver	Hastings Saw Mill	31
Nor bark.	Prince Victor	1131	Hansen		P Rio Janeiro	Vancouver	Hastings Saw Mill	
Br bark.	Hedfordshire	1155	Hu-zo		S Santos	Royal Roads	Seeking	
Br ss.	Empress of China	3095	Archibald	June 12	C Hong Kong	Victoria & Van	C. P. S. S. Co.	13
Chil bark	Ellis	913	Harkin		AA Valparaiso	Moodyville	Moodyville Saw Mill	
Br. ss.	Asloun	1827	J. Murray		BB Hong Kong	Victoria & Por	F. C. Davidge & Co.	
Br ship.	Candida	1222	Kerr		CC Liverpool	Victoria & Van	Baker, Crawford & Co.	
Am. ss.	Washtenaw (Oxford)	1807	Holmes	April 6	X New York	Nanaimo		80
Br. ss.	Evandale	2468			W Hong Kong	Victoria & Tac	Dodwell, Carlill & Co.	
Am. schr.	W. F. Jewett	452	Johnson		EP San Pedro	Westminster		
Am ship.	Louisiana	1365	Jackson	April 23	II Philadelphia	Vancouver & Tac	Evans, Coleman & Evans	63
Br bark.	Howth	2166	Nicholson		J Liverpool	Victoria & Van	R. Ward & Co., Ltd. & Evans, C. & E.	
Br. ss.	Mlowera	1911	Stoll	June 21	A Sydney	Victoria & Van	C. A. S. S. Co.	4
Br. ss.	Empress of India	3603	Marshall		Z Hong Kong	Victoria & Van	C. P. S. S. Co.	
Am bark.	Newsboy	539	Molsted	June 19	Y San Francisco	Vancouver	Hastings Mills	6
Br. s.s.	Altmore	1350			F Hong Kong	Victoria & Por	F. C. Davidge & Co.	

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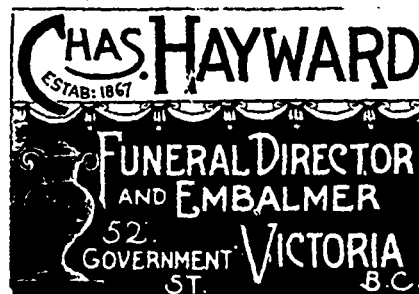
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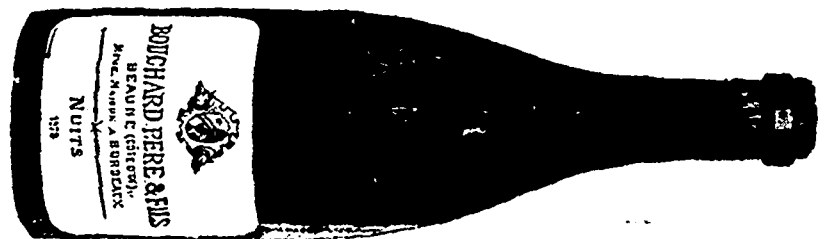
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