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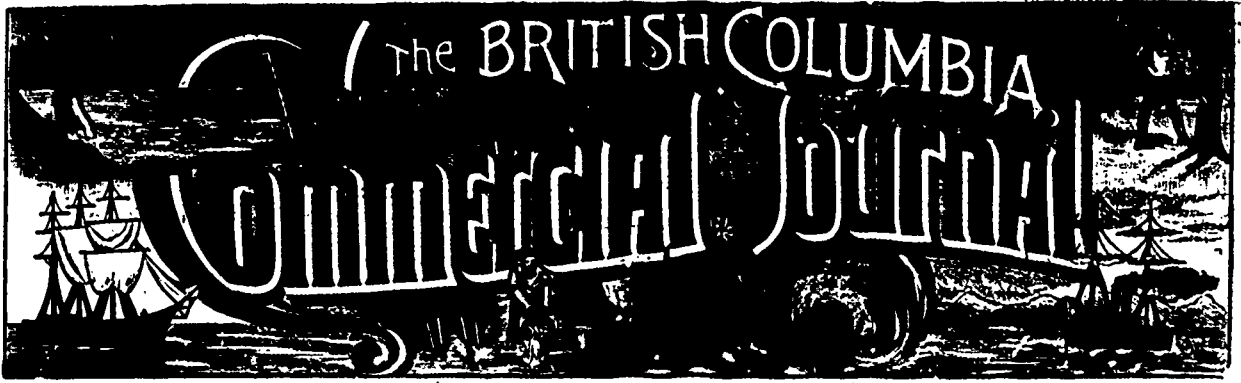
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Calgary, N.W.T. Moncton, N.B. St. John, N.B.
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Cornwall, O ster, B.C. Vancouver, B.C.
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- Delta Canning Co's Maple Leaf Brand.
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- Wannuck Packing Co's Rivers Inlet Clipper Brand.
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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 307. Cable: Soule.

Vancouver.

British Columbia

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, May 3.
VICTORIA.

An active demand is reported for money for all trade purposes. The rates of sterling exchange are high.

As is usual toward the end of the month, business quiets down, and last week was no exception to the rule.

Building operations are progressing favorably, and the ready money put in local circulation will brighten up things in all lines, but especially among the smaller traders.

The present fine weather will give a stimulus to the local dry goods trade, which has been reported rather quiet for some time, and a moderately busy time is looked for by the trade during the remainder of the season.

The steamship Danube arrived on April 26th and brought down the winter's catch of furs and skins, which are valued at \$10,000, and were consigned to R. P. Rithet & Co. (Id.), the Hudson's Bay Company, and R. Cunningham. The current price of sealskins may be quoted at \$12, which price is being paid by foreign buyers.

GROCERIES AND PROVISIONS.

The following are the receipts of California butter by SS. Umatilla, on April 27, from San Francisco. For Victoria: 45 cs, 20 tubs, and 20 kits, amounting to 7,370 lbs. For Vancouver: 18 cs, 15 half cs, 100 tubs, 10 firkins, amounting to 7,320 lbs. Total, 14,690 lbs. The receipts by City of Puebla, May 1, for Victoria, were: 45 cs, amounting to 5,430 lbs. For Vancouver: 23 cs, 10 half cs and 65 tubs, amounting to 6,100 lbs. Total, 11,530.

The *Commercial News* says: Fresh roll butter still continues in very heavy supply; in fact, dealers say that they cannot recollect corresponding weeks in years past when receipts were so large as during the past few weeks. The market is overstocked, and although there is a good demand, as there always is when prices are low, receipts are so large that stocks are accumulating, and dealers are shading prices below quotations, in many instances, to effect sales; in fact, no reasonable offer is refused.

Quotations are: California fancy roll 25c per lb.; Eastern creamery, 28½c per lb. for large and 29½c for small; Manitoba creamery, 30c; dairy, 18c; Eastern Townships, first quality, 26c. Cheese is quoted at 11c.

Sugar quotations by jobbers are as follows: Granulated, 5½c; extra C, 5½c; yellow, 4½c; golden C, 4½c.

Quotations are: Hams, 14c per lb.; breakfast bacon, 14c; backs, 13c; short roll, 11½c; long clear, 11c; pure kettle lard, 50 lbs, 13c; pure steam do., 12c; lard compound, 10½@11½c; lard tins, 12½@13½c.

P. D. Armour says: "I feel certain that July and August prices of meats and lards will be higher. It is not possible to make any prediction on pork, as nobody wants to eat it. The trade is big; the stocks just about half what they were last year. Speculators, however, are almost to a man sellers; that makes a bear market. With ribs at 5½c, however, a man can

afford to lay them away as he would cord wood, comfortable in the assurance that they will make him a profit some day."

Falconer's Victoria Vinegar Works' goods are now carried by the leading wholesale grocers, comprising pure malt vinegar, tomato catsup, Worcestershire sauce, mushroom catsup, apple and quince cider, lemon and vanilla extracts and fruit syrups—of home manufacture.

FLOUR AND FEED.

The Brackman-Ker Milling Company has imported 1,200 bales of hay from Washington, and it is meeting with good demand at \$18 to \$20 per ton. The flour market remains steady with no change to note since last week. A carload of National Mills' rolled oats was shipped, last week, to a firm in Vancouver, where these goods command the best trade.

The Columbia Flouring Mills quote: For Enderby flour in carload lots, Premier, \$5.50; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$1.00. Quotations to the trade are:

Delta, Victoria mills.....	\$5 50 @ 0 00
Lion, " ".....	5 50 @ 0 00
Premier, Enderby mills.....	5 35 @ 0 00
XXX., " ".....	5 35 @ 0 00
XX., " ".....	5 25 @ 5 50
Superfine, " ".....	4 25 @ 1 50
Ogilvie's Hungarian.....	6 00 @ 0 00
" Strong Bakers.....	5 00 @ 0 00
H. B. C. Fort Garry Hungarian.....	6 00 @ 0 00
Benton County, Oregon.....	6 00 @ 0 00
Snowflake.....	6 00 @ 0 00
Portland Roller.....	5 75 @ 0 00
Royal.....	5 50 @ 0 00
Wheat, per ton.....	35 00 @ 4000
Oats.....	5 00 @ 00 00
Oil cake meal.....	35 00 @ 00 00
Chop feed.....	30 00 @ 00 00
Shorts.....	28 00 @ 30 00
Bran.....	26 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	30 0 @ 0 00
California oatmeal.....	4 35 @ 0 00
California rolled oats.....	3 90 @ 4 00
Cornmeal.....	2 75 @ 3 00
Cracked corn.....	45 00 @ 50 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 25 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$77 50
China rice ".....	70 00
Rice flour ".....	70 00
Chit rice ".....	25 00
Rice Meal ".....	17 50

FRUITS AND VEGETABLES.

The following are the receipts of fruits and vegetables from San Francisco by steamship Umatilla, on Wednesday, April 27th:—For Victoria—182 cs oranges, 11 cs lemons, 39 crts bananas, 2 cs limes, 4 bxs pines, 20 drawers strawberries, 23 crts cabbage, 21 cs asparagus, 8 cs peas, 44 scks potatoes, 2 cs beans, 5 cs horse radish, 1 cs peppers, 5 cs vegetables; total; 372 cs. For Vancouver—90 cs oranges, 5 cs lemons, 5 crts bananas, 4 bxs pines, 6 bxs rhubarb, 10 crts cabbage, 4 scks potatoes, 3 cs beans, 2 cs celery, 1 cs peas, 1 cs cucumbers; total, 131 cs. Grand total, 503 cs.

The receipts for Victoria by the City of Puebla, May 1, comprised 171 cs oranges, 1 cs pineapples, 15 cs containing 45 drawers strawberries, 4 bxs cherries, 16 cs lemons, 20 crts bananas, 16 cs asparagus, 60 crts

cabbage, 123 scks potatoes, 9 cs peas, 2 cs beans, 3 cs vegetables; total, 440 cs. For Vancouver—13 cs oranges, 9 cs lemons, 5 crts bananas, 15 crts cabbage, 4 cs celery, 5 cs beans, 1 cs peas, 4 cs grass, 14 scks potatoes, 1 bx horse radish; total, 71 cs—Grand total, 511 cs. There was also a consignment of 300 boxes of Sicily lemons, which were a direct importation from New York, and are quoted at \$5.75.

The first shipment for local jobbers of strawberries and cherries were received by the City of Puebla—strawberries quoted at \$1.10 a drawer and cherries at \$2 a box. New potatoes are quoted at 2c a lb, and are coming in freely from San Francisco. A carload of potatoes brought in from the Sound by the Brackman-Ker Milling Co. sold at \$18@20 per ton and found a ready market. Regular importations are being made from the Sound to supply local demands. The quotations are: Oranges—Riverside seedlings, \$3 to \$3.50; navels, \$4.50 to \$5.50; Los Angeles, \$2.75; California lemons, \$3.50 to \$4.75; Sicily lemons, \$5.75; bananas, \$3.50 to \$4.50; cabbage, 2c per lb.; asparagus, \$2.75 per box Oregon yellow danver, 1½c per lb; apples, \$1.75 to \$2 per box; potatoes, \$15 to \$18 per ton; rhubarb, 5c; cranberries, \$3.75@4 per box; new potatoes, 2c per lb; strawberries \$1.10 a drawer; cherries, \$2 a box.

