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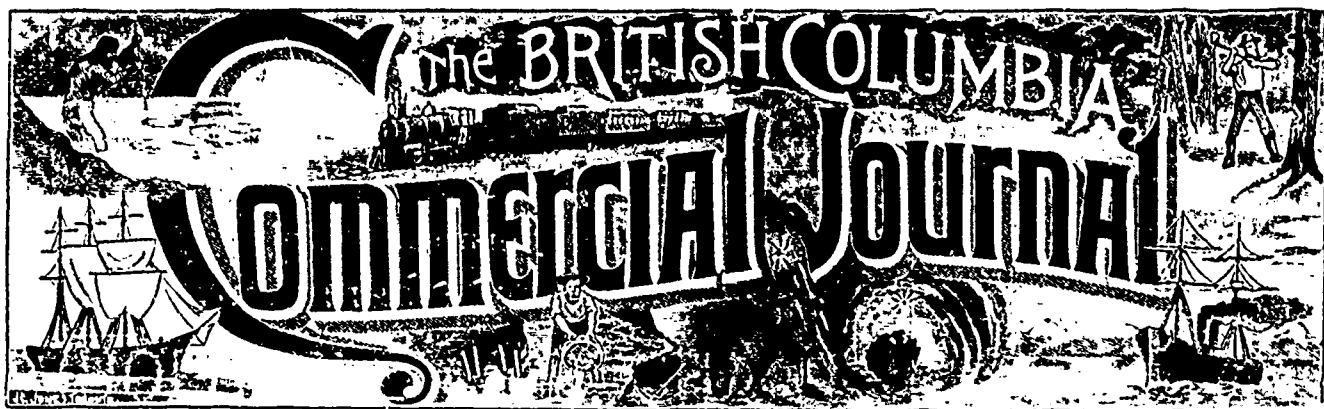
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Vol. V.

VICTORIA, B. C., TUESDAY JUNE 4, 1895.

No. 13

WEILER BROS.

SUMMER GOODS.

REFRIGERATORS,
 ICE CREAM FREEZERS,
 DOULTON'S WATER FILTERS,
 CAMP FURNITURE,
 HAMMOCKS,
 MASON'S FRUIT JARS,
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 FEATHER DUSTERS,
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 —ALSO FULL LINE OF COMPLETE—

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 —MILLERS OF—

CHINA AND JAPAN

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MILLING CO. LT'D.

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For All Kinds of Grain, Feed,
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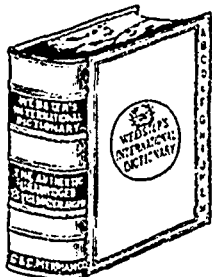
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J. & T. STEPHENS,

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Fine Boots & Shoes,

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LEVATTE'S FAMOUS
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Asylum for the Insane, New Westminster

TENDERS, endorsed "Lunatic Asylum," for the supply of clothing, bread, meat, milk, vegetables, groceries, coal and wood, etc., for the use of the said institution from the 1st day of July next to the 30th day of June, 1896, will be received by the Honourable the Provincial Secretary until noon on Monday, the 17th proximo.

Lists of the articles required can be seen at this office and at the Asylum, at which latter place samples can also be inspected.

All supplies to be delivered at the Asylum without extra charge.

Security for the due performance of the contract will be required in each case.

A. CAMPBELL REDDIE,
Deputy Provincial Secretary.

Provincial Secretary's Office,
Victoria, 13th May, 1895.

**J. W. G. GAWLEY,
Coal Merchant.**

Best Wellington Coal
\$7.00 per ton.

All orders promptly attended to.

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Like Your Mother Used to Make.
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- Lancashire (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 Company.

- Moodyville Lands and Saw Mill Co., Burrard Inlet.
- Puget Sound Tugboat Co., Port Townsend.
- Lloyds, London.
- Wells, Fargo & Co., Express.

