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WEILER BROS.,

SUCCESSORS TO
JOHN WEILER,
MANUFACTURERS
OF FURNITURE.

LARGEST IMPORTERS IN B. C.

—OF—

CARPETS, LINOLEUMS, CROCKERY,
GLASSWARE, WALL PAPER,
CUTLERY AND
HOUSE FURNISHING GOODS
OF EVERY DESCRIPTION.

Call and get our prices, and see our
Large Assortment.

51 TO 55 FORT STREET,
VICTORIA, - - B. C.

E. G. PRIOR & CO.,

Cor. Johnson and Government Sts.,

VICTORIA, B. C.

BRANCH AT KAMLOOPS.

IMPORTERS OF

IRON AND STEEL,

HARDWARE,

AGRICULTURAL IMPLEMENTS,

Wagons and Buggies,

LOGGERS AND CANNERIES SUPPLIED

The Leading House in B. C.

ENQUIRIES SOLICITED.

COWAN & WILSON

WHOLESALE GROCERS

—AND—

IMPORTERS

—OF—

California - and - Tropical

FRUITS.

—)o(—

8 & 10 YATES STREET,
VICTORIA, - - B. C.

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.

TURNER, BEETON & CO

Commission Merchants

—AND—

Importers

—

H. C. Beeton & Co., 33 Finsbury Circus,
London.

—

Indents executed for any description of
European or Canadian Goods.

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AGENTS FOR

GUARDIAN ASSURANCE CO.,
NORTH BRITISH AND MERCANTILE
INSURANCE CO., FOR MAINLAND.

BELL-IRVING

& PATERSON

VANCOUVER]

SHIPPING AGENTS

Wholesale & Commission Merchants.

—

AGENTS FOR THE

Anglo-British Columbia Packing
Company, Limited.

North China (Marine) Insurance
Company, Limited.

—

BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

Capital Paid up..... (£600,000) \$3,000,000
Reserve Fund..... (£200,000) \$1,000,000

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

San Francisco, Cal.;	Portland, Or.;
Victoria, B.C.;	New Westminster, B.C.
Vancouver, B.C.;	Kamloops, B.C.;
Seattle, Washington,	Nanaimo, B.C.;
Tacoma,	

Agents and Correspondents:

IN CANADA—The Bank of Montreal and branches, Canadian Bank of Commerce, Imperial Bank of Canada, Molsos Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

Correspondents throughout the United Kingdom and in India, China, Japan, Australia and South America.

UNITED STATES—Agents Bank of Montreal, 59 Wall Street, New York; Bank of Montreal, Chicago.

Telegraphic transfers and remittances to and from all points can be made through this bank at current rates.

Collections carefully attended to and every description of banking business transacted.

THE BANK OF

BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital..... £1,000,000 Stg.
Reserve Fund..... £265,000 "

LONDON OFFICE:

3 CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie,	E. A. Hoare,
John James Cater,	H. J. B. Kendall,
Gaspard Farrer,	J. J. Kingsford,
Henry R. Farrer,	Frederic Lubbock,
Richard H. Glyn,	George D. Whatman.

Secretary, A. G. Wallis.

HEAD OFFICE IN CANADA—St. James St., Montreal.

R. R. GRINDLEY, General Manager.
E. STANGER, Inspector.

Branches and Agencies in Canada.

London,	Kingston,	Fredericton, N.B.
Brantford,	Ottawa,	Halifax, N.S.
Paris,	Montreal,	Victoria, B.C.
Hamilton,	Quebec,	Vancouver, B.C.
Toronto,	St. John, N.B.,	Winnipeg, Man.
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Agents in the United States.

NEW YORK—H. Stikeman and F. Brownfield, Agents.

SAN FRANCISCO—W. Lawson and J. C. Welsh, Agents.

Have facilities for collection and exchange in all parts of the world.

BANK OF MONTREAL.

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

Capital (all paid up)..... \$12,000,000
Reserve Fund..... 6,000,000

HEAD OFFICE, MONTREAL.

Hon. Sir D. A. SMITH, K.C.M.G., President.

Hon. G. A. DRUMMOND, Vice-President.

E. S. CLOUSTON... General Manager.

BRANCHES AND AGENCIES IN CANADA.

Montreal..... H. V. Meredith, Manager.

West End Branch, St. Catherine St.

Almonte, O Hamilton, O Quebec, O

Belleville, O Kingston, O Regina, Ass'n

Brantford, O Lindsay, O Sarnia, O

Brockville, O London, O Stratford, O

Calgary, N.W.T. Moncton, N.B. St. John, N.B.

Chatham, N.B. New Westminster, St. Mary's, O

Chatham, O ster, B.C. Toronto, O

Cornwall, O Ottawa, O Vancouver, B.C.

Goderich, O Perth, O Victoria, B.C.

Guelph, O Peterboro, O Wallaceburg, O

Halifax, N.S. Pictou, O Winnipeg, Man.

AGENTS IN GREAT BRITAIN—London, Bank

of Montreal, 22 Abchurch Lane, E. C.; C. Ash-

worth, Manager, London Committee—Robert

Gillespie, Esq., Peter Redpath, Esq.

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Manager; E. M. Shadbolt, Assistant Manager.

Buy and sell Sterling Exchange and Cable

Transfers. Grant Commercial and Travelling

Credits available in any part of the world.

Drafts issued. Collections made at all points.

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(ESTABLISHED 1873.)

BANKERS.

Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANSFERS and LETTERS of CREDIT issued direct on over 10,000 Cities in the United States, Canada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market rates.

AGENTS FOR

Wells, Fargo & Company.

CASEMENT & GREERY

BANKERS

And Financial Agents.

A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

Chattel Mortgages and all kinds

Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. CAMBIE & CORDOVA STS.,
VANCOUVER.

+ FOR +

Real Estate, Insurance,

Exchange, Mortgages,

Stocks and Shares,

—GO TO—

A. W. MORE & CO.,

TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe
Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident
Insurance Co.

—O—

Risks taken at Moderate Rates and Losses
settled promptly and Liberally.**Findlay, Durham & Brodie**

COMMISSION MERCHANTS

AGENTS FOR

The Northern Fire Assurance Company
of London,

The British and Foreign Marine Insurance

Company of Liverpool,

The Royal Mail Steam Packet Com-
pany of London,The British Columbia Canning Com-
pany (Limited) of London.

CANNERIES:

Deas Island, Fraser River,

Naas River Fishery,

Windsor Cannery, Skeena River,

Rivers Inlet Cannery,

Victoria Cannery,

Victoria Saw Mills, } Rivers Inlet.

London Office:

43 to 46 Threadneedle Street.

ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants and Importers,

Represented in London by H. J. Gardiner & Co.,
Gresham Buildings, E. C.ROYAL SWEDISH AND NORWEGIAN
CONSULATE.Execute Indents for every description of
British and Foreign Merchandise,
Lumber, Timber, Spars,
Fish and other products
of British Columbia.

SHIPPING AND INSURANCE AGENTS.

CHARTERS EFFECTED.

GENERAL AGENTS:

Royal Insurance Company,
London & Lancashire Fire Insurance Co.
Standard Life Assurance Co.
London and Provincial Marine Insurance Co. Ltd.
Union Marine Insurance Co.
London Assurance Corporation.

SOLE AGENTS:

Curtis' & Harvey's Sporting and Blasting Powder.
Joseph Kirkman & Son's Gold Medal, Inven-
tions Exhibition, 1883, Pianofortes.
J. & W. Stuart's Patent Double-Knotted Mesh
Fishing Nets, Twines, Etc.

Importers of Havana Cigars, Oilmen's Stores,
Tin Plates, Portland Cement, Etc.

Agents for the following brands of British
Columbia Salmon:

Ewen & Co., "Lion"; Bon Accord Fishery Co.,
"Consuls"; A. J. McLellan's "Express."

NOTICE OF REMOVAL.

H. CARMICHAEL & CO.

VICTORIA,

Financial and Real Estate

BROKERS,

Have removed from 52 Government St.

—TO—

32 GOVERNMENT STREET

OFFICE OF THE

BRITISH COLUMBIA
PAPER MANUFACTURING CO'Y.

THOMAS EARLE,
IMPORTER

—AND—
Wholesale Grocer.

AGENT FOR
ALERT BAY CANNING CO.
NIMPKISH BRAND.

Pioneer Steam Coffee and
Spice Mills.

WHARF ST., VICTORIA,

A. J. Langley. T. M. Henderson.
J. N. Henderson.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

P. F. RICHARDSON,

SUCCESSOR TO

RICHARDSON & HEATHORN.

IMPORTER

—AND—

MANUFACTURERS'

AGENT.

P. O. BOX 107.

42 YATES ST., VICTORIA.

T. B. PEARSON & CO

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST., NEAR ORIENTAL HOTEL,

VICTORIA, - - B. C.

NICHOLLES & RENOUF

—DEALERS IN—

**HARDWARE, BAR IRON, FARM
AND MILL MACHINERY
MINING SUPPLIES.**

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82.

P. O. BOX. 80.

VICTORIA. - B. C.

REPRESENTED BY
Welch & Co., San Francisco.

AMES, HOLDEN & CO., MONTREAL.

THE

AMES, HOLDEN CO.

MANUFACTURERS

AND WHOLESALE DEALERS IN

BOOTS & SHOES

41 LANGLEY STREET,

VICTORIA.

A. C. FLUMMERFELT, Victoria.

JAMES REDMOND, Winnipeg.

REPRESENTED BY
R. D. Welch & Co., Liverpool

R. P. RITHET & CO.,
(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.

SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

- Queen (Fire) Insurance Company.
- Maritime (Marine) Insurance Company.
- Reliance (Marine) Insurance Company.
- New Zealand (Marine) Insurance Company.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
- Sea (Marine) Insurance Co.

Moodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

- Delta Canning Co's Maple Leaf Brand.
- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Brand.

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

E. B. MARVIN & CO.,

Ship - Chandlers - and - Commission - Merchants

Importers and Dealers in Paints, Oils, Lime, Plaster, Cement, Tanned and Untanned Papers. Agents for Skidegate Oil.

Cable Address:
MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

ESTABLISHED 1864.