LUMBER.

There was one clearance during the past week. The British bark Riversdale, 1,453 tons, Capt. Finlayson, sailed April 25 for Sydney, with a cargo from the Hastings mills. The Norwegian bark Ursus Minor, 605 tons, arrived from San Diego and loads at the Brunette mills, New Westminster, for Sydney, and the British ship Earl Granville, 1,140 tons, arrived from San Francisco and loads at Cowichan for the U. K. There are seven vessels loading lumber at B. C. ports for foreign, and three vessels are on the way under charter for lumber. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber 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.

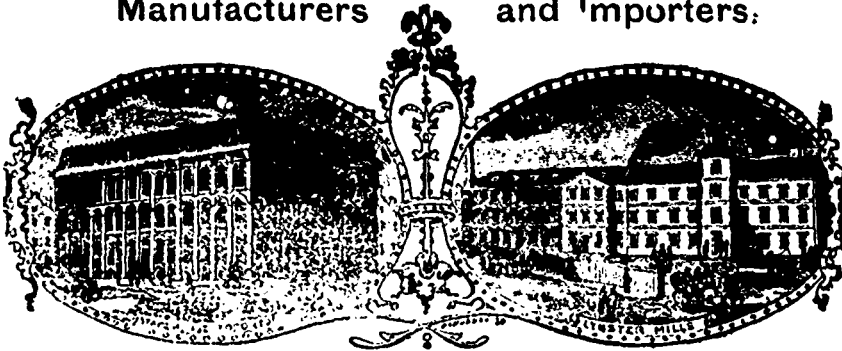
Walker, Pemberton & Dumbleton, bar-risters, Victoria, have dissolved. Dumbleton & Pemberton will carry on business at the old premises, and F. G. Walker at 51 Langley street.

The following is the analysis of a sample of building stone taken from Haddington Island, above Seymour Narrows:—Specific gravity, 3.15, water being taken as 1. Glass has a specific gravity of 3.2, so it will be seen that both are nearly the same weight bulk for bulk. The moisture in the sample was 5 per cent. Matter insoluble in boiling acids, 97.80 per cent. This consists principally of Silica with a very small quantity of alumina. Sodium Salts and traces of organic matter, 1.635 per cent., Iron Oxide, .005 per cent.; this equals as iron .050 per cent. The analysis was made by H. Carmichael. Gang saws have been ordered from a Vermont maker, and the quarries will be fully developed by the owners,

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

BUSINESS CHANGES.

Geo. Shaw, blacksmith, has opened at North Arm.

E. Fader has started in the fish business in Vancouver.

The Richmond Hotel, Steveston, will change hands shortly.

D. Coverly, grocer, Vancouver, destroyed by fire; loss about \$1,200.

A. C. McAlpine, hotel, Victoria, has sold out to George Walker.

Stanley Bros., photographers, Vancouver, have removed to Nelson.

Crawford & McDonald, builders and contractors, Steveston, have dissolved.

E. S. Scoullar & Co., hardware, etc., Vancouver, are disposing of their business.

Leigh & Sons, saw mill, on Rock Bay, Victoria, was damaged by fire to the extent of \$200.

Alfred B. Dixon, saw mill, Mission City, has assigned to Hugh Youdall, of New Westminster.

Geo. Hayes, late of Hayes & McIntosh, will shortly open in the butcher business in Vancouver.

R. B. Kelly, hotel, Westminster, Junction, damaged by fire, April 26; loss \$3,000, covered by insurance.

The Buse Milling Co. have taken over the saw mill at Hastings Station, Burrard Inlet, from Ernest Buse.

A joint stock company, with a capital of \$50,000, is being organized in New Westminster, to start a flour mill there.

T. Haughton & Co., dry goods, Victoria, are said to be clearing off their stock with the object of retiring from business.

J. Lawrence Kirk, the junior partner of the firm of Turner, Beeton & Co., arrived from London, Eng., Sunday evening.

W. R. Megaw, general merchant, Vernon, has sold out his entire stock of millinery and fancy goods to Mrs. Drummond.

Henry M. Coursier, manager for R. E. Lemon, general merchant, at Revelstoke, proposes buying out the business and running it on his own account.

Heisterman & Co., real estate, financial and insurance agents, Victoria, have been appointed agents for the Canada perma-

nent Loan and Savings Company of Toronto, for Vancouver Island.

Jas. D. Hall and Skene Lowe, photographers, carrying on business in Victoria as Hall & Lowe, and in Vancouver as the Vancouver Photo Co., have dissolved, and will hereafter carry on business under the old styles on their own separate accounts.

PROVINCIAL TRADE NOTES.

Mr. Frank Magor, the Canadian representative of Keen, Robertson & Co., manufacturer of Keen's mustard, was in the city on Monday on his way to Montreal from Southern California, where he has been visiting for his health.

A company has been formed to prospect the North Thompson coal find, consisting of J. D. Robson, Alex. McLean, J. B. Latremouille, Wm. H. Warren, Henry Bowe, J. F. Saucier and John F. Smith. The company have three locations of 640 acres each, and are now working on two seams which have about a 25 degree pitch. The upper seam is 4 feet 8 inches thick, with two small seams of soap stone running through it.

The Western Investment, Savings and Trust Company, limited liability, has been incorporated under the "Companies' Act, 1890." The company will have a capital stock of \$1,000,000, in shares of \$100, and proposes carrying on a general investment, mortgage and financial business with headquarters at Vancouver. The provisional trustees are: John T. Carroll, Edward E. Rand, John G. Woods, John W. Weart, of Vancouver, and G. L. Milne, of Victoria.

FOREIGN COAL SHIPMENTS.

The following are the foreign coal shipments for the month of April:

New V. C. Co.	19,023
Wellington	13,157
Union	10,590
East Wellington	986
Total	43,676

The report that the Lizzie Bell is chartered to carry back a cargo of British Columbia salmon, lacks official confirmation.

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ANDREW HASLAM, PROPRIETOR.

NANAIMO, B. C.

INLAND REVENUE AND CUSTOMS.

The customs collections at the port of Victoria for the month of April were as follows:

Duties	\$83,173 65
Chinese revenue	13,979 50
Other revenue	461 74
Total	\$97,614 89
Imports, dutiable	230,227 00
Imports, free	120,337 00
Total	\$350,564 00
Exports, the produce of Canada	75,161 00
Exports, not the produce of Canada	12,823 00
Total	\$87,984 00

INLAND REVENUE.

Spirits	\$ 5,008 06
Malt	3,325 80
Tobacco	3,301 25
Cigars	1,006 20
Petroleum inspection	100 50
Total	\$12,812 21

The custom returns for the Port of Vancouver for the month of April show:

Duties	\$26,509 51
Other revenue	7,368 48
Total	\$33,878 11

BANK STOCK OWNERS IN B. C.

The *Inland Sentinel* has gone to the trouble of securing the names and residences of all the British Columbia shareholders of the chartered banks of Canada with the following result:

Bank of British Columbia—William Fisher, Esquimalt, 72 shares; Peter O'Reilly, Victoria, 116 shares; Thomas H. Patterson, British Columbia, 12 shares; Dr. I. W. Powell, Victoria, 80 shares; Robert Ward, Victoria, 80 shares.

Canadian Bank of Commerce—Roderick Finlayson, Victoria, 25 shares; Paulus Irving and Guy Irving, Victoria and New York, 560 shares; John H. Thompson and William E. Thompson, in trust for Lillian A. Moore, Toronto and Vancouver, 64 shares; Phillip N. and W. E. Thompson, in trust for Lillian A. Moore, Vancouver, 300 shares.

Standard Bank of Canada—John Burns, jr., Vancouver, 20 shares.

Bank of Toronto—Andrew Green, in trust, Kootenay, 2 shares.

Bank of British North America—David J. Ogilvy, Victoria, 3 shares.

Bank of Montreal—Harry Abbott, Vancouver, 20 shares; Harry Abbott and wife, in trust, 23 shares; James A. Grahame, Victoria, 28 shares.

LARGE LUMPS OF GOLD.

As the largest bars of gold ever made, the *Seattle Mining News* gives the following: The Spring Valley mine, California, made one some years ago worth \$90,000. At Helena, Mont., a few years since one was cast valued at \$100,000. The largest of all was that of the Bloomfield Gravel mine, Nevada county, California, in 1882, which weighed 511½ pounds, troy, and the value of which was \$114,000. It was from a single cleanup of the North Bloomfield mine. The gold in those days was shipped by Wells, Fargo & Co's express and carried by stage to Nevada City. On one occasion the stage was "held up" when within a mile of that town, and the highwaymen took possession of two bars of bullion and for a short time had a fortune. They soon discovered, however, that they had too much of a good thing, the bars being so heavy that they could not carry them, and were obliged to cache them in order to make their escape from the officers, whom the stage driver had sent in pursuit. The express company recovered the gold.