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FRASER RIVER:

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

NORTHERN AND SKEENA RIVER:

- Wannuck Packing Co., 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: Cadbore Bay. All grades of Giant Powder and Judson Powder manufactured and kept on hand.
Columbia Flouring Mills Co. of Enderby.
Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

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Victoria, B. C., April, 1895.

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ESQUIMALT & NANAIMO R'Y

TIME TABLE NO. 24.

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

STATIONS.	SOUTH BOUND—READ UP.		P. M.	F. W.	NORTH BOUND—READ DOWN.	
	No. 1 Pass. Daily	No. 3 Pass. Fri. Sat. Su.			No. 2 Pass. Daily	No. 4 Pass. Fri. Sat. Su.
Victoria	Ar. 12.29 pm	Ar. 8.30 pm	12.29	8.30	De. 8.00 am	De. 1.50 pm
Russell S.	" 12.16 "	" 8.15 "	12.16	8.15	" 8.01 "	" 1.37 "
Esquimalt	" 12.06 "	" 8.15 "	12.06	8.15	" 8.11 "	" 1.27 "
Stewart S.	" 12.03 "	" 8.12 "	12.03	8.12	" 8.17 "	" 1.24 "
Parson's Bridge	" 12.00 "	" 8.09 "	12.00	8.09	" 8.24 "	" 1.21 "
Langford	" 11.53 "	" 8.06 "	11.53	8.06	" 8.31 "	" 1.14 "
Goldstream	" 11.45 "	" 8.01 "	11.45	8.01	" 8.37 "	" 1.06 "
Summit Sliding	" 11.35 "	" 7.57 "	11.35	7.57	" 8.43 "	" 1.00 "
Shawnigan Lake	" 11.25 "	" 7.50 "	11.25	7.50	" 8.50 "	" 9.55 "
Cobbie Hill	" 11.15 "	" 7.40 "	11.15	7.40	" 8.56 "	" 9.45 "
McPherson S.	" 11.05 "	" 7.30 "	11.05	7.30	" 9.03 "	" 9.35 "
Kokstak	" 10.55 "	" 7.20 "	10.55	7.20	" 9.10 "	" 9.25 "
Duncan S.	" 10.45 "	" 7.10 "	10.45	7.10	" 9.17 "	" 9.15 "
Somonos	" 10.35 "	" 7.00 "	10.35	7.00	" 9.24 "	" 9.05 "
Westholme	" 10.25 "	" 6.50 "	10.25	6.50	" 9.31 "	" 8.55 "
Chemainus	" 10.15 "	" 6.40 "	10.15	6.40	" 9.38 "	" 8.45 "
Oyster Bay Sliding	" 10.05 "	" 6.30 "	10.05	6.30	" 9.45 "	" 8.35 "
Oyster Bay	" 9.55 "	" 6.20 "	9.55	6.20	" 9.52 "	" 8.25 "
Nanaimo	" 9.45 "	" 6.10 "	9.45	6.10	" 9.59 "	" 8.15 "
Wellington	" 9.35 "	" 6.00 "	9.35	6.00	" 10.06 "	" 8.05 "

On Fridays, Saturdays and Sundays

Return tickets will be issued between all points for a fare and a quarter, good for return not later than Sunday.

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

No return tickets issued for a fare and a quarter where the single fare is twenty five cents.

Through rates between Victoria & Comox.

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

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

RICE.

The Victoria Rice Mills quote wholesale :

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

LUMBER.

The charter of the Am. bark Northwest, 490 tons, Capt. Lund, to load at Brunette Mills for San Francisco on private terms has been announced. The Am. schr. Aida, sailed May 29 for Shanghai, with a cargo of 637,000 feet rough lumber, valued at \$6,600, from Moodyville Mills.

There have been two arrivals, the schr. R. W. Bartlett, to load at Westminster, and the bk'tn. Monitor, to load at Vancouver—both for California.