TELEPHONE NO. 55.

HEISTERMAN & CO.

Real Estate and Insurance Agents.

FIRE - MARINE - LIFE.

Rents and Interest Collected. Money Loaned. Conveyancing

GENERAL AGENTS FOR BRITISH COLUMBIA

—): OF THE (—

MUTUAL LIFE INSURANCE CO. OF NEW YORK,

Richard A. McCurdy, Pres't. (Assets over \$147,000,000.)

W. L. McCABE, TACOMA,
1st Vice-Pres.

CAPT. JAS. CARROLL,
Pres't.

J. P. BETTS, VANCOUVER, B. C.,
2nd Vice-Pres.

PUGET SOUND AND BRITISH COLUMBIA

STEVEDORING COMPANY,

INCORPORATED.

Doing business at all Puget Sound and British Columbia Ports. The only concern with a complete stevedoring plant. Head office: Port Townsend, Washington.

Capt. John Barneson, Sec'y, Manager, Port Townsend. R. Chilcott, Manager Seattle and Port Blakely. F. M. Yorke, Manager Victoria, Chemannus and Cowichan, B. C.

All communications to be addressed to the Secy at the head office, Port Townsend, Wash. Cable address: Barneson, Port Townsend.

W. H. SOULE.

A. E. STEVENS.

ALEX. McDERMOTT.

BRITISH COLUMBIA

PIONEER STEVEDORING CO., LD.

ESTABLISHED 1871.

Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring. Cash security given if required, and satisfaction guaranteed.

P. O. Box 507. Cable: Soule.

Vancouver, - - - - - British Columbia.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, July 21.

VICTORIA.

The incorporation of The British Columbia Deposit and Loan Co., (Ltd) by a number of leading Victoria capitalists with a capital of \$500,000, with power to increase, for the purpose of investing and lending money on mortgage security, will be a boon to the real estate and building interests of this city and province, as the banks are not in a position to handle this class of security. All the sealskins brought down by the Danube, except the catch of Messrs. Carne & Munsie's schooners, which was shipped last week, will be forwarded to London, England, in a day or two and will be put on the market at the next regular sale.

GROCERIES AND PROVISIONS.

The sugar trade has been the principal feature during the past week, and an immense business was done, as stocks were very low. It is believed the demand for sugar will, in the future, be one-quarter more than it was before the reduction in prices, this having been the experience wherever the tariff has been taken off Sugar. The Refinery advanced prices ½c. Saturday, wholesale quotations now being: Powdered, 7½c.; Paris Lumps, 6½c.; Dry

Granulated, 5½c.; Extra C., 5½c.; Fancy Yellow, 5½c.; Yellow, 5½c.; Golden C., 5½c.; and syrups 3c., half-barrels and kegs, in each case, being ½c. higher. A small consignment of butter from a N.W.T. creamery was received this week. It is put up in wooden packages holding from three to ten pounds, and should command the choicest trade. It is quoted at 26@27c. The reports that orders for canned goods were placed early in anticipation of an increase in prices, seems to be confirmed, as recent advices state that a number of canners have stopped taking orders

FLOUR AND FEED.

The first consignment of baled Timothy hay from Ladner's Landing arrived this week, and turns out first-class. It is selling from \$18 to \$20 per ton. Recent reports from Ladner's are that a big root crop is assured this season. All the farmers seem to have good crops, and one claims that he will have 2,000 tons of potatoes for sale this fall. Wheat for chicken feed is very scarce, but it is believed there is enough in the country to last till the new crop comes in, which, it is said, will be harvested in about three weeks. Oats have declined. The Island farmers, thinking that the supply was limited, would not sell when there was a scarcity lately in the city, but held their stocks in expectation of realizing still higher prices than were then offered. Dealers were forced to import from Manitoba, and, as a consequence,

T. N. HIBBEN & CO.,

69 GOVERNMENT ST., VICTORIA.

SOLE AGENTS FOR

THE "CALIGRAPH"

AND

CALIGRAPH SUPPLIES.

J. & T. BELL,

MANUFACTURERS OF

FINE BOOTS AND SHOES

WHOLESALE.

1667 NOTRE DAME STREET,

MONTREAL.

F. W. NOLTE & CO.,

PRACTICAL OPTICIANS,

The above firm will shortly open a first-class Optical Store. All work guaranteed and done in Victoria, including the grinding of special lenses. Mr. Nolte, the well known American optician, will take the management and give his personal attention to the business.

It is believed there are more oats in the market than will be consumed before the new crop comes in. It is estimated that over 250 tons are still held in farmers' hands in the Province. Quotations are: Enderby flour, for carload lots, Premier, \$5.75; XXX, \$5.45; Strong Bakers or XX, \$5; Superfine, \$4.

Delta, Victoria mills.....	\$5 25 @ 0 00
Lion, " ".....	5 25 @ 0 00
Premier, Enderby mills.....	6 00 @ 0 00
XXX, " ".....	5 70 @ 0 00
XX, " ".....	5 25 @ 0 00
Superfine, " ".....	4 25 @ 0 00
Manitoba Hungarian.....	6 35 @ 0 00
Snowflake.....	6 25 @ 0 00
Portland Roller.....	6 35 @ 0 00
Royal.....	6 00 @ 0 00
C & C.....	5 50 @ 0 00
Oregon Superfine.....	4 50 @ 0 00
Columbia Superfine X.....	4 40 @ 0 00
Wheat, per ton.....	\$00 0 02 45 00
Oats.....	40 00 @ 00 50
Oil cake meal.....	35 00 @ 40 00
Chop feed.....	37 50 @ 40 00
Shorts.....	28 00 @ 30 00
Brn.....	26 00 @ 28 00
California oatmeal.....	4 65 @ 00 00
Rolled oats.....	4 75 @ 0 00
California rolled oats.....	5 25 @ 00 00
Tacoma rolled oats.....	4 80 @ 00 00
Cornmeal.....	3 00 @ 3 25
Cracked corn.....	50 00 @ 55 00

FRUITS AND VEGETABLES.

The receipts of fruit, by the last steamer, were the largest that have been received this season. The reduction in sugar is causing an increased demand for preserving purposes. The first consignment of grapes, consisting of some twenty or thirty boxes, was received by last steamer. Apples are getting plentiful at \$1.50. Plums are lower, being now quoted \$1@1.50 per box; apricots, \$1.00@1.40; peaches, \$1.25@1.40.

DRY GOODS.

Importations of woollens and knitted goods and fall clothing are beginning to arrive, and wholesale merchants are preparing for fall business. It is reported

The Sehl-Hastie-Erskine Furniture Co.,

—IMMENSE STOCK OF—

Furniture, Carpets, Linoleums, Crockery,
Glassware and general

HOUSE FURNISHING GOODS.

WHOLESALE AND RETAIL. CORRESPONDENCE SOLICITED.

OFFICE AND SALESROOM:

66 to 68 Government Street.

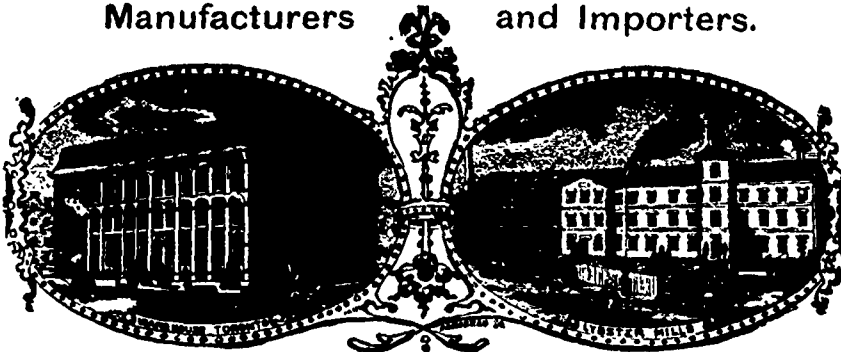
FACTORY:

Laurel Point.

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

that the New Westminster woollen mill will shut down in about two weeks, by which time it is expected all the raw material on hand will be manufactured into stock.

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$90 00
China rice "	70 00
Rice flour "	70 00
Chit rice "	25 00
Rice Meal "	17 50

LUMBER.

The position of the lumber market shows no signs of change. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Timber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2. Local trade continues steady. The Rock Bay Saw Mill quotes:

Rough lumber, per M.....	\$12 00
Best quality dressed lumber, per M.....	20 00
Second " "	17 50
Laths, per M.....	2 50
Shingles, "	2 50

with a discount of 5 per cent. if paid within 30 days.

SALMON.

Accounts from the north are very poor indeed, the Skeena being the only river that has any fish. Reports from the Fraser river also indicate that the pack will be light. This is as many of the old cannery-men expected, being the fourth, or off

year. The reports of the short pack have considerably hardened the English market. There have been several sales by auction during the last fortnight in the home market. Sales of Fraser River (last season's pack) have also been made lately, and 18d more than the Alaska brought at auction was realized.

THE COAL FLEET.

NEW V. C. CO'S SHIPPING.

Ship Ivy, 1,181 tons, Capt. Lowell, loading for San Francisco.

Ship Glory of the Seas, 2,109 tons, Capt. Freeman, loading.

Bark Memnon, 807 tons, Capt. Anderson, to loading Northfield coal for San Francisco.

Nic. bark Bundaleer, 921 tons, Capt. Williams, loading Northfield coal for San Francisco.

Am. bark Valley Forge, 1,226 tons, Capt. Bennett.

Am. Ship Sea King, 1,436 tons, Capt. Pierce, waiting to load.

Am. ship Kennebec, 2,025 tons, Capt. Love, waiting to load.

Am. ship Jeremiah Thompson, 1,831 tons, Capt. Jamieson, waiting to load.

WELLINGTON SHIPPING.

Br. SS. Wellington, 1,267 tons, Capt. Salmund, completing cargo for San Francisco.

SS. San Pedro, loading.
Ship Richard III., 955 tons, Capt. Connor, loading.

Bark Levi G. Burgess, loading.

BUSINESS CHANGES.

J. H. Hilbert, Nanaimo, has assigned.

G. F. Slater, shingle mill, Vancouver, has sold out to H. H. Spicer.

A leading saw mill firm talk of erecting a mill at Esquimalt.