IMPORTANCE OF THE GENERAL MERCHANT IN SMALL TOWNS.

"Inexperienced traveling men are apt to underestimate a country merchant, simply because he is located at some insignificant point a dozen or so miles from the nearest railroad," says an eastern merchant. "The older men on the road, however, well understand that there are merchants so far off from the larger towns that they are seldom heard of, except by the concerns they deal with, but whom we know do an enormous business, despite their apparently unfavorable surroundings. As a matter of course, such merchants run general stores. They handle everything, almost, that is needed in the house, from the kitchen to the parlor; and everything needed on the farm, from a pair of boots to a harvesting machine. They are nearly always desirable customers; they control almost absolutely a good trade; have known their customers for many years, and know just how far it is safe to credit a man. It is true they often grant credit on what would seem long time, but they are so sure of their money that they are safe in doing so. Many a time have I made a trip of twenty-five or thirty miles over an almost impassable road, paid a big price for a rig and driver, only to visit one such merchant, and many a time have I taken an order from him that was worth as much to me as a half a dozen or more orders secured in the larger towns. The country merchant is a fixture. He caters to a peculiar trade, and while it may seem to us that he is far removed from civilization, nothing could be farther from the truth. Many of his customers are well-to-do and fairly well educated farmers, who enjoy life just as well as the millionaire in the city. They have their own ways of enjoying themselves, and are not afraid to spend a little money for luxuries as well as for necessities.

A LIFE INSURANCE PROBLEM.

M. B. Curtiss, the actor who earned fame by his character acting in "Samuel,

of Posen," insured his life two years ago for \$10,000 in the Equitable Life Assurance Company. Last September Mr. Curtiss was arrested in San Francisco, charged with killing a police officer, Alexander Grant. He was indicted for murder in the first degree, tried, the jury disagreed, and he is now awaiting a second trial. His case brings up the interesting question whether or not the insurance company is liable for the policy if Curtiss should be convicted and executed. When the fact that Curtiss had a large policy in the Equitable was explained to the New York officers of that company, they were surprised at the problem they might shortly have to solve, as to whether they were liable for a policy taken out on a man's life without consideration of his dying at the hands of the law. W. E. Johnson, the mortuary registrar, through whose hands all death claims must pass, said he never knew of a similar case. The most interesting thing in this connection is the Maybrick case. Mrs. Maybrick was convicted of killing her husband, and sentenced to life imprisonment. When the company which had a policy on her life wanted to know what should be done with her money the court decided that she was dead in the eyes of the law, and, although she was the beneficiary, the judge appointed a guardian over her children and turned the money over to him. Now, then, if that opinion holds good in the States, and if Curtiss should get off with a sentence of imprisonment for life, he will from that day be a living corpse, and the company holding a policy in his life must pay the \$10,000 to his heirs at once.

PROTECTION IN THE UNITED STATES.

Wade's Fibre and Fabric contains the following definition of protection:—"Within the borders of the United States all manufacturers are on an equal footing, all pay rent and taxes under one government, hence we have absolute free trade among ourselves. But if we should admit the goods of another people into our country free of duty, we should favor the government under which that people lived, and to whom they paid taxes, to the extent of the surplus we took from them. We should favor the manufacturers of that country to the extent of the difference between the cost of manufacture in their country and ours and carriage to our shores; hence the difference comes in the cost of labor chiefly, which is what we must protect to equalize the product of the two countries. Then arises the question, should our government get a revenue out of such importations? and to what extent will such importations bear taxing?"

A joint reciprocity commission is proposed for the United States and Mexico.

Steps are being taken to invite the Geological Society of America to Ottawa in December next.

Dr. David Rogers Atwell, the Hoboken physician who was indicted by the New York grand jury a few days ago for bigamy, is missing. It is supposed he has gone to Canada.

UNDESIRABLE IMMIGRATION.

An interesting article in a recent issue of the *London Economist* draws attention to the right of nations, under certain circumstances, to prohibit immigration. As a matter of fact, this kind of prohibition is being enforced at the present time in several countries, the most recent instance of the tendency to this class of legislation being afforded by the bill for the exclusion of the Chinese which recently passed the United States Congress. The question: Has any nation the right absolutely to forbid, or so discourage as to practically forbid, the entrance into its territories of the innocent subjects of a friendly power? is being answered in a drastically practical way by Germany and Austria at the present moment. The unfortunate Russian Jews, to the number of about 150,000, have been firmly informed that if they venture to set foot within the borders of either of those countries they will be turned back, and that in case they venture to disobey this edict they will be shot. Another instance is to be found in France, where the jealousy of French workmen has been aroused by the entrance into various branches of industry of Italian, Spanish and Belgian workmen. A parliamentary enquiry is going on there which it is believed will result in legislation which will be such a tax and annoyance to these immigrants, especially by subjecting them to conscription, that they will gradually get back to the land whence they came. Australia, too, loads the incoming Chinaman with repressive and heavy taxation, and in Russia German colonists are being driven out with a vigor that does not stop short of absolute persecution.

With regard to the Chinese, it is easy to understand the strong feeling of those who have felt the evils of this class of immigration. Self-preservation is the first law of nature, and it may be said to be the first law of nations. These Mongolians do not and never will assimilate with our civilization. They know nothing of our institutions, and care nothing for them. They contribute nothing to our material prosperity or national wealth. They do not and never will adopt our customs or mode of life. But, worse than these things, they bring with them what has been called a moral smallpox, that is a lower ideal of morality which is apt to spread and a method of life which would lower the civilization of the country were they permitted to come in crowds. The *Economist* very properly remarks that a people is no more bound to receive guests to its own certain injury than an individual is. A man would be counted inhospitable who showed his friend the door without provocation. But he may utterly decline to receive even a friend who is suffering from an infectious disease. It is very easy in questions like that of the Chinese immigration to talk humanitarian generalities. But it is evident that, however wide may be our sympathies and our wish to be brotherly to the whole world, the same rules must govern nations as those which govern households. The determination to exclude the Chinese rises to a higher plane than mere selfish dread of competition.—*Toronto Mail*.

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D. M. CARLEY EDITOR

L. G. HENDERSON . . BUSINESS MANAGER.

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VICTORIA, TUESDAY, MAY 3, 1892.

NO SHOULDERING.

After all, it is by no means so certain that the Provincial Government will have the Dominion Government steamer Sir James Douglas placed at their disposal, to be maintained at their own expense. What, it may be asked, has the Provincial Government to do with marine matters, or anything connected with fisheries? It is true the Province has entered into an arrangement with the Imperial authorities and certain influential British capitalists with the object of developing the deep sea fisheries of the Province; but it is those capitalists, and not the Government, who will require steamship accommodation, and that they will no doubt provide; but we object to the picayune manner in which the Ottawa authorities expect, by the transfer to British Columbia of an old steamship belonging to them, to force the latter to undertake a share of the work, which properly done would fully employ two vessels, but which in reality belongs to the Marine and Fisheries Department.

SEEKING FOR INFORMATION.

While in a furtive and sort of surreptitious way American agents are sneaking round from place to place, endeavoring, as they say, "to secure evidence as to the conditions of seal life"—to meet, as a matter of course, that which Great Britain obtained last year in a fair and square, open-handed way—the latter country is seeking for further facts, and according to the latest information Mr. J. M. Macoun, of the Geological Survey, is coming out in an open and straightforward manner to remain on the Pribyloff Islands for some weeks, to make comparative observations of seal life, to ascertain whether the investigations of last year are borne out this season. With all his blow and bluster Uncle Sam would seem to be incapable of anything approaching this. An American official, Major Williams by name, came here to make inquiries, but, according to published statements, only such persons were invited to his august presence as it was expected would testify in a certain sense. A correspondent of a morning paper thus explains the mysterious advent and mission of the American representative:

"The major came to Victoria with a letter from the president of the company holding the lease of the American seal islands to a gentleman residing in this city, who is in the, I might say, predicament of being their agent at this place and at same time a 'poacher,' in being inter-

ested in one or more sealing vessels, with instructions to aid Major Williams in procuring such evidence as would be most suitable. Now, none of the owners or captains in port of the Victoria sealing fleet, with one exception, were invited by Major Williams, or through Consul Myers, to call on him. All the witnesses whose evidence was taken were hunted up and were, with one exception, paid \$2 each for answering questions put, negatively or affirmatively, for their guidance. None of the witnesses, with the one exception, who is an owner and captain, are practical men, or they would be where their knowledge would yield them a better compensation—aboard the sealing vessels now out at sea. Major Williams' remarks to a reporter of one of your contemporaries, that in his country 'all men are equal,' probably accounts for his considering the evidence of all men as being of equal value, and his consequent preference for the evidence of persons, some of them of unreliable character, and others wholly inexperienced in sealing matters, to the evidence of men whose interests have caused them to study the question closely in all its bearings."