The following vessels are loading lumber at British Columbia ports for foreign :
At Vancouver : Br. ship Blairgowrie, 1564 tons, for Cape Town and Delagoa Bay, South Africa. Am. bark Areturus 1007 tons, for Santa Rosalia ; Br. ship City of Florence, 1,246 tons, for U. K. ; Br. ship Aigburth, 1,798 tons, for Valparaiso. Am. schr. Puritan, 584 tons for Tientsen. Ital. bark Cavour, 1,389 tons, for Callao. Am. bk'tn Monitor, 224 tons, for California.

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

At Westminster—Nic. bk'tn Wrestler, 447 tons, for Shanghai. Am. schr. R. W. Bartlett, 495 tons, for San Francisco. Total, 10 vessels ; 9,676 tons.

SALMON.

The London Daily Graphic, of May 14, under the heading of "Abnormal consumption of salmon," says : "The maximum temperature in London 13th May, was 78 deg., or 26 deg. higher than the 50 years average of May 13th. The extreme heat recorded for May, will in part account for the very abnormal sale and consumption of salmon both of fresh and tinned." (Three days later the temperature was about 25 degrees lower.

Prices for Columbia river salmon are commencing to show advancing tendencies, and the Astorian, in its weekly summary, quotes standard brands, straight chinooks, \$1.30 to \$1.40 for tall, and \$1.52½ to \$1.57½ for flats. Ovals show a still more marked increase, and are now running from \$1.85 to \$1.95. Keys are from 5c to 7½c above these prices, the majority of business taking key goods at the higher figure. The war with jobbers is about ended in favor of packers, and a much brisker movement has set in as a result. English buyers are bidding for all the stock they can secure and an ex-

tensive operator states that 100,000 cases of Columbia river salmon will find a market in that country this season, as compared with about 30,000 cases last year, as a result of the education of the tastes of consumers. On the lower river operations have continued heavy, but the upper and middle river canneries are making but small catches, and there is a possibility that the season's pack will fall to 400,000 cases, as against 450,000 cases last year.

BUSINESS NOTES.

Ralph Stevenson, solicitor, Midway, is dead.

John B. Wadell, trader, Wellington, is out of business.

Louis Zimmer, herbalist and fur dealer, Vancouver, is dead.

J. A. Shupe, general store, Vernon, has removed to Rossland.

Henley's Hotel, Clover Point, Victoria, is advertised for sale.

Jos. Sauer, Grand Pacific Hotel, Victoria, has given up business.

"Spud" Murphy will, it is reported, shortly open a brewery at Rossland.

Chas. Leavitt, hotel, Fort Steele, is succeeded by Wm. McNish of Golden.

F. W. Garland, Balmoral Hotel, Victoria, succeeded by Mrs. C. F. Jackson.

Morrow, Holland & Co., brokers, Victoria, are succeeded by Munn, Holland & Co.

M. Cann & Co., stationery and fancy goods, are removing from Vernon to Golden.

The California Wine Co., Victoria, are reported closing out stock of wines and liquors.

The stock of the B. C. Plumbing Co.'s estate, Vancouver, is advertised for sale by auction.

Geo. Meldram, Clarence Hotel, Victoria, has sold out to G. Walker & A. R. Macdonald.

Arrangements will shortly be completed for the re-opening of the Alberni Paper Mills.

The Paris Bell Gold Mining Co., (Foreign) of Spokane, Wash., has been registered. Capital stock \$800,000.

Owen & Cannon, insurance agents, Golden, have dissolved. George F. Parson will in future carry on the business.

W. T. Shatford, general merchant, Vernon and Fairview, is arranging to open a branch store at Camp McKinney.

McFarland & Mahon, of Vancouver, have been appointed agents for the Cheque Bank, London, for British Columbia.

The Manor House, Vancouver, has been re-opened by P. F. Emerson, late proprietor of Delmonico Hotel, which business will be continued by A. A. Richardson.

The Good Hope Mining and Milling Company (Foreign) has been registered with a capital stock of \$500,000. Head office is at Spokane, Wash. The company will operate in the Trail Creek district of British Columbia.