R. Robertson, clothing, Carrall street, Vancouver, advertises a business for sale.

Mr. Beveridge, of Nanaimo, is talking of establishing a hardware store in Victoria.

A. V. Rose has retired from the Arcade Grocery, Vancouver. W. A. Clark continues.

The office of Young, Bartlett & Co., building and land brokers, is at 9 Trounce avenue, Victoria.

Sinclair & Duncan, harness manufacturers, have established themselves on Johnson street, Victoria.

M. Ellison and T. Evans have bought out E. P. Wickham's interest in the Vancouver steam laundry.

Z. G. Goldberg, will open a merchant tailoring establishment at 613 Hastings street, Vancouver.

Cope & Young, Vancouver, who are going out of the retail business, are said to be going into the wholesale trade.

W. Gesner Allen has retired from the Nelson Miner. The paper will in future be conducted by John Houston and Chas. H. Ink.

Alex. Muir and John Boyd, both of this city, contemplate opening in business as manufacturers' agents shortly under the firm name of Muir & Boyd.

Fitzpatrick & McBeth, hotelkeepers, Huntingdon, have dissolved partnership. Mr. Fitzpatrick assumes all liabilities of the late firm and collects all debts.

W. Kirkup & Co., tinware and stoves, Revelstoke, have dissolved. W. Kirkup assumes all liabilities of the late firm, and all accounts are to be paid to J. Kirkup.

The partnership heretofore existing between W. D. Creighton, Geo. A. Fraser and A. McKennell, ship chandlers, Vancouver, has been dissolved. The business will be continued by George A. Fraser and A. McKennell under the firm name of Geo. A. Fraser & Co.

The Empress of China, the third and last of the C. P. R. steamships making the trip around the world, arrived at Gibraltar on Saturday with a full list of passengers. She left the same night.

Carne & Munsie, on Friday, shipped 4,702 seal skins, the catch of their schooners, which was brought down by the Danube to Victoria. The consignment fills 75 casks, weighs 41,343 pounds, and will go to Montreal in two refrigerator cars on the C.P.R. The railway men say the skins will be rushed through to London, which city they will reach in 21 or 22 days. The total value of the shipment is \$94,000, estimated at present prices, but the shippers expect that it will fetch over \$100,000 at the fur sale to be held in London shortly.

JOHN DOTY ENGINE CO., LTD.

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COMMERCIAL SUMMARY.

The Baltimore fruit company has failed.
The Illinois anti-trust law has destroyed the watch trust.

Edward Gripper & Sons, corn factors of Manchester wharf, London, have failed.

The cork works of Southern Portugal have been closed, owing to the stoppage of exports to America.

It is estimated that \$2,000,000 worth of damage was done to the timber in the late forest fires in the Menominee district of Michigan.

The five colonies collectively, comprising the continent of Australasia, annually import timber from other parts of the world to the value of over \$10,000,000.

Joseph Schwartz, who, for the last four months, has conducted two retail shoe stores in Toronto, has skipped out leaving behind him debts unpaid to the amount of \$9,000, owing principally to wholesale boot and shoe merchants in Montreal, Toronto and Hamilton.

The action of E. & E. Gurney Co. in retiring from the Iron Founders' Association has resulted in the decision of the association to drop for the present at least the fixing of prices. The break of the combine will prevent any uniformity in the price of stoves, and it is understood there will be a decrease of from five to ten per cent. in prices, and in some foundries the reduction will be greater.

The *Fur Trade Review* publishes tables which show that the total number of seals killed on St. George Island and St. Paul Island by the Alaska Commercial Company during the term of its lease was 1,877,030. The tables show that the Alaska Commercial Company during the last six years of the lease shipped 100,000 skins each year, less 5 skins in the six years; and during those six years the total number of seals killed was 609,674, or an average of 101,605 seals each year.

Mr. A. W. Howe, commission merchant, St. John, N. B., is dead.

Guatemala is in the state of active revolution, though Barillas tries to conceal the fact.

It is reported that a syndicate is being formed in London to open up the Soudan to commerce.

Craig & Sons, electricians, Montreal, have assigned. Liabilities about \$72,000. The creditors are local.

It is believed that the French Government has determined to remove the embargo on American stock.

The appeal for subscriptions for Sir John Macdonald's memorial at Toronto, meets with a ready response from all classes.

A warehouse has just been opened at Sacketts Harbor for the storage of American cheese purchased for shipment to Montreal via Kingston.

The firm of lumber dealers, S. R. Howell & Son, with headquarters at Chicago and branches all over the State, have assigned. The liabilities are variously placed at from \$1,500,000 to \$2,500,000, and assets at about \$3,000,000. The failure is regarded as the heaviest blow the lumber trade of the country has experienced in a good many years.

The first savings bank in America was the Provident Institution for Savings in Boston, which was incorporated Dec. 12, 1816, and commenced business during the latter part of January the following year. This bank is still in existence, and is one of the leading savings banks of New England, besides holding the honor of being the oldest savings bank in the world. The second bank for savings in this country was started in Philadelphia in 1818, and the third in Salem, Mass., in the same year. The total deposits of these three banks at the close of the year 1818 were \$42,800.—*New York Recorder.*

The Bank of Italy and the Bank Rio de la Plata has resumed business.

The Empress of China, carrying the third around-the-world excursion party, left Liverpool Wednesday afternoon at 3:30 o'clock.

It is reported that Mr. Andrew Carnegie has been inspecting several Scotch estates, and intends to settle down as a Scotch laird.

The French Government has come to an understanding with the Government of Hayti by which the question raised by the shooting of M. Rigaud has been settled. Hayti will pay the indemnity demanded by France.

A dispatch from St. George's Bay, Newfoundland, says that Sir Baldwin Walker's proclamation closing sixty British lobster factories along the coast of Newfoundland, is practically an edict of starvation to hundreds of people, and unless the people of Canada organize a relief fund, great destitution, if not actual starvation, will ensue.

The steamship Harlow, which has just arrived at Halifax from Newfoundland, reports that a good deal of excitement exists there caused by the commander of warships giving the people notice that all factories that were not in operation before 1890 would not be allowed to operate after the 10th inst. in the vicinity of Anchor Point and Flower Cove.

When England was being made into blocks of real estate by the Saxons and Danes, silver and brass were in use as currency, but the Normans subsequently installed the aristocratic gold, and left the democratic brass to take care of itself. Gold was first coined by Henry III, and copper was made into coin in 1672. Tin was used for coinage in 1680, and the national farthing was made of this Cambrian product with a stud of copper set in the centre. In 1690 and 1691, half-tin pence were issued in considerable quantities. The only pure gold coins issued in English history were those of Henry III.

THE COMMISSIONERS.

Sir George Baden-Powell and Dr. Dawson, the British commissioners to Behring's Sea, arrived in this city Thursday morning. Early in the day, the commissioners met the representatives of the British Columbia Board of Trade and the Sealers' Association, according to arrangement, on board the steamer. Mr. T. B. Hall, president of the Board of Trade, introduced the deputations to the commissioners, and read a lengthy document, covering the grievances of the British Columbia sealers. The President of the Board of Trade stated that to this day the collector of customs has never received a copy of the proclamation closing Behring's Sea. Nor had he, or his predecessor in office, ever received a copy of the *Canadian Gazette*. It certainly seemed a hardship that sealing schooners should still be cleared as usual for Behring's Sea, and on reaching there be seized on authority carried by a hostile warship.

Capt. Cox thought little more could be said in addition to that contained in the memorandum. The islands would now present a comparatively deserted appearance, but it would not do to forget that 7,500 seals had already been killed there. When the number was thus limited, the animals were selected, and in killing them the whole lot was necessarily disturbed. In the open sea, too, the commissioners would find but few seals, as experience had shown that they had fled at the approach of a steamer. The presence of the large fleet of warships now in the sea was enough in itself to drive the seals out of reach.

"There is valuable information contained in the memo. you have been kind enough to furnish us," remarked Sir George, "which we are glad to receive." He then proceeded to explain how conflicting were the reports in England upon the diminution of the sea's, and how, in the interest of the industry itself, the commission had been appointed to get at the facts. The sealers would receive compensation for any injuries received—of this he had no doubt—and the whole question would be decided by arbitration. It was necessary to have all the data obtainable for the use of the arbitrators, and while it was a little later than might have been desired to do their work, he felt sure the labors of the commissioners would not be wasted. Capt. Cox's practical hint was one of the desirable kind. The commissioners would not count the seals on Pribyloff Island, and then report that they were fewer than when some one else counted them years ago. He was surprised that the Canadian Government had not taken proper steps to prevent the sealers going north, as soon as the *modus vivendi* was agreed upon. If they could have been checked in time, it would certainly have been the better policy. As private rights had now been interfered with by the State, the State would, of course, provide fair and equitable compensation. The desire of the Home Government was to secure the ultimate protection of the industry. The commissioners had much to look after during their trip. If the seals were decreasing on the islands and increasing in the sea, the question would naturally arise, "where are the new

breeding grounds?" Then, with Mr. Dawson, his intention was to go into the methods of slaughter on the islands, as it had been said that the manner of killing tended toward the extermination of the seals. Another thing that information was required on—can the industry increase materially now, without influencing the supply for future years, or driving the seals to other haunts? And still another final point, how many Americans are really interested in sealing schooners, or employed on them?

Mr. Richard Hall remarked that of all others, the Victoria sealers were most interested in the preservation of the seal. If the seals were exterminated, it would mean the death of their business. The Americans were going about the preservation of the seals in the wrong manner; the British Columbians claimed that if the seals were not harassed on their way north, a real good would be accomplished.

Sir George Baden-Powell—Would your sealers be prepared to support a close season for sea sealing, say from January to May? It is just a suggestion.

Mr. Hall—I am inclined to think they would.

Dr. Dawson—A great number of seals with their young are said to be killed every year.

Mr. Stephenson referred to the constant misrepresentation of B. C. sealers in the American press; he instanced the illustration in a well known New York weekly not long ago, of sealers clubbing seals to death on the ice. As applied to the sealing of the North Pacific, the picture was an absurd impossibility.