United States Consul Myers says, it is but fair to mention, that he did his utmost to induce interested gentlemen to see Major Williams; but how, we may ask, could it be possible to expect people who had been branded as poachers and as little short of horse thieves to voluntarily go before a gentleman whose manifest mission was to misrepresent them and prejudice their case? Major Williams is out to all intents and purposes in search of a certain class of evidence. That he will get it there is no doubt, but he and his Government know well that it is not from the reputable sealers of Victoria that they must obtain it.

AN IMPORTANT INDUSTRY.

There is always something in the law of compensation, as the farmer finds to his cost when he has worked the life and soul out of his holding, and as the individual does when he has, to use a common saying, burned the candle at both ends; and in many other ways it is constantly shown that it is utterly impossible to have something for nothing. On the other hand, though this is the natural course of events, things as a rule are not so unkind that everything must always go wrong, and therefore has arisen the trite and true old saying that "it's an ill wind that blows no one any good." The present season, every one had made up his mind, was going to be an off year in the salmon trade, partially because the run of the fish was expected to be light and partly because the foreign market was already overstocked in such a way, indeed, as to render it inadvisable for the canners to make anything more than a very short pack. But though this is the case, the fishing industry, particularly of the Fraser River, is not to be a dead one this season, as the demand for fresh Pacific coast salmon, which has been continually making advances bids fair to be much more than ordinarily large.

Not a few refrigerator cars have already gone along, and these bid fair to be still more numerous as the season advances, the indications being that previous shipments both in quantity and value will be completely eclipsed. And not only are the fish being sent to Canadian points, but the English and American markets are gladly receiving them, and the business, pro-

perly handled, is one that, to all appearances, has come to be a permanent one. Then for the halibut trade there is a very considerable opening, so that while, as has before been said in these columns, the canners are resting, the fishermen need not be idle, and the additional licenses which they have secured will be worth considerable to them. Canned salmon, it is announced, is looking up, and if the packers are not laid away into putting up too many up, they and their agents will have the market as they want it.

THE NEW YORK LIFE.

At the recent annual meeting of the New York Life Insurance Co. to elect trustees, forty seven thousand votes were cast, the largest number ever known in the history of the company. All were in favor of the ticket named by President McCall and the committee of policy-holders. Ex-Mayor W. R. Grace, Judge Hiram R. Steele, C. C. Baldwin, Walter Lewis and Henry C. Mortimer were elected trustees. Mr. Grace takes the place of ex-President Beers, and Judge Steele that of John N. Stearns. All these gentlemen opposed the voting of the pension to ex-President Beers, and it was resolved that a pension of \$37,500 a year awarded ex-President Beers by the former board of trustees should not be paid. Mr. Beers was not present at the election for the first time in thirty-three years, and threatens to contest his pension in the courts. President McCall announced that he had reinstated Theodore M. Banta, the cashier whom Mr. Beers dismissed seven months ago because of his alleged participation in an attack on the executive officers of the company.

INCONSISTENT.

It is remarked, as a matter of some significance, that Colonel Falconer, who went to the seal islands to look after the interests of the United States, is reported to have expressed the opinion that the Washington authorities will "make an egregious blunder if they mean to carry out the policy of claiming ownership in seals wherever they journey through the sea." He, however, thinks that the American government may fairly claim in Behring Sea exclusive rights which, he adds, Russia claimed there. But, says the *Monetary Times*, he forgets to say that the Americans joined Napoleon to set this claim at defiance; the United States and France pledging to the world, in a formal treaty, a declaration of the right to take seals in any part of the world. This was the answer of these two nations to the exclusive claim of Russia; and surely it is a little too late in the day for the Republic to plead the exclusive pretensions of Russia as a precedent which stands specially good for the United States. That treaty ought to be capable of doing good duty before the arbitrators, one of whom will be appointed by France.

At the instance of the Government of the Province of Quebec, the proprietors of the People's and Montreal lotteries, both of which have been running at Montreal for some time and doing a large business, were arrested. The arrest of the ticket-sellers throughout the city will shortly follow.

PREMIER ABBOTT.

There are many people who, on seeing the announcement made in some of the newspapers that Premier Abbott was about to retire, followed by the rejoinder on the other hand, that the report is simply laughed at in Ottawa, at once made up their minds that there was something to it, upon the principle that there is never smoke without fire. For our part we cannot conceive what exigency—personal or political—can have necessitated such action on the part of that hon. gentleman. Mr. Abbott is certainly well up in years, but he is not an old man, and possesses—more than any man living that we are aware of—the qualities which rendered Sir John Macdonald so successful in dealing with concerns affecting both English-speaking Protestants and French-Canadian Catholics. During the many years he sat in the House of Commons, his constituents were a very mixed class. There are strong Orange as well as Irish Catholic communities in the county to which he belongs. There were many of the men to whom ex-Premier Mercier pandered as well as many who belong to the organization known as Equal Righters, and there can be but little doubt that the leader of the Government is by considerable odds the strongest man who could appeal for the suffrages of a mixed constituency, like the one in question, it being a fitting type of many of the so-called English counties of Quebec. Mr. Abbott is a man of leisure, having long since retired from his profession with a handsome competency. The "old man" has yet some cherished ambitions; he enjoys more of the confidence of both Houses of Parliament than any other man, and we shall be very much mistaken if he allows himself to be frozen out to gratify the aspirations of Sir John Thompson or any other man.

AN OPINION OF VICTORIA.

Mr. J. Herbert Mason, president of the Canada Permanent Loan and Savings Company, has been in, and has appointed several agencies in, the province, among them that in this city of Messrs. Heisterman & Co. His company, with head offices at Toronto, has a subscribed capital of \$5,000,000, a paid-up capital of \$2,000,000, reserved funds amounting to \$1,562,252, and total assets of over \$12,000,000, with annual loan business exceeding \$2,000,000. Referring to the city of Victoria, Mr. Mason remarked:—"I find your city in a very prosperous condition, but I fancy that values are placed at too high a figure. There are two things that exist in your province that I think should be done away without delay. The first is the iniquitous one-half per cent. tax on mortgages, which is in reality a fine on a man for seeking to improve his property. It does not, and never has, existed in any other province of the Dominion, and I am totally at a loss to know how such a piece of legislation ever came into force here. It is something that ought to be rectified at once, for by no possible argument can the imposition of such a tax be justified. The other point is the utterly indefensible position of the man who gets a title to a piece of property. The Torrens Act is a very simple one, and gives the purchaser

of a title an absolute secure right, with the Government as bondsmen for the security. It provides that a guarantee fund shall be set aside by the Government for the purpose of guaranteeing to people who buy property an absolute title to it for all time. The Act, wherever it has been put into operation, has been productive of much good."

IMPORTANCE OF ESQUIMALT.

According to the *London Times*, the experiment of sending new crews to the Pacific via the Canadian Pacific Railway, and recommissioning ships at Esquimalt, tested in the case of the *Champion* and *Pheasant*, has proved so successful that the Admiralty have decided to recommission the *Daphne* and *Nymphe* at Esquimalt, where also the flagship *Warspite* will recommission at the conclusion of her three years' term of service. Previously, all cruisers and sloops have been transferred from the Pacific to the China station to recommission, while the flagship has usually returned to England to be paid out of commission.

That our American neighbors look upon Esquimalt as a most important point is seen from a recent telegraphic despatch which says the U. S. government proposes to establish two new military posts, one at Rouse's Point, at the foot of Lake Champlain, and the other probably on Puget Sound. The despatch goes on to say: "A post somewhere on Puget Sound would be very useful. It would be quick work to isolate British Columbia from the rest of the Dominion. It was the mistake of the nation's lifetime to give up our contention for the line of 54 degrees 40 minutes. Some time, and somehow, it will have to be repaired, presumably by peaceful means. But for that mistake, the Chinese question would now be nearly settled, instead of getting another ten years' lease of life. On general principles, a growing maritime frontier community like Puget Sound should have a military post." Here is a strong warning to the Imperial and Dominion authorities.

AN UNDERWRITERS ASSOCIATION

On Wednesday last, an association of British Columbia fire underwriters was formed, with the following list of officers: President, Richard Hall, Victoria; first vice-president, H. T. Ceperley, Vancouver; second vice-president, C. H. Woods, Westminster; secretary-treasurer, F. G. Richards, Jr., Victoria; executive committee—Messrs. Pierson, McKenzie and Ross, Westminster; Greveley, S. O. Richards and Banfield, Vancouver; and Nicholles, Boggs and Monteith, Victoria.

A uniform scheme of reporting upon risks has been adopted for the entire province, Rate Book No. 3 being adopted as the standard. The risks arising from the use of electric wires were discussed at length by agents who represented the entire field of insurance in this province, no definite action being taken; the opinion obtaining that the various city Boards might follow the example of New Westminster and appoint their own inspectors. The new organization starts out under the most promising auspices, and bids fair to be of very great usefulness.

REFORM.