The market business of the B. C. Cattle Co., at Victoria and Vancouver, and the Dominion Market Co., Victoria, carried on the Canadian Western Ranching Co., have been amalgamated and will in future be conducted by the British Columbia Market Co., Ltd., with Mr. D. W. Gilles as general manager. The Company's premises at Victoria has been refitted and is now the neatest and most convenient market in Western Canada. The new Company will also have a fruit and vegetable stall and probably be operating a canning establishment as well as pork curing at an early date.

TRANS-PACIFIC STEAMSHIP RATES

This summer will probably witness the liveliest competition there has ever been in the trans-Pacific steamship business. In fact some go so far as to say that there will be a freight war that may be disastrous in its results. The Empress line have, it is announced, opened the tea season at a rate of 1½c per lb. from Japan to eastern terminal points, viz., New York, Philadelphia, Chicago, etc. The rate for the first tea steamer generally opens at 3c per lb. and gradually lowers in drops of ½c a ship to the ordinary winter rate of 1½c, which is the lowest rate usually taken for the steamer in the off season. For sailing vessels tea is being taken at 3c per lb. for same points. It is calculated that these rates after deducting proportion to steamer and arbitrary to connecting railway, the net railway earnings in steamer rate will be about 50c per 100 lbs., and on soil rate is calculated at about 16½c per 100 lbs.

A still more interesting feature in the steamer business will be the advent of Holts Blue funnel line in the trans-Pacific trade in connection with the C. P. Ry. which will enable that company to still further cut rates.

The ocean S. S. Co. operate some 28 cargo steamers from Liverpool to India, China and Japan ports. The vessels are run at very low expense, and will, it is believed, gladly cross the Pacific for a cargo of ore home if it will barely pay their coal bill. Shippers and shipping men await the outcome with considerable interest.

THE OKELL & MORRIS

FRUIT PRESERVING & CONFECTIONERY CO. (Ltd).

Gold Medal, Victoria, 1892; Gold Medal, British Colonial Exhibition 1894; Special Award, London, 1894; New Westminster, 1st Prize, 1894 besides 10 Diplomas and Highest Awards.

Victoria Agents:
R. P. Rithet & Co,
Wilson Bros,
Hudson's Bay Co
J. H. Todd & Son,
S. Leiser & Co.
Turner Beeton & Co

Our Jams and Marmalade have always met with the greatest success. We hold the only Gold Medal awarded in British Columbia, for excellence of flavor in Jams. We have commenced the manufacture of Candies. Grocers will find them equal to anything ever made, and we ask for a trial order, as we are sure their keeping qualities will ensure satisfaction.

Our Marmalade is equal to the finest imported. It is made from the noted Seville Orange, and we believe it to be the best ever made in Canada. We ask a trial for our Lemon Peels. They are pronounced as mellow as a pear and fine colored, and put up in a style which is bound to please those that stock and buy them.

HOW to be successful and how **TO** make trade is one thing. To **MAKE** a name and also to make **MONEY** is another. It is our **EXPERIENCE** that a cheap article **IS** dear at any price, it is almost **NECESSARY** to stock goods which are cheap. But no one ever got satisfaction from cheap goods. Preserves to be good, must be made of full flavored fruit, pure sugar, and only the highest skill employed in its manufacture. There are so many vile compositions being sold for jam that we have no hesitation in claiming that our preserves are the purest and the best flavored in the market. To stock these goods is to please your customers and make money yourselves.

Winnipeg:
G. F. and J. Galt
Thompson God-
ville & Co.

The Above Proves the Excellence of Our Goods

Send for Price Lists of the Manufactures made by

THE OKELL & MORRIS

FRUIT PRESERVING AND CONFECTIONERY CO (LTD).

VICTORIA- BRITISH COLUMBIA

HAVE A POLICY.

There is a whole sermon in the following from the Minneapolis Bulletin and Trade:

"Every merchant should have a store policy. Very few have one. There is too much of allowing trade to take its course, and we will be content with what comes our way. That is not aggressiveness, it is nonsense. When the war was on, the great armies did not remain at one point until the enemy came along and engaged in battle with them; they sought out the enemy and conquered. That is what the aggressive merchant will do. This is not an argument for the competition that has no regard for the rights of others it is argument against going to sleep and allowing the business of the community to go to a neighbor.