Mr. R. Hall endorsed Mr. Stephenson's remarks on this point. One could hardly pick up a paper published in the United States without finding the sealers insultingly referred to as "pirates" or "poachers,"—both titles equally undeserved.

Dr. Dawson—In many of the American Government reports, it is "poachers," too. The insult is not confined to newspapers.

Capt. Dodd produced the proclamation and letter handed him by the officer of the *Thetis*, and a new subject of debate was at once opened. Mr. Munsie referred to the natural objection of British captains to take orders from American officers. Had, he inquired, the American cutters the right to enforce the contents of the President's proclamation on British subjects?

Sir George replied that it was expected that the ships of either government would inform the sealers of the closing of the sea; it did not really make much difference by whom the service was.

Mr. Munsie could see no difference between the procedure in this and former years. When the *Favorite* took the warning of the Americans and came upon her own Government for explanations afterwards, she got none. The excuse was, "We never ordered you—if you went you did so at your own discretion—you sail under the British flag; take your orders from it." How can the proclamation of President Harrison control British subjects? He could see no difference in the condition of affairs, since British sealers were taught to dishonor American commands.

Sir George explained that in the present case the President's proclamation accompanied the agreement, bearing the signa-

ture of the British minister, and if any vessels were seized they would be taken to one of their own ports for trial.

The meeting here became an informal chat, during which it was explained that the commissioners may go to the Russian islands before returning, their powers enabling them to travel anywhere. It was also brought out in the conversation how the Copper Island seals differ from those brought to Victoria, and statements were made in regard to the breeding of seals away from land, the failure of the American Government to move in the direction of protecting the sea otter, in contrast with their eagerness to care for the seal; the fact of many whalers being, this year, engaged in sealing as well, and the injustice of allowing 7,500 seals to be killed to maintain imaginary natives on the islands, while our own Indian hunters and sailors are allowed to starve. In this connection, says the *Colonist*, it was mentioned that many sealing men had come from the East this spring, who, by the closing of the sea, would be left penniless, with wives and children, thousands of miles away to care for. This was a matter that called for immediate relief.

Every point developed during the interview was carefully noted by the commissioners, who expect to receive further information in the form of statements from the schooner captains, when they return to Victoria. They will also, in all likelihood, meet some of the captains in the sea. The conference lasted for two hours.

THE FIRST POST-OFFICE.

The post-office for carrying letters owes its establishment to the Parliament of 1645. With the breaking out of the civil war came confusions and interruptions, occasioned in the conduct of the letter-office previously existing, and about that time the outline of the present more extended plan seems to have been conceived by Prideaux, attorney-general to the Commonwealth after the death of King Charles. He was chairman of the committee in 1643 for considering what rates should be set upon inland letters, and afterwards appointed postmaster by an ordinance of both Houses, in the execution of which he established a weekly conveyance into all parts of the nation, thereby saving to the public the charge of maintaining postmasters; and his own emoluments being probably very considerable, the Common Council of London endeavored to erect another post office in opposition to his, till checked by a resolution of the House of Commons, declaring that the office of postmaster is and ought to be in the sole power and disposal of the Parliament. This office was afterwards formed by one Manley in 1654, but in 1657 a regular post-office was erected by authority of the Protector and his Parliament, upon nearly the same model as has been ever since adopted, and with the same rates of postage as continued till the reign of Queen Anne. After the restoration, a similar office, with some improvements, was established by statute 12, Car. II. c. 35, but by subsequent statutes, the rates of letters were altered, and some further regulations added, and penalties enacted to confine the carriage of letters to the public office only, except in some few cases.

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VICTORIA, TUESDAY, JULY 21, 1891.

THAT DRY DOCK.

Manifestly the pedagogue of the Vancouver *Daily Telegram* is one of the old school, who thoroughly believes in the "pena virgæ." But it is equally evident that over-familiarity with his instrument has led him to think that he is inflicting "castigation" when all that he is really doing is to make the other boys laugh at the brutality of his instincts and the impotence of his endeavors. We are not at tendants at the grammar school of which our contemporary claims to be the principal, and would inform him that his instructions and his *argumenta ad hominem* are the veriest impertinences in which no man of decency and self respect would indulge. But time is too precious to waste upon his ignorance and self-opinionativeness; they can readily be dismissed with the remark that a silk purse cannot be made out of a hog's ear.

Cotem asks, "What is it to the *Journal* what the dry dock costs so long as Victoria is not asked to pay for it?" It is a great deal. It is very truly a question for the English capitalists who are undertaking the work, and for the city of Vancouver, which has agreed to contribute \$100,000 of the cash required. But there is more in it than that. It is not a question of the right of Vancouver to participate in the appropriations made for public works. She has every right to her share of them. But what there is to be considered is the wisdom of the expenditures contemplated. The English capitalists, whoever they may be, are, or are supposed to be, business men. As such are they ready to invest immense sums in buildings and plant to carry on operations for which, with but a comparatively slight outlay upon them, present provisions would be ample. Do those English capitalists expect to receive some annual return upon their investment? Are the prospects of shipping casualties and of ordinary marine repairs sufficient to warrant the proposed departure? We are informed that "the shipping business of this port (Vancouver) will very soon be large enough to keep a dry dock occupied with repairs of various sorts." Other ports of far greater importance than the one in question, whose trade is of immensely greater proportions, have flourished and are flourishing without a dry dock and moreover, have not had a dry dock within very considerable distances of them. Had the prospects of the Esquimalt dry dock been from a business point of view of an encouraging character, it is hardly to be believed that the Dominion

Government would have undertaken to establish and maintain one. There is as yet no money in it, in the shape of actual profit, but its presence it was felt by the Government would give a sense of security that is most important to commercial and shipping development.

Vancouver is, we repeat, entitled to her full share of all the moneys that the Government has to spend on public works, but they ought to be such works as are really necessary and not established for the mere sake of spending public money at Vancouver. No doubt there are numerous other works that are more necessary and more productive of benefit; why then should the Government, the city or the English capitalists invest their money in a business whose success must depend to, at any rate, a certain degree on the work it takes away from an establishment that it is everywhere contended does no more than pay expenses, if it even does that much? It is not a question of sentiment but one of dollars and cents. In ordinary business life, where there is over competition, failure inevitably follows. Does Cotem want a competition to the death between Vancouver and Esquimalt? Are the English capitalists prepared to take their chances, in view of all the facts, and do the citizens of Vancouver see no better way of encouraging enterprise than by backing up one which may be successful, or may be the means of locking up thousands of dollars that might be turned to far more useful account.

DEVELOPMENTS AT OTTAWA.

To judge from recent developments in several departments of the public service, it would appear as if corruption in some of its worst forms had fastened itself upon our administrative institutions. It is undoubted that money, or, perhaps better, money's worth, in some cases, has had a most powerful influence in determining a variety of matters. Presents from contractors, not only to officials, but to heads of departments, have been made by contractors and contract seekers, and have been accepted with but little compunction. Several heads have already come off, and if there are not more to be similarly dealt with it will, indeed, be surprising. No doubt some of the most guilty ones will escape, for these have, as a rule, greater facilities for covering up their tracks than have those who aided and abetted them, and whom they have used as their instruments. The departments must be purified, and, if Hon. Mr. Abbott, the new Premier, does not institute a most searching investigation, there will be a great deal of uneasiness, and possibly a fear that his hands are not as clean as they ought to be, or that some of the colleagues upon whom he most depends are in that position. Unless, however, something in this direction be done, the days of the Government are numbered, and, though they may weather the storm for the present, there will be such a relentless storm beat upon them that they must ultimately succumb, and go out, not in a blaze of glory, but amid the execrations of the people, who will reluctantly be forced to the conclusion that the present regime is not one of government for the people, by the people, through the people.

THE FISHERY COMMISSION.

Advices from Ottawa announce that a Commission is to be appointed by the Dominion Government to investigate the conditions of the salmon industry and to ascertain what regulations or what legislation is needed in the interests of that most important branch of British Columbia trade. If it be true that Mr. Wilmot is to be appointed chairman of the body of gentlemen who are charged with the duties of the Commission, the canners will be scarcely likely to be over and above pleased, since, according to the report made by him as the result of a couple of days' pleasure trip up the Fraser, Mr. Wilmot has already made up his mind on the subject. We do not want any one to come here with his preconceived old foggy notions, and, although a perfect stranger to our conditions, to have the assurance to force upon us a code of laws which, while they would possibly answer elsewhere, are in no way applicable here. We are prepared to give Mr. Samuel Wilmot all credit for his attainments and experience as a fishery-man, but must insist that both he and the department of which he is an officer must deal with our concerns, not by "the rule of thumb," as appears to be so popular, but by the rule of common sense.

It is, of course, satisfactory to know that a Commission is to consider the numerous matters which time and time again have been laid before the Government, and with but such little results; but the fact is that the work should have been begun before this. It is readily conceivable that the sickness and death of Sir John Macdonald, together with the new ministerial arrangements that were consequent on that event, have been productive of considerable delays; but, even taking that into account, Mr. Tupper should have had everything arranged so that the Commissioners might have been on the spot to begin their work with the opening of the season. There are numerous things to consider, there are many people to hear, and there is much ground to cover. The matter will admit of no delay. Concerns of British Columbia seem to be regarded as of trivial importance as compared with those relating to other provinces; but this should be no longer. Let the Government inaugurate a new era by the more considerate attitude it takes towards the more distant and less powerful—from the point of view of votes—provinces. It is to be expected that this time there will be no endeavor on the part of Mr. Wilmot or any one else to act in a half-hearted and merely perfunctory manner. Let whatever is undertaken be done thoroughly.

THE SEALING QUESTION.

Messrs. the Canadian Sealing Commissioners have sailed for the North. What will they do? The public are wondering whether before they started they thoroughly posted themselves on the subject they had in hand, not by mere reading, but by personal communication with the persons whose special interests are involved. No doubt, indeed, as the papers say, they had a talk with some of the sealers, but was there an exhaustive inquiry made by them, and in view of the peculiarity of the

situation and the summary way in which they had been treated did the sealers feel themselves sufficiently free to be communicative? If there were a proper discussion on the matter Messrs. Baden-Powell and Dawson may at the interval between their visits to the dining-table, find time while looking out upon "the waters," or over their festive pipes, to talk over and weigh the facts as they have been made acquainted with them.