George William Curtis, one of the silver-tongued orators of the United States—a man, furthermore, who has an excellent appreciation of the tendency of public opinion—has been speaking in Baltimore on the subject of "Civil Service Reform." In the course of a long and eloquent address he demonstrated that everything revealed the ever stronger public purpose, and the constantly greater achievement of that purpose, to add in civil service reform another golden link to the shining chain of historical precedents, which, by wisely restraining executive power, promote the public welfare. The experiences of the Dominion and of the Province of Quebec in particular have been especially demonstrative of this, and as far as Canada is concerned these developments have materially strengthened the sentiment that not only the civil service but the entire administration of affairs requires a thorough overhauling and purifying.

EDITORIAL NOTES.

THE national board of fire underwriters of the United States has formally called President's Harrison's attention to the great and growing waste of property by fire. In 1881 the estimated destruction of values was \$81,000,000; in 1891 the record was about \$140,000,000—that is, the fire loss seems to be increasing at a faster ratio than the increase in national wealth, and bids fair, unless some decisive check can be put to it, to seriously interfere with the national welfare.

AFTER all the fuss in the American Congress, the existing laws regulating the immigration of Chinese are to be continued, with certain trifling and more stringent regulations introduced. It was impossible to absolutely prohibit the Chinese which would not only violate existing treaties, but tend to disorganize many present arrangements. Judging from the public feeling on the subject it is certain that the law will not be allowed to in any sense remain a dead letter; but will be worked for all it is worth.

MORE telegrams have been published telling of the number of "seal poachers"—American and Canadian—that have already gone out this season, but those telegrams studiously refrained from stating that none of those so-called "poachers," knew or had any reason to know at the time they left port that the *modus vivendi* would have been renewed this year, and that, because by their bluster and false pretensions the Americans had prejudiced their case in the eyes of all honest and right-thinking men. From whom do the American Government get their information?

ANOTHER move has been made towards establishing union stock yards for Montreal. The new stock yards company has purchased 235 acres of land at Lachine, 80 of which has been set apart as union stock yards. In connection with this establishment there is also a company formed for the purpose of building pontoon barges to bring cattle from the yards to steamers. One of the railway companies has refused to build a siding into the yards. The co-operation of the board of trade and the city council with the company will be sought to make the scheme successful.

WATER FLOW AND ELECTRICITY.

Probably few people when turning on a water faucet in their house, or playing a hose in their garden, ever realize that the laws controlling the flow of water have a great similarity to those governing the subtler fluid electricity; and whether they turn on a faucet or an electric light certain conditions exist and certain actions follow which are analogous.

The water in the faucet is under a certain pressure, and an amount of water flows out of the faucet dependent upon this pressure and upon the size of the faucet.

An electric current in a wire is under a certain pressure, and an amount of current flows through the wire dependent upon the pressure and upon the size of the wire.

In a garden hose, water under good pressure, if allowed to escape through a small nozzle, will be forced a considerable distance. In an incandescent lamp, current under a fair pressure is allowed to escape through the minute filament of the lamp, heats the filament to incandescence, and throws out beams of light. Not that electricity is a fluid in the sense that water is, or that there is any actual transference of matter when current passes through a wire, as there is when water flows through a pipe; but there is a close analogy between the laws governing the two, and it is just as easy and as simple to predict the actions of one within a certain range or conditions as it is of the other.

The great trouble has been that electricians have thrown a veil of mystery over their calling by naming all their units after French and German celebrities. Volts, amperes, ohms, watts, joules and coulombs are becoming common words in print in these days of great electrical activity, but they express about as much meaning to the average person as a Chinese laundryman's sign.

Pounds, quarts, and the rest of our every-day units of measurement are familiar to every school child; so will volts and amperes be some day when the American people are better acquainted with the doings of these distinguished foreigners and the units their names now represent.

Alexander Volta was a professor of physics in Pavia who accomplished a great deal in a scientific way, consequently electricians not only erected a marble tablet to his memory, but agreed to name the electrical pound per square foot after him, and so the unit of electrical pressure is the volt. Similarly we are compelled to write our electrical gallon with an accent over the last syllable after Ampere. Ohm has had his name used as the unit of electrical resistance ever since he gave to the world his celebrated law on the flow of current. Ohm said that the amount of current going through a copper wire was proportioned to the pressure under which this current worked and to the size of the wire.

This is not very different from what any body's common sense would see was true of water flowing through a hose. The amount of water is of course proportional to the pressure under which it works and to the size of the hose. Ohm made a great reputation on this discovery, and since his

time other people have been finding out that what is true of water is also analogously true of electricity. Look at an electric road! A wire carrying current is stretched through the air and all a man has to do to move a car containing 100 people along a street is to connect the car machinery with the wire by a pole. If the wire was a pipe carrying water under a considerable pressure and this pipe could be connected to the car by a moveable hose a water motor would make the car move just as the electric motor does, and, moreover, the water would flow through the pipe and the hose and the motor to the ground, falling from a considerable pressure to zero pressure just as the current flows through the wire and the trolley arm and the motor to the ground, falling from 500 volts pressure to zero pressure or potential as it may be called, which is the potential of the earth just as the zero potential of water is the sea level. Moreover, as a certain number of gallons of water will flow through the pipe, the hose and the motor, dependent upon the size of the pipe, the hose and the motor and the pressure of the water, so will a certain number of amperes of current flow through the trolley wire, the trolley arm and the motor winding dependent upon the size of the wire in them all and the electrical pressure of the current.

A line of electric arc lights are made to burn by inserting them one after the other in series in a line carrying current of a high pressure, and the passage of the current through each light uses up a certain percentage of this pressure just as a series of water wheels may be introduced in a brook or a river where each wheel will similarly use up a certain amount of the pressure of the running water.

Incandescent lights are burned without affecting the pressure in two wires run parallel to each other, by connecting the two terminals of each lamp to the wires and allowing the current to pass through their filaments just as two water pipes running parallel to each other may be punctured with small holes wherever it is desired to have the currents of water escape. In neither case will the pressure be diminished at any point, except by an inconsiderable amount due to friction, though a large quantity of water or electric fluid will be used.

A man's body offers a resistance to the passage of an electric current dependent upon the muscular and nerve fibres of the body, the thickness of his skin and the conditions under which the current enters and leaves his body. This resistance depends, therefore, upon three variable factors, and therein lies the uncertainty of "electrocution." A man's ability to withstand the effects of a water-fall depends similarly upon the strength of the man and the point of application of the water's force. Here are two variable facts which can be disregarded as long as we have Niagara Falls. This would seem to be an argument in favor of "hydrocution."

All electrical current phenomena have their exact parallel in the flow of water, and for the ready explanation of the one it is only necessary to understand the other. Everybody understands their water faucets, though they may not understand their plumber. So should people under-

stand the common uses of the mysterious current, though they do not comprehend the useless and perplexing technicalities of expert electricians.

BRITISH TRADE SYMPTOMS.

It is well worth the while of Canadians at this time to keep an eye upon the trade of the Motherland, seeing that the success of preferential duties depends on the discontent which dull trade creates in the British mind towards the existing condition of things. The returns for the first quarter of the year 1892 are now to hand. They present a very gloomy picture. The exports dropped during the period from £62,000,000 to £58,000,000, about £4,000,000, or over 6 per cent. March was a very bad month, the decline in the exports being over 9 per cent., though it contained three more working days than March, 1891. Then, the re-shipment trade, which is the large middleman's business that Britain does, showed a decline during the quarter of nearly 5 per cent. compared with last year. The imports keep up, but, as the increase is due entirely to the larger demand for breadstuffs consumed from foreign countries, the expansion is not very satisfactory.

To show how dull the great industries of the country are, it is only necessary to examine the list of home manufactures exported in the three months. The decline in textiles was nearly 3 per cent., and in metals 14 per cent., the heavy decrease in this latter item being due to the shrinkage in the tin plate trade with the United States. All round, the exports of home manufactures declined 6 per cent. in the quarter, compared with the same period of 1891. It must be disheartening to English manufacturers to find that foreign competition even in the home market thrives apace. The imported manufactures in the three months of this year of grace were £10,850,000, a rise of £550,000 over the figures for last year; that is to say, the artisan has to meet keener competition at home, while at the same time his outside markets are increasingly curtailed. This he is expected to bear without a murmur.

The new French tariff is beginning to get in its work. One or two items will indicate the falling off in exports from the United Kingdom to that country. For instance, in March, 1891, France took 1,326,000 pounds of cotton yarn, and in March, 1892, 520,000 pounds. The export of cotton piece goods dropped from 3,583,000 yards to 1,339,000 yards. Take jute piece goods, which declined from 1,000,000 yards in March, 1891, to 62,000 yards in 1892, or worsted tissues, of which France took 1,530,000 yards in March, 1891, against 533,000 yards last month. If this decrease keeps up, it seems hardly possible that the gap can be filled by increased trade in other parts of the world. Of course, Britain has wonderful staying power, and can stand a shrinkage in business for a much longer period than other countries without symptoms of serious disaster exhibiting themselves. But the present decline in commerce, which has been developing itself for eighteen months past, must sensibly affect the condition of the people before the end of the year.—*Toronto Empire.*

MONTREAL BOARD OF TRADE.