Because some other merchant goes to sleep it is not necessary that you should remain in a comatose condition through fear of injuring the other man; no one is obliged to hold himself in restraint because some other merchant is not able to do business as it should be done. Regard for others is in not wilfully crowding out to the wall by unfair means, such as a system of price-cutting and misrepresentation. Every man has the undoubted right to make progress, so long as he does it fairly. An aggressive store policy means a right policy of push and progress, not a simpering store method that would cause inanition in a few hours.

What is aggressiveness? It is being wide awake. Advertise in the local paper, and change the advertisement every issue. That is what city merchants do, and they are aggressive. Learn how to advertise. Buy well. Never misrepresent; that isn't aggressiveness, it is dishonesty. Always keep the difference in mind."

We fully concur in the above and recommend it to our readers. Many business men hesitate to inaugurate a vigorous policy of aggression for fear of wounding the feelings of some competitor, for fear of getting into a controversy with him and having to do something that smacks of hard, energetic work in order to keep up their end of the line. Fear no man. Map out your policy of business procedure and hew to the line, no matter what others think. You are working for yourself, not your competitor, and if your policy treads on his corns don't be chicken-hearted about it and apologize, but keep on shoving. If you can down him by honest, legitimate, fair methods, don't hesitate a moment. He would treat you that way if he could. "Be sure you are right, then go ahead," regardless of his opinion or of the consequences to anybody. Push and pluck is ever pregnant with success.—St. Louis Grocer.

- WHITE LEAD -

THE LEADING BRANDS IN THE DOMINION ARE

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UNICORN PURE,

THISTLE,

CRESCENT STAR



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

NATURE AND SCIENCE.

A strange conflict is going on just now between nature and science. The field of battle is in the chemical laboratory. Chemistry is making advances along new lines, and products are being obtained by artifice which hitherto have only been known as those of nature. This is the field of synthetic chemistry. Whereas, until recently, chemists have occupied themselves almost wholly with the process of analysis—that is to say, the taking of things apart—now they are trying to put elements together so as to imitate natural compounds. Some speculative theorists go so far as to assert that in the future we shall be able to manufacture all kinds of foods, and even most prized delicacies, in the laboratory, so that there will be no further necessity for tilling the soil and raising crops.

PROTECTING PIPES FROM ELECTROLYTIC ACTION.

Since the general introduction of trolley roads in the streets of towns and cities, numerous cases have occurred of damage to water, gas, and other pipes from the fact that the ground has become charged with electricity, and an electrolytic action thus set up by the escaping current, quickly destroying the pipes within its influence. To obviate this difficulty an improvement has been patented by Mr. Richard Watkins, of No. 1,909 M Street, Sacramento, California. The current is supplied by the generator to the trolley line in the usual way, and the generator is also connected with the rails and with the pipes in the street, these pipes being connected with the rails at frequent intervals and at points where the connection may be most easily made. The conductors should be large, so that the current will flow easily, and they are brazed or otherwise firmly secured to the rails to make good contact, while connection with the pipe is preferably made by means of a plug screwed into the pipe, but without the use of lead, solder being applied to make sure of a tight joint.

By thus utilizing the street pipes for return conductors the current passes freely back to the generator and there is no chance for electrolytic action.

PUMPING COAL.

W. H. Andrews, of New York, has a scheme for pumping crushed coal borne in water from Connellsville region to such places as Newcastle, Pa., Youngstown and Sharon. Wherever it is worth while he will build coke ovens and convert this quasi fluid coal into coke. All this seems odd, but Mr. Andrews was one of the original promoters of the Standard Oil Company and he knows what the mechanical elements in such an achievement would be. He says the coal thus carried would be a good steam coal, and that the valves would be no more worn than if the pumps were moving oil.—*Canadian Colliery Guardian*.