It must be confessed, however, that the outlook at present seems a blue one. The case has been carried against the British Columbia sealers before they were heard; the law and the executive machinery of both Great Britain and the United States have been amalgamated at the instance of the wily Mr. Blaine to make a crime of, and to punish it as such, the taking of seal upon what Great Britain still pretends to be "the high seas." Moreover, the Alaska Seal Company will by this time have exhausted the available supply, and it is within the possibilities that, if American stories be true, there will be but few seals to investigate, whether on account of the massacre that will have been made, or because they have been driven from their haunts, so as to substantiate as far as possible the American side of the case.

In any event, we may almost rest assured—giving the British Commissioners all credit for their abilities and their devotion—that in the report which they will be compelled to present there will be quite as much speculation as fact. Might it not, it is asked, have been just as well to let the Americans make their own reports, and take for granted their averments and conclusions? The case of the Victoria sealers appears to be already given away, almost all that remains to do being apparently to calculate the amount of indemnity to be given, and to decide as to its apportionment.

B. C. DEPOSIT AND LOAN CO.

The establishment in Victoria of the B. C. Deposit and Loan Co., under the able management of Mr. J. Keith Wilson, is an event of some importance in the financial world. The entire capital, \$500,000, has been subscribed. This institution is one of great financial strength, to judge from the names of its directors, and in its operation it is designed to supply a much needed want of a thoroughly reliable medium for the loaning and borrowing of money. The objects of the company, as set down in the prospectus, are to invest and lend money on realizable security, to deal in property, to build and otherwise improve land, to undertake agencies, to take money on deposit or for investment and generally to act as financial agents. It is announced that the organization of the Company is the result of the consideration by its promoters of the subject of insurance, which now permeates nearly every class of mercantile business. When considering the subject, it occurred to them that if the principle of insurance in the form of a satisfactory guarantee for the due payment of interest at a rate to be agreed upon and against loss of principal, were to be applied to the ordinary investment of money on securities, a large percentage of

capital now on deposit at low rates of interest in the savings banks and other depositories, and which is locked up, would be withdrawn and become available for loans on securities, and thus be put in circulation.

EDITORIAL NOTES.

As we have more than once pointed out, the hog is not as important a factor in British Columbia economics as he might be. He still considerably exercises the politicians and others of both France and Germany. In the former the pressure for rescinding the decree of prohibition has been so great that the Minister of Agriculture has advocated its withdrawal. No one has, it is true, seriously considered the exclusion of American pork from any other standpoint than that of interference with the French agriculturist. The Council of Hygiene has figured largely in the matter, but the hubbub was merely raised with a view to conciliate the French farmers, of who had suffered from the competition low priced American meat products. In Germany the opposition was ostensibly hygienic, but the fact was that the German farmer could not put his pork in the market on anything like even terms with the American product. The same causes now operating in France are also at work in Germany, and it is probable that the demand for cheaper meat will compel a change of policy in this matter. This being the case pork will be a more powerful agent than ever on this continent, and it would be well for us in this Province more largely to cultivate it.

WHAT a blue look out for the approaching winter have the Canadian sealers—capitalists, hunters and sailors many of the latter of whom have come out this season all the way from the Atlantic seaboard to pursue a legitimate industry, which the authorities of Great Britain and the United States have declared to be illegal! In this case it is unquestionably a case of Might constituting Right.

THE *Sussex*, of the Upton line of steamers, sailed last week for Victoria from Hong Kong.

BRADSTREET'S REPORT.

NEW YORK, July 17.—Among telegrams to *Bradstreet's* from leading trade centres those from Boston and Minneapolis are remarkable for reporting increased activity in several lines. The boot and shoe factories have resumed full time, purchases of leather are freer, wool is rather more active and there is a better request for woollen goods. Wool markets at Philadelphia, Cincinnati and St. Louis show no signs of activity, and woollen goods mills at Philadelphia report no improvement in the condition of the industry elsewhere. The wholesale trade, in general, is fair for the season, without being brisk. An exception may be taken of San Francisco, where a very active export trade with the west coast of South America has sprung up, owing to Chili's inability to supply the usual quantity of wheat and provisions for export.

Hides and lumber continue quiet. As to iron and coal, prices of the latter are being

openly cut and sales of pig iron, excepting the best grades, have been shaded. Sales of Southern warrant iron have been made at very low figures. The output on pig iron increased heavily during June, about 24,000 tons weekly.

Crop reports continue uniformly favorable as to wheat, sugar, rice and cotton. Corn, too, has improved in Iowa. Mercantile collections at Duluth, Minneapolis, St. Paul, Chicago, Milwaukee, Omaha, Lincoln, St. Joseph, Kansas City and St. Louis are notably slow. Owing to the activity of work on the farms, there is a tendency reported at north-western cities to scrutinize credits and to curtail time on which goods are sold.

For the third week in succession the total of weekly exports of the wheat from both coasts of the United States, including flour as wheat, has amounted to about 2,220,000 bushels. In the second week of July, 1890, the total was nearly 2,000,000, and in the like weeks in July, 1887 and 1888, nearly 1,500,000 bushels.

Bank clearings in 58 cities for the week ended July 14 amount to \$1,099,023,781, a decrease from the like week last year of 11.3 per cent. Stock speculation is at a standstill. The customary summer dullness is approached by caution as to the future of the money market, while call money is superabundant at 2 per cent. Time loans for six months command 6 per cent., indicative of apprehension of higher rates when the west calls for money to aid the crop movement commence.

New England textile industries are depressed owing to restricted domestic demand, enlarged production and large stocks. Export demand is good. Print cloths are much depressed; woollen products are dull and accumulating; cotton manufacturers in 1890 and 1891 did not do as well as in the previous three years.

Railway earnings for May show the first monthly decrease reported this year, both gross and net declining about 35 per cent. The net earnings for five months by 113 companies aggregate \$73,369,033, a gain of 3.4 per cent. The gain in gross was only 1.2 per cent.

General trade throughout the Canadian Dominion presents few new features. Dry goods are fairly active in Ontario and groceries in Quebec. At Montreal, ocean freights are active also. Crop reports generally are excellent. The Dominion reports 32 business failures this week against 33 last week and 21 this week last year. The total number from January 1 to date is 1,076 against 926 last year.

FOREIGN COAL SHIPMENTS.

The following are the shipmen's for the week ending July 18th:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
13—	Mogul, ss., Port Townsend.....	15
14—	J. C. Brittain, ss., Whatcom.....	207
14—	Seminole, bk., San Francisco..	2,337
15—	Wanderer, ss., Port Townsend..	70
17—	J. C. Brittain, ss., Whatcom..	208
17—	Rufus B. Wood, bk., San Fran'co.	2,336
18—	Queen, ss., Port Townsend.....	500

Total..... 5,673

Some fine specimens of native silver have been discovered on Rover creek in the Lake country.

MERCANTILE LAW.

INDENTURE.

Indenture, a deed indented between two or more parties, so called because duplicates of every deed *inter partes* were once written on one skin. The skin was cut in half irregularly or with a jagged edge; so when the duplicates were produced in Court they were seen to belong to one another by fitting into one another. By 8 and 9 Vict. C. 100 s. 5, it is provided, that a deed purporting to be an indenture shall have the effect of an indenture though not actually indented.

HYPOTHECATION.

Hypothecation is the act of pledging a thing as security for a debt or demand without parting with the possession. There are few cases, if any, in our law where an hypothecation, in the strict sense of the Roman law, exists. The nearest approaches, perhaps, are the cases of holders of bottomry bonds, and of seamen to whom wages are due in the merchant service, who have a claim against the ship *in rem*. But these are rather cases of liens and privileges than strict hypothecations. There are also cases where mortgages of chattels are held valid, without any actual possession by the mortgagee, but they stand upon very peculiar grounds, and may be deemed exceptions to the general rule.

HEIRLOOMS.

The term "heirlooms" is properly applied to personal chattels, such as charters, deeds and evidences of title, which go to the heir, together with the inheritance. It is often applied in practice to the case where certain chattels—for example, pictures, plate or furniture—are directed by will or settlement to follow the limitations thereby made of some family mansion or estate. But the word is not then employed in its strict and proper sense, nor is the disposition itself beyond a certain point effectual; for the articles will, in such case, belong absolutely to the first person who, under the limitations, would take a vested estate of inheritance in them supposing they had been real estate; and if he died intestate, will pass to his personal representative, and not to his heir.

SALVAGE.

Salvage is an allowance or compensation made to those by whose exertions ships or goods have been saved from the dangers of the seas, fire, pirates or enemies.

This was allowed by the laws of Rhodes, Oleron and Wisby; and it is by all modern maritime states. At common law, the person who saves goods from loss or imminent peril, has a lien upon them, and may retain them till payment of salvage.

If the salvage be performed at sea, or within high or low water mark, the court of Admiralty has jurisdiction, and fixes the sum to be paid, adjusts the proportions and takes care of the property pending the suit; or, if necessary, directs a sale and divides the proceeds between the salvors and the proprietors. In fixing the rate of salvage, the Court has regard, not

only to the labor and peril of the salvors, but also to the situation in which they stand to the property saved, to the promptitude and alacrity manifested by them, and the value of the ship and cargo, and the danger from which they were rescued. In some cases, as much as half of the property saved has been allowed as salvage; in others, only a tenth.

The crew of a ship are not entitled to salvage or any unusual remuneration for extraordinary efforts they have made in saving her; it being their duty as well as interest to contribute their utmost upon such occasions, the whole of their possible service being pledged to the master and owners. Neither are passengers entitled to anything for the ordinary assistance they may have afforded a vessel in distress. But a passenger is not bound to remain on board a ship in danger, if he can leave her; and if he performs any extraordinary service, he is entitled to a proportionable recompense.

WARRANTY.

The general rule of law applicable to all sales of goods is, that the buyer buys at his own risk; *caveat emptor*; unless the vendor gives an express warranty, or unless the law implies a warranty from the nature of the things sold, and the circumstances of the sale; or unless the vendor has been guilty of a fraudulent representation or concealment in regard to the thing sold.