The members of the Montreal Board of Trade are fully alive to the importance of the great meeting to be held in London in a few weeks hence, and, like their French confreres of the *Chambre de Commerce*, are taking active steps to bring the correct Canadian trade view before the delegates of the different Chambers of the British Empire. At the first congress held in South Kensington on the 6th and 7th of July, 1886, the Montreal Board of Trade was represented by Mr. Peter Redpath, one of the then presidents, and then, as now, a resident of London. Sir Donald Smith, M.P., and Mr. Redpath, the former delegate, will speak for the Montreal board in London in June next, but it is an error to suppose that these eminent gentlemen will be alone. The mercantile community of Montreal is so thoroughly alive to the great interests at stake that there is a strong feeling prevailing favorable to sending at least four influential merchants to London in order to talk over the trade question and to compare notes with their Imperial and colonial co-representatives.

The members of the Montreal board remember Sir Charles Tupper's valuable assistance at the deliberations of the first congress six years ago, and feel that a policy or line of action once decided upon by the delegates from the several boards of trade will meet with the powerful aid and co-operation of the High Commissioner, as was the case in 1886.

The committee of the Montreal Board of Trade will meet early in May, when a strong and representative committee will be named for the purpose of suggesting and discussing subjects to be brought before the London congress, and in order to arrive at an understanding on the trade question. This committee will also decide upon the number of representatives to be sent by their board, and it is quite likely that a special meeting of the Montreal board will be called at a subsequent period when the question of Canada's attitude will be fully gone into, and no doubt suitable resolutions will be adopted.

MERCANTILE AGENCIES.

The returns of failures in the Dominion of Canada and Newfoundland for the first quarter of the year 1887 have been made public, and, as usual, they do not correspond. By a strange coincidence, the totals of the number of failures are put down by both agencies at 221, but Dun Wiman & Co. give the total liabilities at \$5,751,927, while Bradstreets give them at \$4,860,210. The former agency reports two failures in Newfoundland, with liabilities at \$11,647, while Bradstreets has none for that island, and in the numbers of failures in the various provinces there are further discrepancies. We have repeatedly called attention to the divergencies which appear in these periodical returns, divergencies which should not exist, if, as the two agencies have, as they contend, equal facilities for obtaining reliable information. We have, for the quarter of the year referred to, a difference of \$988,006 in the total liabilities, a difference of nearly sixteen per cent., and

our merchants and those who employ these agencies have a right to ask for an explanation, and unless a satisfactory explanation is forthcoming, a feeling of uncertainty must result. Hitherto, when these discrepancies have been pointed out, no explanation has been given, the matter having been apparently of no concern, perhaps because there is no money in it. We call attention to the matter, and, in doing so, we would impress upon our merchants that without that reliability, which should be the most prominent quality of such reports, they are really useless. Each will contend that its reports are correct, but the fact stares the public full in the face that either one or the other has made a mistake and that not a trifling one. Mercantile agencies are not philanthropic institutions; they do not labor for the love of the work or for the amelioration of humanity. Their aim is to make money. As they are a necessary evil arising out of the exigencies of extended business relations and that system of credit which prevails so generally, the evil ought to be lessened as much as possible by furnishing accurate and reliable information and none other. We shall be happy to publish any explanations which may be furnished to us on this subject, and we invite the agencies to furnish such information in order that the public may know how such discrepancies exist. We may, and no doubt will, be told that the public has nothing to do with the matter, that the information is not published for the benefit of the public who pay nothing for it, but for the benefit of the subscribers who support the agencies. In that case, the subscribers have a right to know whence these discrepancies arise. At the same time, the public has a right to object to the publication of statements which do not contain the truth, the whole truth, and nothing but the truth. — *The Shareholder*.

CONCERNING DIAMONDS.

A diamond expert in London thus discourses on the product and distribution of diamonds: "The Americans are the finest judges of diamonds in the world, and insist upon having the finest stones and the most perfect cutting. It is estimated that they will take three million pounds worth this year. India furnishes a market for large numbers of white stones, as well as for yellow or colored diamonds, or stones with flaws or specks in them. The natives invest their savings in them and in other precious gems as we do in stocks and shares. Russia's fancy is for large, yellow diamonds. China is becoming a buyer, for very recently the empress has broken through the old custom which prohibited women from wearing diamonds in her country. She could not resist the beauty of a superb diamond necklace presented to her. She wore it at court and set the fashion. Japan is also rapidly becoming a considerable consumer. With the opening up of the world by railway and steamship communication, the demand for diamonds has increased marvelously. The world now purchases about five million pounds worth per annum. Twenty years ago, it was about half a million sterling."

FAIR DEALING.

Many storekeepers and clerks have an idea that an overreaching kind of shrewdness is a praiseworthy business quality, and that success in a commercial way largely depends upon this kind of sharpness in dealing with customers. The first effort upon the part of a business man should be to gain the confidence and respect of his customers, and not their ill-will by getting the best of them in a bargain. A customer who once finds himself swindled in buying goods will always be suspicious afterward of the man who swindled him. The dealer who thought himself sharp may make a little money by the transaction; but, in the long run, he loses a good and prompt paying customer, who might have traded with him for many years if he had retained his friendship and induced him, by fair and square dealings, to continue his patronage.

CANVASSING FOR TRADE.

How few retail grocers there are, comparatively, who give much, if any, attention to this important feature of their business. It used to be a popular maxim that all things come to him who waits. That might have been the case in the days of our ancestors, but it is a rule that will not hold good as applied to the merchants looking for customers. Waiting will be of no avail here, unless it is coupled to an active campaign in search of new customers. It is all very well, and absolutely necessary, that the grocer should have a good location, a well selected stock of groceries attractively arranged and polite clerks; but even then one of the most important parts will be neglected if the grocer fails to give attention to canvassing for customers. If possible, he should give this his personal attention; or, what is far better, employ a man of intelligence and good address to attend to that department of his business. Keep him at it, day in and day out, from year's end to the other, and by polite attention and fair treatment the grocer will become so "solid" with his customers thus made that all the wiles and allurements of his competitors will not be sufficient inducement for them to desert the man who knows how to treat them well. Provided that the canvasser is continued at his post of duty.—*Herald of Trade*.

The Post Office at Golden, B.C., is now a Money Order office.

The gold production for Lillooet district for the year 1891 was \$30,091.

The commercial treaty between Switzerland and Italy has been signed.

An assay of Fish Creek ore at the Government Assay Office at Ottawa gave 204 ounces of silver to the ton.

The City of London Fire Insurance Co. has amalgamated with the Palatine Fire Insurance Co., of Manchester.

The works of the Northwestern Mattress Company at Kenosha, Wis., have been burned, also the Kenosha Crib Company's works and the Baldwin coal yard. The loss is estimated at \$250,000. The mattress company had \$58,000 insurance on the works and \$100,000 on lumber.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark.	Serica.	913	Smythe.	Sept. 29.	Victoria.	London.	38,623	\$200,782	Feb. 23.
Br bark.	Callao.	958	James.	Oct. 6.	Victoria.	London.	41,640	\$212,090	March 17.
Br bark.	Lebu.	723	Worrall.	Nov. 16.	Victoria.	Liverpool.	30,800	161,424	April 5.
Br bark.	Rothsay Bay.	750	Parridgo.	Nov. 18.	Westminster.	Liverpool.	32,690	159,553	April 15.
Br bark.	Wanlock.	745	Cooper.	Nov. 18.	Victoria.	Liverpool.	29,916	157,743	April 19.
Br bark.	Titanic.	879	T. W. Selby.	Jan. 15.	Westminster.	London.	22,366	107,919	.....
Br bark.	City of Carlisle.	823	Kendall.	Feb. 13.	Victoria.	London.	21,574	113,885	.....