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VICTORIA, TUESDAY, JUNE 4, 1895.

B. C. DEVELOPMENT.

THE papers of England, among them the London Times, are, it is satisfactory to know, again interested in the work of development which is going on upon the mainland and on the islands of the Pacific. It is very properly considered by them that the great feature of the twentieth century will be development on the shores and in these waters and this will add another to the great civilizations of the world already seen on the shores of the Mediterranean and the Atlantic. The Times considers that Great Britain is thoroughly justified in bestowing an annual subsidy of £100,000 on the Pacific mail cable service. We in British Columbia have much to gain by developments on the Pacific, and we therefore look with considerable interest upon what is actually going on and what is being contemplated.

A well known English capitalist recently in Victoria in conversation a few days ago stated that after what he had seen both on the island and the mainland he was convinced that within two years there would be an important movement both of money and labor which would contribute immensely to the development and prosperity of this province. Those adverse criticisms of this colony which have been published in London, and the successful manner in which they have been replied to and demolished by the Premier and Finance Minister, have served to awaken a very great amount of interest and that the outcome has been far other-

wisethan detrimental way is proved by the successful manner in which the late loan has been negotiated

THE FARMING OUTLOOK.

A report on land values in England recently presented to the Imperial Parliament says that the assessable value of agricultural land in England was \$199,000,000 in 1870. It rose by \$15,000,000 in 1879. Between the years 1879 and 1894, it fell by \$58,500,000, the drop being equivalent to twenty-two per cent. The decrease has been greater in some counties than in others. A number have only lost by ten per cent., a residential value having helped to sustain the assessable value; but in Essex the fall was 39 per cent., in Suffolk 38 per cent., in Wiltshire 35 per cent., in Huntingdonshire 33 per cent., and so on all the way down the list.

Commenting on the prospects of the British farmer and contrasting them with those of the same avocation in the United States as shown by the report of Mr. Hugh Gough of the British embassy at Washington, the London Times says that the British farmer has to blame himself considerably that his position is not better. It adds: "We could wish that the general conclusion of this report were better fitted to cheer the British farmers, but if it does not offer an immediate prospect of improvement it furnishes rather copiously a melancholy solution derivable from the platform of other people in as bad a plight as our own."

INSOLVENT BILL KILLED.

According to late advices from Ottawa, the Senate has practically killed the insolvency bill, it only having been saved by the Premier agreeing to adjourn the debate. It is but the other day that the papers were congratulating the Government on the practice of initiating legislation in the upper

house, whose function to a great extent had been to endorse measures which the popular chamber had adopted; but if the old gentlemen fail to keep themselves in touch with the popular feeling the conclusion will most certainly be arrived at that the members of the red chamber are not only useless but mischievous. We have have not seen any report of the debate on this important subject, and therefore cannot form an opinion as to the merits of the senatorial opposition. The country, however, badly needs insolvent legislation, and if the Senate is obstructive anything objectionable in the bill must be eliminated and the Minister of Finance or Minister of Justice must bring it up in the popular chamber and secure the adoption of a judicious measure, leaving the final issue to be determined between the members of the two houses.

SEIZURE OF THE "SHELBY."

The Victoria sealing schooner Shelby, whose seizure by the U. S. S. Corwin has been announced in these columns, has been brought into port and placed in charge of the collector of customs. The entry made on her register by the captain of the seizing vessel is that she had aboard seals and sealing implements in prohibited waters. Now, it would appear that the Corwin has committed an outrage in seizing the Shelby, inasmuch as the British Government formally announced its declaration, some three weeks ago, not to renew the agreement with the United States, respecting the sealing up of the arms and implements of sealing vessels. It would seem, however, that neither the people on the Corwin nor on the Pheasant to which the Shelby was turned over were aware of this and the delay of announcing their intentions in this particular is a ground of serious grievance against the British authorities.