Express Warranty.—Every affirmation made by the vendor at the time of the sale in relation to the goods, amounts to a warranty, provided it be so intended. Where an express warranty is couched in technical terms, it is to be interpreted according to their technical signification, unless they be manifestly used in a different sense, and differently understood by the buyer. A general warranty does not extend to patent defects which are apparent upon due inspection, or to defects which are at the time known to the buyer.

Implied Warranty.—A warranty is implied in five cases: (1) A warranty of time will be presumed when the goods sold are, at the time of the sale, in the possession of the vendor or of a third person, unless the contrary be then expressed; (2) when an examination of goods is, from their nature or situation at the time of the sale, impracticable, a warranty will be implied that they are merchantable; (3) upon an executory contract of sale, where goods are to be manufactured, or to be procured for a particular use or purpose, a warranty will be implied that they are reasonably fit for such purpose or use, as far as goods of such a kind can be; (4) a warranty will be implied against all latent defects in two cases: 1st, when the seller knew that the buyer did not rely on his own judgment, but on that of the seller, who knew at the time, or might have known, the existence of the defects; 2nd, where from the situation of the parties (as in the case of a manufacturer or producer), the seller might have provided against the existence of defects; or where a warranty may be presumed from the very nature of the transaction; (5) where goods are sold by sample, a warranty is implied that the bulk corresponds to the sample in nature and quality.

BUSINESS TENACITY.

The temptation to abandon one vocation for another is greatly increased by the false lights in which you see other people's work and other people's circumstances. Most men prosper to their neighbors, who see only their mode of life, and their expenditures, knowing nothing of their toil or of the economy which they find it necessary to practice in private. So, too, every man's work seems easier and more agreeable than our own, simply because we see it from the outside, knowing nothing of the drudgery incident to it, the difficulty of doing it or the poverty of its results as its doer knows them. Of our own work we tire now and then, and when we do we exaggerate its difficulty and disagreeable things attending it. Its results are much smaller than we had hoped, perhaps, and we naturally assume that they are smaller than those obtained by our neighbor. We draw unjust comparisons between his lot or his work our own, knowing our own perfectly and his imperfectly. Now it is a well ascertained fact that the profits of different handicrafts do not materially vary from one standard, and it is safe to say that there is no great difference between the net results of all the different vocations open to any one man. In other words, every man's money making power is limited by his character, his intellectual capacity, his education and his capital. These enable him to follow any one of certain vocations, and his earnings will be substantially the same whether he adopt one or another of the callings thus open to him. What the result would be if he had a larger capital, or a better education, or greater capacity, and so were fitted for some business which he cannot follow at all as he is, it is not worth while to inquire. Such as he is, he is capable of making a certain amount of money, and he could hardly increase the amount if his business were other than it is. To change, therefore, from one of the businesses open to him to another which cannot pay better, it is useless in any case, and, when the change is from a calling in which the man is an expert to one in which he is a mere tyro, it is mere folly. And yet changes of this kind are made every day by men who seriously hope to better their conditions in this way. Now and then one does benefit himself by such a change, and this fact serves to tempt others all the more strongly. But cases of this kind are rare exceptions to a well-nigh universal rule, and when they occur at all, there is nearly always some factor involved which is not common to all other cases at all. The man has some special fitness for the new undertaking, or was in some way specially unfitted for the old; or he is a man of more than ordinary versatility; or he has entered upon his new calling under peculiarly favorable auspices; or, as is sometimes the case, pure accident has come to his assistance. Whatever the cause of his success may be, it is exceptional, and in no way affects the rule that it is always dangerous and often disastrous to change from one vocation to another.

The Island sash and door company of Milwaukee has assigned; liabilities \$150,000.

NEW FINANCIAL COMPANY.

The British Columbia Deposit and Loan Company (limited) is the title of an institution recently organized for the purpose of doing a general financial business. The company was organized by Mr. R. E. Jackson, of the legal firm of Drake, Jackson & Helmcken, and is incorporated as the British Columbia Investment and Loan Society. The directorate consists of gentlemen prominent in the financial, mercantile and manufacturing world, as in fact do all the stockholders. The soundness of the institution is therefore guaranteed, and it has the further advantage of being comprised exclusively of local men. Whatever profits are made remain in circulation at home. The company has been fortunate in securing the services of Mr. J. Keith Wilson as manager. This gentleman has had experience as a banker for the past twenty-five years, nineteen of which has been spent with the Bank of British Columbia, he having latterly been manager of the branch at Seattle, Wash. Possessing all the advantages of good financial backing and experienced management, the British Columbia Deposit and Loan Company will open its doors for business under the most favorable auspices.

The capital stock is \$500,000, with power to increase, divided into 10,000 shares of \$50 each. The offices are situated in the Turner block, Douglas street. Drake, Jackson & Helmcken are solicitors, and the bank of British Columbia are bankers for the institution. The following are the officers of the company:

DIRECTORS—The Hon. Sir Joseph Trutch, Victoria, K. C. M. G., chairman. E. Crow Baker, Esq., Victoria. C. T. Dupont, Esq., Victoria. Thomas Earle, Esq., (Thos. Earle & Co.,) Victoria, M. P., merchant. Thomas B. Hall (Victoria and Montreal Mount Royal Milling and Manufacturing Company, limited), Victoria, manufacturer. William Wilson, Esq., (W. & J. Wilson), Victoria, merchant. Henry Young, Esq., (Henry Young & Co.,) Victoria, merchant.

OFFICES—Turner Block, Douglas Street, Victoria, B. C.

SOLICITORS—Messrs. Drake, Jackson & Helmcken, Bastion Street, Victoria, B. C.

BANKERS—The Bank of British Columbia, Victoria, B. C.

MANAGER—J. Keith Wilson, Esq.

DETECTING COUNTERFEITS.

The following useful points on the best way to detect an American counterfeit note are from an authority on the subject. Experts don't judge so much by the appearance of the bill as they do by its "feel," that is, by the way it slips through the fingers; but it takes years of experience to acquire the necessary fine touch, and even then it is not always reliable. Every bill is lettered and numbered, and there is a connection between the numbers and letters, which is made in such a way that when you know about it you can tell a genuine bill almost at a glance. What are known as the character letters of a bill are placed on either side of the central figure or vignette, and are A, B, C and D, and after the numbers have nothing to do with the case so far as detecting a counterfeit

goes; but those engraved on the bills in the places mentioned are rightly named character letters, since they serve, in connection with the numbers, to show if the bill is genuine. Now, suppose you have a bill numbered 12922820. The character letter on such a bill should be B. Why? If you take the last figures, which are 20, and divide them by 4, you will have a remainder of 2. Now, B is the second letter of the alphabet, and the remainder, after dividing the last two figures by 4, must in every case be that represented by the numerical position of the first four letters of the alphabet. That is, when one is left over, the character should be A; 2 over should be B; 3 over should be C; and when there is no remainder, the letter should be D. When this rule fails to work on any bill you come across, you can bet as many more as you can raise that the bill is a counterfeit. It's rather strange, but it's still another fact that the counterfeiters have not caught on to this little scheme of Uncle Sam's currency sharps, and they slap in their letters and numbers without any regard to the relation that ought to be between them.—*Boston Journal of Commerce.*

CANADA'S CREDIT ABROAD.

Canada's public debt, says the *Canadian Gazette*, has been created for the most part by the construction of public works of great utility and national importance; and when the time comes she will reap a rich harvest certainly not second to that now enjoyed by communities, whose indebtedness is largely the outcome of aggressive and defensive wars. The figures, such as they are, need cause Canada neither shame nor alarm. The increase in the gross debt since Confederation has been \$193,066,244, and the increase in the debt, that is, after deducting available assets, has been \$161,804,570, though the capital expenditure has been \$184,881,070, the difference being provided out of the revenue. Of this increased debt \$10,000,000 is represented by land taken from the Canadian Pacific Railway Company in part payment of a loan, the balance being paid by the company in hard cash; and for the greater part of the other expenditure Canada has substantial return to show in her increased facilities for transport and settlement. Indeed, Mr. Mulhall tells us that while the debt of the Australian Colonies is 20 per cent. of their national wealth, that of Canada is 6½ per cent. only; and whereas it would take about 6½ years of the revenue of the Australian Colonies to pay off their debt, Canada would have needed only 5½ years at the time of Confederation, and even now would need but little more than six years. In view of these facts, it is not surprising to find Canada occupying a superior position among British Colonies in the money markets of the Mother Land. While all other Colonial securities have gone back considerably, Canada still maintains the position she held in 1868, when she last came to this market for money; and whereas other colonies have to pay their 3½ per cent. interest, Canada has her requirements met at 3 per cent. The increased interest paid by Canada during the past ten years has, in fact, been only 1½d. per

head of the population; and if a like caution animates Canadian enterprise in the future as in the past, there is no reason why this position of pre-eminence should not be maintained.

A VICTIM OF HETEROPHEMY.

A man with a rather vacant look and a hurried air, evidently a dweller in the suburbs, with many small errands on his mind besides his regular business affairs, rushed into a dry goods store the other day and said to the clerk, "I want a small door plate."

"Don't keep them," replied the clerk.

"Don't keep door plates?"

"No, sir."

"This is a dry goods store, isn't it?"

"Yes, sir."

"And you have a carpet department, eh?"

"Yes, sir."

"And sell rugs and that sort of thing?"

"Yes, sir."

"And yet you don't keep door plates?"

"No, sir."

"Well, my advice to you and your employers, young man," said the suburban dweller, as he walked out in disgust, "is to lay in some sort of a complete stock, or retire from business."

Then he dashed into a carpet store and asked for a door plate.

"You will find them at the hardware store," said the clerk. "We don't keep them."

"I never saw them at hardware stores in all my life," said the puzzled shopper.

"Can't help that, sir," replied the clerk.

So he tried a hardware store in this way, "You don't keep door plates here, do you?"

"Certainly we do," said the clerk.

"What size do you want? Brass or silver?" And he took down a box of them and handed out one of each kind for inspection.