-Sailed from this port Nov. 21. also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$500. B-From Vancouver with part cargo of lumber

B. C. LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship.	Stamboul.	1218	Weston.	Jan 3.	Vancouver.	Callao.	960,300	\$ 9,600	April 2.	50s
Chil bark.	India.	933	Funke.	Feb 1.	Moodyville.	Valparaiso.	751,396	8,348	April 20.	65s
Br bark.	Formosa.	1174	Broadfoot.	Feb 28.	Vancouver.	Sydney.	855,352	9,335	April 21.	owners ac
Br bark.	Rineveh.	915	Kain.	Mar 21.	Vancouver.	Arica.	744,000	6,000	July 5.	55s
Am bkt.	Catherine Sudden.	368	Thompson.	Mar 31.	Moodyville.	Tientsin.	427,539	5,177	June 19.	77s 6d
Am ship.	Geo F Mansou.	1333	Crack.	May 11.	Moodyville.	Sydney.	868,154	9,752	Aug 5.	55s
Br ss.	Eton.	1746	Newcomb.	May 15.	Moodyville.	Port Pirie.	1,765,714	15,891	June 26.	Private
Am sch.	Oiga.	478	Atwood.	May 22.	Moodyville.	Shanghai.	534,133	5,990	Aug 7.	65s
Am sch.	Golden Shore.	661	Henderson.	June 3.	Moodyville.	Sydney.	799,658	8,063	Aug 7.	55s
Br ship.	Forest King.	1692	Morris.	June 3.	Vancouver.	Callao.	1,224,846	14,224	Sept. 1.	47s 6d
Am ship.	Exporter.	719	Kezer.	June 7.	Vancouver.	Melbourne.	899,132	8,862	Oct. 2.	65s
Am bark.	Spartan.	1319	Anderson.	June 14.	Vancouver.	Melbourne.	502,000	5,278	Sept 27.	60s
Am bark.	Hesper.	661	Sodergren.	July 4.	Moodyville.	Shanghai.	688,544	8,365	Aug 22.	62s 6d
Am bark.	Svea.	603	Arzels.	July 7.	Vancouver.	Callao.	438,913	4,709	Sept 17.	47s 6d
Swed bark.	Great Admiral.	1997	Rowell.	July 13.	Vancouver.	Melbourne.	1,591,586	8,716	Oct. 2.	63s 8d
Am ship.	Luisa Maria.	715	Meyer.	July 13.	Westminster.	Sydney.	554,780	5,596	Oct. 9.	52s 6d
Chil bark.	Leonor.	801	Harken.	July 25.	Westminster.	Melbourne.	600,333	5,705	Oct. 6.	60s
Nor bark.	Borghild.	757	Haugland.	July 25.	Vancouver.	Melbourne.	564,556	6,000	Oct. 6.	65s
Br ship.	Duke of Abercorn.	1026	Meljongull.	July 29.	Vancouver.	Adelaide.	688,893	8,213	Oct. 10.	62s 6d
Ger bark.	Cassandra.	783	Stein.	July 31.	Vancouver.	Iquiqui.	545,619	6,917	Oct. 12.	47s 6d
Br ship.	Leading Wind.	1280	S. H Savory.	Aug 6.	Moodyville.	Melbourne.	763,443	8,430	Nov. 27.	60s
Chil bark.	Antonietta.	825	Stack.	Aug 8.	Moodyville.	Valparaiso.	643,244	9,681	Nov. 17.	owners ac
Br bark.	Ordovic.	825	Austin.	Aug. 9.	Vancouver.	Callao.	613,300	6,546	Dec. 13.	50s
Chil ship.	Hindostan.	1513	Welsh.	Aug 14.	Moodyville.	Valparaiso.	1,300,419	11,869	Nov. 14.	owners ac
Br bark.	H B Cann.	1229	Footo.	Aug 24.	Moodyville.	Sydney.	1,041,172	12,214	Nov. 2.	50s
Nor ship.	Saga.	1118	Altedahl.	Sept. 3.	Moodyville.	Sydney.	960,254	8,777	Nov. 19.	50s
Nor bark.	Lotos.	718	Saltvein.	Sept. 25.	Vancouver.	Adelaide.	528,824	5,035	Dec. 26.	65s
Per bark.	Pisagna.	489	Benvenuto.	Oct 10.	Moodyville.	Pisagna.	481,583	4,648	Nov. 21.	owners ac
Am bark.	New-boy.	559	Johnson.	Oct 1.	Westminster.	Sydney.	655,792	6,540	Nov. 21.	52s 6d
Nor ss.	H. W. Jarlsberg.	1958	Hague.	Sept. 20.	Moodyville.	Port Pirie.	2,043,269	18,389	Oct. 29.	Private.
Chil ship.	Ema Luisa.	1480	Beascoe.	Oct. 9.	Moodyville.	Valparaiso.	909,868	8,187	Jan. 15.	52s 6d
Br bark.	Alfred Hawley.	412	Lewellyn.	Oct. 2.	Westminster.	Port Pirie.	300,931	2,888	Jan. 12.	57s 6d
Nor bark.	Flora.	765	Anderson.	Nov. 21.	Vancouver.	Melbourne.	557,952	5,241	Feb. 19.	69s 6d
Am bkt.	Willie H. Hume.	632	Brigman.	Nov. 17.	Vancouver.	Callao.	794,201	7,785	Jan. 17.	50s
Am ship.	Berj. Sewall.	1391	Sewall.	Dec. 2.	Vancouver.	Valparaiso.	1,020,260	10,200	Feb. 15.	45s
Am schr.	Oiga.	478	Atwood.	Nov 12.	Moodyville.	Sydney.	512,638	4,443	Jan. 12.	45s
Chil ship.	Atacama.	1253	Castallero.	Dec. 15.	Moodyville.	Valparaiso.	900,000	9,433	Feb. 25.	owners ac
Br bark.	Nineveh.	1174	Broadfoot.	Dec. 15.	Vancouver.	Sydney.	710,935	9,235	Feb. 11.	owners ac
Am schr.	F. S. Redfield.	446	Birkholm.	Dec. 10.	Chemalmus.	Sydney.	579,485	5,223	Feb. 12.	45s

A-Also 369,900 laths. B-Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C-Composed of 387,874 feet rough lumber, 39,668 feet dressed lumber, and 587 bundles laths. D-Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 291,210 feet laths. E-Also 2,675 bundles laths. F-Composed of 1,144,286 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, (5,000 boxes). G-Also 1,073 bundles pickets, 1,446 bundles laths. H-Also 1,715 bundles laths. I-Also 68,078 feet t & g flooring. J-47,059 feet t & g flooring. K-Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,094 bundles laths. L-Also 3,500 bundles laths. M-Also 1,033 bundles laths, and 463 bundles pickets; deck load 72,032 feet. N-Also 90,411 feet dressed, 2,488 bundles pickets, and 1,134 bundles laths. O-Comprising 182,638 feet t & g flooring. P-Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q-Also 132,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,942 feet. R-Composed of 484,996 feet rough and 123,304 feet flooring; deck load 33,729 feet rough. S-Also 2,601 bundles laths, deck load 106,197 feet. T-Also 2,138 bundles staves and 1,131 bundles laths. U-Also 22,461 feet t. and g. flooring, 2,272 bundles staves and 1,414 bundles laths; on deck 111,437 feet rough. V-Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W-Also 712 bds laths and 1,163 bds pickets. X-Also 315 bds laths and 1,780 bds pickets. Y-Also 21,757 feet pickets and 56,000 feet lath. Z-Deck load 32,376 feet rough. AA-Also 148,000 feet rough. BB-Also 332 bds laths. CC-Composed of 15,684 ft t & g flooring, 139,453 ft clear and 619,064 ft rough. DD-Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 21. FF-Also 151,237 ft t and g flooring. GG-Also 167,535 ft t and g flooring and 3,596 bds laths. HH-Also 127 bds laths. II-Also 48 bds laths.

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship.	Athlon.	1374	Dexter.	Jan. 5.	Vancouver.	Adelaide.	839,703	8,263	March 18.	47s 6d
Nor ship.	Morning Light.	1306	Johansen.	Jan. 22.	Vancouver.	Melbourne.	942,986	9,193	March 25.	60s
Am bark.	Hesper.	661	Sodergren.	Feb. 20.	Vancouver.	Shanghai.	716,183	7,781	.....	50s
Br ship.	Angerona.	1215	Anderson.	Feb. 26.	Vancouver.	Valparaiso.	834,837	7,025	.....	42s 6d
Nor bark.	Czar.	1324	Christopher's.	March 4.	Vancouver.	Adelaide.	1,017,147	10,476	.....	57s 6d
Nor bark.	Agnes.	844	Hofgaard.	Feb. 29.	Chemalmus.	Antofagasta.	440,329	6,413	.....	40s
Nor ship.	Kathinka.	1463	Klevenberg.	March 12.	Vancouver.	Melbourne.	1,142,212	9,251	.....	60s
Chil bark.	India.	933	Funke.	Feb. 22.	Vancouver.	Valparaiso.	787,496	7,018	.....	owners ac
Br bark.	Glenberrie.	899	Groundwater.	March 24.	Vancouver.	Iquiqui.	429,897	7,689	.....	37s 6d
Br ship.	British India.	1129	Lines.	March 31.	Vancouver.	Valparaiso.	680,372	9,315	.....	37s 6d
Am schr.	W. H. Talbot.	776	Blum.	March 14.	Vancouver.	Tientsin.	339,805	10,272	.....	67s 6d
Am schr.	Reporter.	733	Dreyer.	March 3.	Chemalmus.	San Pedro.	416,386	.....	.....	Private.
Br bark.	Riversdale.	1433	Findlayson.	April 25.	Vancouver.	Scdney.	1,073,156	9,873	.....	47s 6d
Br bark.	Misteele.	821	Smith.	April 21.	Vancouver.	Wilmington.	64,275	7,986	.....	916 00
Br bark.	Craigend.	218	Lewthwaite.	April 18.	Vancouver.	Iquiqui-Callao.	1,616,000	19,351	.....	27s 6d & 30s
Br bark.	Toboggan.	766	Porter.	.....	Vancouver.	Wilmington.	.....	.....	.....	.....
Br bark.	Thermopylae.	948	Winchester.	.....	Vancouver.	Japan ports.	.....	.....	.....	Private.
Nor bark.	Feltzoe.	1678	Rolfson.	.....	Chemalmus.	Melbourne.	.....	.....	.....	45s
Br ship.	Burnah.	1647	Newcombe.	.....	Moodyville.	Valparaiso.	.....	.....	.....	35s
Br ship.	Crown of Denmark.	3621	Smith.	.....	Vancouver.	Melbourne.	.....	.....	.....	37s 6d
Nor bark.	Ursula Minor.	745	Johnson.	.....	New Westminster.	Sydney.	.....	.....	.....	37s 6d
Br ship.	Earl Granville.	1419	Flack.	.....	Cowichan.	U. C.	.....	.....	.....	62s 6d