"What sort of a door mat is that, sir?" thundered the annoyed customer. "Why don't you pay a little more attention to your business?"

"You said door plate," said the clerk.

"Did I? Did I say door plate? Are you sure?"

"Certainly, that's what you said."

"Say, young man, have you got a fool killer about the store? Because if you have, I can give him a job. Here I've been blundering all the morning into dry goods and carpet stores asking for a door plate, when I wanted a door mat all the time. I'll go out and hire somebody to kick me!"

The Bank of Spain has negotiated a loan of \$10,000,000 with the Banque de Paris and the Rothschilds. It gives treasury bonds as a guarantee for the repayment of the money.

Hon. Mr. Abbott told a railway deputation the other day that owing to the remission of the sugar duties, it was not the intention of the government to grant any railway subsidies this year.

That the Parisians consume an immense amount of bread was shown by the bakers' strike. The total daily consumption of the 2,200,000 inhabitants of the French capital is estimated at more than 2,000,000 pounds.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark Wanlock.	745.	Cooper.	Victoria.	Sept 17.	London.	11,000		Feb 27.
Br ship Titania.	879.	Norman.	Westminster.	Nov 18a.	London.	34,647		Mar. 24.
Br bark Mennock.	787.	Robertson.	Victoria.	Dec 18.	Liverpool.	30,882		May 17.
Br bark Brodick Bay.	753.	Wakelham.	Victoria.	Dec 22.	London.	32,000		May 7.
Br ship Melville Island.	1429.	Ritchie.	Tacoma.	Jan 19b.	London.	42,138		June 17.
Am ship Henry Villard.	1553.	Perkins.	Victoria.	Feb 3.	London.	65,318		June 17.
Br bark Irvine.	655.	Jones.	Victoria.	April 20.	Liverpool.	28,311		

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

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.	900,300	\$ 0,000	50s	April 2.
Chil Bark India.	953.	Funke.	Moodyville.	Feb 1.	Valparaiso.	751,306	8,348	65s	
Br bark Ninevah.	1174.	Broadfoot.	Vancouver.	Feb 28.	Sydney.	855,352a	0,335	own'rs ac	April 24.
Br bark Formosa.	915.	Kain.	Vancouver.	Mar 24.	Arica.	744,000b	0,000	55s	
Am bkt Catherine Sudden.	368.	Thompson.	Moodyville.	Mar 31.	Tientsin.	427,539c	5,177	77s 6d	June 19.
Br ship Forest King.	1002.	Morris.	Vancouver.	June 5.	Callao.	1,224,846d	14,224	47s 6d	
Am ship Geo F' Manson.	1353.	Crack.	Moodyville.	May 14.	Sydney.	808,154e	9,752	55s	
Am ship Exporter.	1312.	Kezer.	Vancouver.	June 7.	Melbourne w.	899,132g	8,802	65s	
Am sch Olga.	478.	Atwood.	Moodyville.	May 22.	Shanghai.	534,133	5,000	65s	
Br ss Eton.	1740.	Newcomb.	Moodyville.	May 15.	Port Pirie j.	1,765,714	15,891	Private	
Am bark Spartan.	749.	Anderson.	Vancouver.	June 14.	Melbourne w.	502,000h	3,270	60s	
Am sch Golden Shore.	904.	Henderson.	Moodyville.	June 3.	Sydney.	709,658f	8,003	55s	
Swed bark Svea.	603.	Afzelius.	Vancouver.	July 5.	Callao.	438,913 i	4,709	47s 6d	
Am Ship Great Admiral.	1497.	Rowell.	Vancouver.	July 18.	Melbourne.	919,580 k	8,710	63s 9d	
Br bark Ordovic.	825.	Austin.	Vancouver.		Callao f. o.			47s 6d	
Br ship Duke of Abercorn.	1050.	McDougall.	Vancouver.		Adelaide.			65s	
Chil bark Luisa Marta.	715.	Meyer.	Westminster.	July 18.	Sydney.	554,780 l		52s 6d	
Am bark Hesper.	664.	Sodergren.	Moodyville.	July 4.	Shanghai.	680,000 m		62s 6d	
Chil bark Leonor.	801.	Harken.	Westminster.		Melbourne.			60s	
Nor bark Borghild.	757.	Haugeland.	Vancouver.		Melbourne.			65s	
Ger bark Cassandra.	711.	Stehr.	Vancouver.		Iquiqui.			47s 6d	
Chil ship Hindostan.	1543.	Welsh.	Moodyville.		Valparaiso.			own'rs ac	
Chil bark Antonietta.	945.	Stack.	Moodyville.		Valparaiso.			own'rs ac	
Br ship Leading Wind.	1280.	S. B. Savory.	Moodyville.		Melbourne.			60s	
Br bark H. B. Cann.	1209.	Footo.	Moodyville.		Sydney.			50s	
Chilian bark India.	953.	Funke.	Moodyville.		Valparaiso.				

a—Also 300,900 laths. b—Composed of 45,000 ft telegraph poles, 440,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c—Composed of 37,871 ft. rough lumber, 30,068 ft. dressed lumber, and 587 bundles of laths. d—composed of 1,144,286 feet rough, 80,500 feet T. & G. flooring, 21,000 ft box shooks (5,000 boxes). e—Composed of 23,355 feet dressed and 344,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. f—Also 2,875 bds laths. g—Also 1,078 bds pickets and 1,406 bds laths. h—Also 1,715 bds laths. i—47,050 feet is on deck. j—arrived Newcastle June 17. k—of which 78,015 feet is on deck; also 11,925 ft pickets and 2,094 bundles laths. l—Also 3,116 bds laths. m—Also 68,000 feet T & G flooring.

SHIPPING INTELLIGENCE.

The Duke of Argyle will sail early in the week for Tacoma to load flour for U. K.

Chilian bark Leonor, for Melbourne, has completed her cargo at the McLaren Ross Mills.

The Chilian bark Antonietta has nearly completed her cargo at the Moodyville Mills for Valparaiso.

Chilian bark India, 953 tons, Capt. Funke, arrived at Moodyville July 15th to load a return cargo to Valparaiso.

The bark Robert S. Besnard sails from Vancouver this week to San Francisco, to go into dry dock and be re-coppered.

Three vessels were beached last week on the north shore of Burrard Inlet, opposite Vancouver, to have their hulls scraped and painted.

Chilian bark Luisa Marta has completed her cargo at the McLaren Ross Mills. It consists of 554,780 feet rough lumber and 3,116 bundles of laths; bound for Sydney.

The British bark Ordovic was to finish loading at the Hastings Mill last Saturday. She is bound for Callao.

The American bark Colorado, 1,030 tons, Capt. Gibson, has sailed from Boston to New York where she is now loading for San Francisco.

The British bark Lanarkshire, 704 tons, Capt. Melville, from Newport, England, Feb. 3, arrived at Vancouver, July 18, 164 days out. Her cargo consists of steel rail for the New Westminster-Vancouver Tramway.

The steamer Kildonan made her trial trip last week. The vessel was built by Mr. Stephens for Messrs. Sinclair & Gamble. The engine and boiler were furnished by the John Doty Engine Co., of Toronto. They were tested under full speed for two hours which proved very satisfactory. A steam pressure of 120 pounds was maintained easily; the engine making 160 revolutions with a vacuum of 25 inches. It is highly finished and complete in every detail and well worthy of inspection by anyone needing similar machinery.

FREIGHTS.

The nominal rates for lumber charters are quoted as follows: From Burrard Inlet or Puget Sound to Sydney, 50s; Melbourne, Adelaide or Port Pirie, 60s to 62s 6d; Shanghai, 62s 6d; West Coast of South America, 50s. to 55s. For coal freights, present quotations are: Nansaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75. Grain freights are quoted from Puget Sound to U. K., 42s. 6d, to 45s; from Portland, 50s., and from San Francisco 40s. to 42s. 6d.

British ship Duke of Abercorn, for Adelaide, will complete her cargo early this week.

The American schooner Carrier Dove, 672 tons, reported as chartered to load at the McLaren Ross mills, has been cancelled by the owners who refuse Fraser River loading. Since the grounding of the Duke of Argyle, an impression has got abroad that the channel is not well known.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br ship Serica	913.	Smith	Cardiff	Feb 8a	Esquimalt	Naval Storekeeper
Br bark Wanlock	745.	Cooper	London	May 12h	Victoria	Turner, Beeton & Co.
Br ss Grandholm	871.	Masson	Liverpool	May 21.	Vancouver	Union Steamship Company
Br bark Lebu	729.	Worrall	London	pr 20	Victoria	R. P. Rithet & Co. (L'd)
Br bark City of Carlisle	823.	Kendall	London	June 13.	Victoria	R. P. Rithet & Co. (L'd)
Br ship Morayshire	1428.	Swinton	Greenock	Mar 8 o	Westminster	
Br ship Blair Athole	1097.	Taylor	Cardiff	Mar 13k	Esquimalt	Naval Storekeeper
Br ship Queen Victoria	1605.	Holmes	Bristol	Apr 18e	Esquimalt	Naval Storekeeper
Ger ship Elise	1348.	Rowehl	Newcastle	April 29 s	Vancouver	Hastings Saw Mill
Br bark Noddleburn	1053.	Hall	Glasgow	May 18t	Westminster	D. McGillivray
Br ship Rothesay Bay	750.	L. Veysey	Glasgow	April 30i	Westminster	
Br ship Titania	879.	T. W. Selby	London	June 30f	B. C. Ports	H. B. Co and Bell-Irving & Paterson
Br bark Callao	978.	James	Honolulu		Victoria	R. P. Rithet & Co.
Br ss Empress of China	3003.	A. Tillett	Liverpool	July 15.	Vancouver	Canadian Pacific Railway Co.
Nor bark Lotus	718.	Christensen	Callao	n.	Moodyville	Moodyville Sawmill Co.
Ger bark Katinka	816.	Kohler	Rio Janeiro		Moodyville	Moodyville Sawmill Co.
Nor bark Saga	1431.	Oftedahl	Rio Janeiro	May 9.	Moodyville	Moodyville Sawmill Co.
Nor bark Flora	760.	Anderson	Newcastle	May 13c	Vancouver	Hastings Saw Mill
Am ship J. B. Walker	2100.	Wallace	Yokohama	June 13b	Vancouver	Canadian Pacific Railway Co.
Br bark Lizzie Bell	1030.	Edwards	Liverpool	y.	Victoria	R. P. Rithet & Co. (L'd)
British bark Glenbervie	800.	Groundwater	London	June 23.	Victoria	R. P. Rithet & Co. (L'd)
Br bark Hawthornbank	1309.		Java	July	Vancouver	British Columbia Sugar Refinery
Am bark Colorado	1036.	Gibson	New York		Chemainus	Victoria Lumber and Manufacturing Co.
Br bark Argyleshire	708.	LePage	Glasgow		Victoria	
Peruvian bark Pisagua			Pisagua	April 1.	Moodyville	Moodyville Saw Mill Company
Br ss Empress of India	3003.	Marshall	Hong Kong	June 30.	Vancouver	Canadian Pacific Railway Co.
Nic bark Don Adolfo	633.	Collie	Callao	June 20.	Royal Roads	
Br ss Sussex	1020.	Holt	Hong Kong		Victoria	F. C. Davidge & Co.

a—Spoken March 11, lat. 9 N lon. 27 W, March 20, lat. 17 S, lon 31 W; chartered for salmon. h—passed Dover May 13; passed Portland May 15; spoken May 17, lat. 47 N., long. 7 W.; will be loaded at Victoria by Turner, Beeton & Co. for U. K. j—Chartered to load salmon for U. K. k—Spoken April 9 lat. 2 N, long 24 W. b—Spoken May 23, lat. 49 N, long 10 W. o—Sailed Falmouth March 23 with water works supplies; spoken April 8, lat. 27 N., lon. 20 W., April 25, lat. 8 S., lon. 31 W. s—On the way to San Diego, thencein ballast to load lumber for Melbourne. t—Supplies for Westminster water works, spoken May 23, lat. 49 N., lon. 10 W. spoken May 29, lat. 33 N., long. 15 W. w—to arrive in September, chartered for salmon. e—Spoken April 21st, lat. 47 N., lon. 14 W., spoken April 25th, lat. 38 N., lon. 12 W., May 13th, lat. 41 N., long. 27 W. f—Chartered by Bell-Irving & Paterson to load salmon at Fraser River. n—Chartered to load for Melbourne. c—Via Santa Barbara to load for Melbourne, A or P P rate 62s 6d, May 18th put into Sydney leaky, she will be surveyed. y—August loading. h—Cargo 2,500 tons of tea. l—to load a return cargo on owner's account. i—Chartered for salmon to U. K., direct port, 43s 6d.

PROVINCIAL TRADE NOTES.

The people of Nelson are anxious for incorporation.

W. E. Losee is going to start a shingle mill in Victoria this fall.

Nelson real estate is running high, ranging up to \$65 per foot. Fifty feet were recently sold for \$3,000.

The mining outlook, around Nelson, is now very bright and the forces of men on the mines are being increased.

A contract was entered into last week for the erection of a saw mill at Mission City. The capacity will be 50,000 feet per day.

The Columbia River Milling Co., of Beaver, are putting a new gang saw into their mill. It has a 40-inch gate, and was manufactured by the B. C. Iron Works, Vancouver.

Chipman, Morgan & Co., Vancouver, have been appointed export agents for the Dominion Cartridge Co. (limited), Montreal. The company carry a stock in Vancouver.

G. A. Bigelow & Co., Nelson, have made application for a bonded warehouse for spirits at that point.

The B. C. Iron Works are adding two important pieces of machinery to their plant, one being a 1,000-lb steam hammer, and the other being a 6 ft. square planer with a 20 ft. bed.

The Inland Revenue department has granted the following bonded warehouse licenses: Spinger, Melton & Co., Vancouver, spirits; the firm are going to handle Walker's whiskey for the mainland. Draper & Leithead, Vancouver, tobaccos.

After a run of 60 hours, in which 16 tons of ore were crushed, a cleanup was made at the Whitewater mill on Rover Creek. The cleanup indicates that the mill will turn out gold bullion to value of \$5,000 a month, to say nothing of the gold in the concentrates. This sum will more than pay all expenses incident to developing the mine so that a 20-stamp mill and other machinery can be placed on the property. There is enough ore in sight to run the Huntington mill now on the ground two years or longer.

John Craig, Vancouver, has purchased the business of the late W. J. Taylor, funeral director.

The monthly pay sheet of the New Vancouver Coal Company for June amounted to \$116,808, being the largest ever reached on Vancouver Island.

The Anglo-British Columbia Packing Co. have the honor of making the first shipment of this year's salmon. The consignment consisted of 500 cases from one of their Skeena canneries, which was shipped east on July 13th. The Bon-Accord cannery made the second shipment, consisting of 500 cases, to Ottawa.

The B. C. Refinery made its largest shipments on July 13th, the day that the price of sugar was reduced in accordance with the recent lowering of the tariff. The shipments that day consisted of 3,850 barrels, 1/2-barrels and kegs, making about 26 carloads. Of this, three cars went to Nanaimo, two to Westminster, fourteen to Victoria and six to Vancouver merchants. Within the past two weeks the refinery has also shipped 15 carloads to Winnipeg and other points east of the mountains.

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Electrician and dealer in all
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Close to New Opera House, VANCOUVER,

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Propr.

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The Original and only One Price

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Also Importer and Dealer in Foreign and Domes-
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Rough and Dressed Lumber,

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Prices on application.

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NOTICE.

The Committee of Lloyd's beg to call the at-
tention of merchants to the fact that, in all
cases when they may have to make claims for
loss or average on their Policies, it would very
much facilitate a settlement by their Under-
writers if they would instruct their consignees,
in the absence of special provision in the Policy,
to call in Lloyd's Agent at the port of arrival,
with a view to his conducting the necessary
surveys and assessing the damage sustained.

It is believed that a clause, insisting on the
employment of surveyors appointed by Under-
writers, has been inserted in the policies of most
American and Continental Marine Insurance
Companies. While English Underwriters do
not make this measure compulsory, consignees
should be aware that claims will probably be
settled in this country with greater readiness
if they are properly supported by the certifi-
cates of a Lloyd's Agent.
Lloyd's, London, February, 1891.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13.
To take effect at 8.00 a.m. on Saturday,
May 9th, 1890. Trains run on Pacific Standard Time.

STATIONS	GOING SOUTH READ UP		GOING NORTH READ DOWN	
	No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	No. 2 Passenger Daily	No. 4 Passenger Saturdays Mondays
VICTORIA	Ar 12.24	Ar 6.58	De 8.00 A.M.	De 3.30 P.M.
RUSSELL'S VIC. W.	" 12.20	" 6.54	" 8.04	" 3.34
ESQUIMALT	" 12.10 P.M.	" 6.44	" 8.14	" 3.44
GOLDSTREAM	" 11.45	" 6.19	" 8.33	" 4.00
SHAWNIGAN L.E.	" 10.40	" 5.24	" 8.34	" 5.04
COBBLE HILL	" 10.27	" 5.14	" 8.44	" 5.14
MCPHERSON'S	" 10.17	" 4.49	" 8.57	" 5.29
DUNCAN'S	" 10.12	" 4.44	" 10.07	" 5.30
SOMENOS	" 10.02	" 4.34	" 10.12	" 5.41
CHEMAINUS	" 9.36	" 4.12	" 10.23	" 5.54
NANAIMO	De 8.25	" 3.14	" 10.48	" 6.10
WELLINGTON	De 8.10 A.M.	De 2.50 P.M.	Ar 11.50	" 7.14
			De 11.50	" 7.29
			Ar 12.14 P.M.	

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. CUTCHE

Leaves the Company's Wharf at Noon and the C. P. R. Wharf at 2.30 p. m., daily except Saturdays. Returning from Nanaimo daily at 7 a. m., except Sundays.

Passengers and cargo booked to and from Vancouver and all stations on the Esquimalt and Nanaimo Railway, Comox and all points on Vancouver Island.

All kinds of Passenger Excursion, Towing 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 14:30 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 Chilliwack 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 inducements 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.

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.

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VICTORIA

Lumber & Manufacturing
Company.

PROPRIETORS OF THE

CHEMAINUS
SAW MILL.

E. J. PALMER, Manager.

x + x + x + x + x + x + x + x + x + x

Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON.
Victoria Route.

8:00 a. m. Lv Tacoma Ar. 5:15 a. m.
10:15 a. m. " Seattle Lv. 3:30 a. m.
1:30 p. m. " Pt Townsend " 12:00 p. m.
4:30 p. m. Ar Victoria " 8:30 p. m.

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

6:00 p. m. Lv Tacoma Ar. 4:30 p. m.
9:00 p. m. " Seattle Lv. 2:30 p. m.
12:15 a. m. " Pt Townsend " 11:30 a. m.
2:45 a. m. " Anacortes " 9:00 a. m.
6:45 a. m. " Fairhaven " 7:30 a. m.
6:15 a. m. " Schome " 6:30 a. m.
4:30 a. m. Ar Whatcom " 6:00 a. m.

Snohomish River Route.

7:00 a. m. Lv Seattle Ar. 2:00 p. m.
8:45 a. m. " Edmonds Lv. 12:30 p. m.
10:30 a. m. " Muckletco " 10:45 p. m.
12:00 m. " Marysville " 9:30 a. m.
2:00 p. m. " Lowell " 8:00 a. m.
3:00 p. m. Ar Snohomish " 7:00 a. m.

STEAMER EDITH.

Pt Townsend Mail Route.

11:00 p. m. Lv Seattle Ar. 5:00 p. m.
Kingston Lv.
12:30 a. m. Lv Pt Madison " 4:10 p. m.
3:00 a. m. " Pt Gamble " 1:00 p. m.
4:00 a. m. " Pt Ludlow " 12:00 m.
6:00 a. m. Ar Pt Townsend " 10:00 a. m.

For further information apply to
C. G. CHANDLER,
G. F. & P. A., Tacoma, Wash.
E. E. BLACKWOOD, Agt., 82 Gov't Street.

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

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VANCOUVER, B. C.