A-Also 2,389 bds lath and 5,349 bds pickets. B-Also 41,130 ft pickets and 913 bds laths. C-Also 38,741 ft t and g flooring. D-Also 1,053 bds laths. E-Also 157,070 ft t & g flooring and 50 bds laths. F-Also 8,233 ft pickets and 127,170 laths. G-Also 61,633 feet pickets and 23,020 feet laths. H-Also 49,516 feet t & g flooring and 1,915 bundles laths. J-Also 183,191 feet t & g flooring. I-Also 201,913 feet t & g flooring. K-Also 77,559 laths and 75,100 feet pickets. L-Also 60,000 shingles. M-Also 192,000 feet t & g flooring.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark.	Ariadno	1077	Croot	November 28	London	Victoria	Robt. Ward & Co. (Limited)	157
Br bark.	Irvine	1055	Jones	Nov. 28	D. Liverpool	Victoria	Turner Beeton & Co.	157
Br bark.	Hantsshire	1090	McDonald	Dec. 18	E. Liverpool	Vancouver	Bell-Irving & Paterson	137
Br ss.	Bushmills	1088	Denning	April 13	Liverpool	Vancouver	Baker Bros. & Co. (ld)	20
Br ship.	Ben Nevis	1061	Eldred	Feb. 13	B. Glasgow	Vancouver	C. Gardiner Johnson & Co.	80
Br bark.	Martha Fisher	1111	Lee	Feb. 27	Liverpool	Victoria	R. P. Rithet & Co. (Ltd)	66
Br bark.	Fernbank	1350	Boyd	April 24	A. Glasgow	Vancouver	Bell-Irving & Paterson	8
Br bark.	Chill	1078	McKenzie	April 10	B. London	Victoria	Turner, Beeton & Co.	17
Nor. bark.	Ingrid	1323	Olsen	April 16	S. San Diego	Vancouver	Turner, Beeton & Co.	17
Ital. bark.	Eritrea	179	Olivaro	April 16	P. Valparaiso	Hurrard Inlet	R. P. Rithet & Co. Ltd	17
Br ss.	Empress of China	303	Tillett	April 16	Hong Kong	Vancouver	C. P. S. S. Co.	17
Ger bark.	Palawan	1841	Van Hauvel	Feb. 29	M. Newcastle	Vancouver	New Vancouver Coal Co.	64
Ger. ss.	Romulus	1722	Berendt	April 13	F. Osaka	Nanaimo	New Vancouver Coal Co.	20
Br. SS.	Empress of India	3003	Marshall	April 13	G. Hong Kong	Vancouver	C. P. S. S. Co.	20
Br. SS.	Zambesi	1565	Edwards		Hong Kong	Victoria	F. C. Davidge & Co.	

M—Via San Francisco for lumber to West Coast. I—Chartered to load lumber for M., A. or P. P. at 46s 3d. G—To sail May 7. D—Spoken Dec. 25, lat. 5 long. 33 W., spoken Dec. 28, lat. 9 S., lon. 34 W. P—To load lumber for Valparaiso on owners' account. C—Dec. 8, towed into Gravesend. She lost two anchors and chains in the Downs, and damaged windlass, sailed again Jan. 4. E—arrived at Holyhead Dec. 19, sailed again 21. A—Chartered to load grain on Puget Sound. R—To sail May 10. F—Via San Francisco, due May 15.

SHIPPING INTELLIGENCE.

The C.P.R. ss. Empress of Japan sailed for the Orient last week.

The C.P.R. ss. Empress of India, Capt. Marshall, will sail from Hong Kong, May 7, for British Columbia.

The Upton steamship Zambesi, 1,665 tons, Capt. Edwards, is about due to sail from Hong Kong for this port.

The Nicaraguan ss. Montserrat, 849 tons, Capt. Blackburn, sailed from Nanaimo, April 30, for the South Sea Islands on a trading trip.

The British bark Fernbank, 1,350 tons, Capt. Boyd, sailed from Glasgow, April 24, for Vancouver, with a general cargo, consigned to Bell-Irving & Paterson.

The British ship Earl Granville, 1149 tons, Capt. Flack, from San Francisco, April 14, arrived in Royal Roads, April 27, and has gone up to Cowichan to load lumber for the U. K.

The Norwegian bark Ursus Minor, 605 tons, Capt. Johnsen, from San Diego, April 16, arrived in Royal Roads April 26, and at Westminster April 28, to load lumber for Sydney at the Brunette Mills.

The Upton steamship Batavia sailed from Victoria, April 29, for Yokohama and Hong Kong, with a full cargo, consisting of 200,000 feet lumber, including 300 sticks timber and 2,800 sacks of flour from Portland.

The appeal by the owners of the tug Pilot against the fine of \$643, enforced by the Customs Collector of Port Townsend, for alleged illegal towage in that harbor, has been decided in favor of the Pilot. The fine with costs will be refunded by the U. S. Government.

The German ss. Romulus, 1722 tons, Capt. Berendt, sailed from Osaka April 13, with a cargo for San Francisco, and is due at Victoria May 15, under charter to J. Rosenfeld's Sons, to go into the coal trade between Nanaimo and San Francisco. She broke her charter party with

Messrs. Samuel Samuel & Co., of Yokohama and Kobe, and is not bringing cargo to Victoria as before advised by Messrs. F. C. Davidge & Co.

VESSELS IN PORT.

(May 2, 1892)

VICTORIA.

Nor. bark Dominion, 1,256 tons. British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 21 from Liverpool, discharging general cargo. R. P. Rithet & Co., Ld., consignees.

VANCOUVER.

Br. bark Toboggan, 670 tons, Capt. Porter, arrived April 2 from Callao, lumber for Wilmington, Del.

Br. bark Thermopylae, 918 tons, Capt. Winchester, loading lumber for Japan ports.

Br. ship Crown of Denmark, 2,029 tons, Capt. Smith, arrived April 25, loading for Melbourne.

MOODYVILLE.

Br. ship Burmah, 1,617 tons, Capt. Newcombe, arrived April 21, loading for Valparaiso.

CHEMAINUS.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Feb. 22, laid up.

Nor. bark Fritzoe, 1,078 tons, Capt. Rolfsen, arrived April 16, loading lumber for Melbourne.

COWICHAN.

Br. ship Earl Granville, 1,149 tons, Capt. Flack, arrived April 28, lumber for U. K.

NEW WESTMINSTER.

Nor. bark Ursus Minor, 605 tons, Capt. Johnson, arrived April 28, loading lumber for Sydney.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. ship America, 1,952 tons, Capt. Magare, loading.

Am. bark Gen. Fairchild, 1,356 tons, Capt. Mackie, waiting to load.

Nic. bark Bundalcer, 921 tons, Capt. Williams, loading.

Am. ship Big Bonanza, 1,390 tons, Capt. Bergman.

WELLINGTON SHIPPING.

Am. bark Highland Light, 1,205 tons, Capt. Herriman, loading.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	2	2,202
Vancouver	3	3,653
Nanaimo	5	6,803
Moodyville	1	1,647
Chemainus	2	2,114
Cowichan	1	1,149
New Westminster	1	605
Total	15	18,353

FREIGHTS.

Lumber freights from British Columbia or Puget Sound are steady, with the exception of rates to the United Kingdom which show a slight decline. Quotations are:—Sydney, 32s 6d; Melbourne, Adelaide or Port Pirie, 37s 6d to 40s; West Coast South America, 35s to direct port; United Kingdom, calling at Cork for orders, 57s 6d to 60s; Shanghai, 47s 6d; and Yokohama, 47s 6d, both nominal.

Grain freights from San Francisco to the United Kingdom are reported firm at 21s 3d, with the usual options, and the rate for new crop loading 32s 6d. From Portland 30s and Tacoma 27s 6d is quoted to the U. K. June cancelling. Both rates are, however, nominal.

The Commercial News says: There has been little doing in wheat freights the past week, but rates show an advance, and the feeling at the close is one of firmness. The probabilities of further improvement are excellent, for the reason that it is so near the new season, shipowners will not charter their vessels, unless at comparatively full rates, so that, if needed at all, exporters must pay more than the current rate last month. As the new crop draws nearer, of course the difference between immediate and new crop loading grows materially smaller. Outside business offers nothing worthy of special mention.



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