Their red-tapist delays have re-

peatedly increased the complications connected with this troublesome matter, and it was to have been supposed that they would have profited by the experience. Of course if the action of the Corwin was in defiance what was understood to be the British policy, the matter assumes a serious aspect, but it must not be forgotten that the Shelby was seized on May 11, up among the Queen Charlotte Islands on the same day that the Canadian Government notified the collector of customs here of the policy of Great Britain in this regard. Under the circumstances it would seem that the Shelby will be entitled to compensation from some one, as last year's agreement was only under a friendly convention and was in no way obligatory under the Paris award.

EDITORIAL COMMENT.

Big shoals of mackerel are, it is announced, schooling off the Atlantic coast of Canada and good hauls are being reported. The inevitable Yankee poacher is, however, as usual in evidence, but has so far been able to elude the watchful Canadian cruisers.

CANADIAN consumers of canned meats are likely in the future to be especially careful as to what they buy under the guise of prime roast, or boiled beef which may be just as likely to be horse flesh as anything else, a concern at Portland, Oregon, called the Herrick Cannery—though we may expect the product ere long to be offered under some other name—having undertaken to put up every day in palatable shape the carcasses of a hundred cayuses or played out plugs. An endeavor was made to get an establishment of this kind inaugurated at Chicago, but the Armours and the Libbies have so far announced that animals which chew the cud and divide the hoofs are good enough for them.

Hon. Sir Mackenzie Bowell has announced that the provincial allowance to the clerks in the Post Office at Victoria will be done away with and that the amount will be made up to them in their salaries.

The sealers both on this side and in Pacific coast waters appear to have been particularly unfortunate this year. The Victoria fleet working along these shores has only taken 5,308 skins as against 11,703 last season and double that number the previous year. Advices so far from the Japan coast are almost as disappointing and the lookout is a poor one indeed.

We are not sorry that for the present at least, Newfoundland is not likely to be brought into the Canadian confederation. Their admission would have involved a heavy bill of expense which the Dominion cannot well afford to meet and it would have brought in a people who, it would be well, should learn some of the sweet uses of adversity before they become part of a politically independent confederation.

According to Captain Carroll, all Alaska seems to be prospering; more miners have gone into the Yukon than ever before. Juneau is enjoying a building boom, and wharfage and warehousing facilities have become necessary by the increased business that is being done. But we may inquire why should people go all the way up to Alaska in search of gold when there is so much of it at our own doors all for the mere getting it?

We are pleased to hear that inquiries are coming in from all over the world in regard to mines and mining, and that it is more than probable that the activities in Australia and South Africa will give way to the mining boom in this province, for we have as rich a country as any in the world which

only wants the capital to develop it. Then as for commerce the course of events which must follow the further opening up of China as contemplated in the treaty with Japan, will undoubtedly tend to bring business this way, and Victoria and Vancouver, as being two of the most advantageously situated seaports are certain to handle a good share of it.

It is expected that a thorough investigation of the affairs of the Grand Trunk Railway system will be the outcome of the investigation that has recently taken place. Of course it will be some time before the new conditions can be put into operation; but it is to be hoped that the experience will have been sufficient to show that it is impossible to successfully conduct the affairs of any great institution so far from the scene of operation as is the city of London from Canada.

It is amusing to notice the "silent contempt" with which a "dignified" legal gentleman connected with a certain weekly publication treats "a low assailant." His silence consists of the use of such expressions as "untruthfully and abusively" "gangrened motive" and the caustic terms previously quoted. If this be the gentleman's silence, what is his volubility like? We beg the readers' pardon—many of them will already have had experience of this on one notable public occasion.

According to the proprietor of the Goldstream house, some people have a funny way of promoting the circulation of papers with which they are connected. It must be something of a new experience for hotel keepers to have customers contracting a bill, objecting to the moderate charges as extortionate, then professing to have no money and finally to offer as the last and only alternative a year's subscription to a weekly periodical. This is decidedly a new policy. Is it the characteristic of the "new editor"?

MISCELLANY.

MUSIC THAT CHEERS.

He had been in all countries that man ever found,
And had listened in all to every sweet sound,
But the sweetest of all, he solemnly spoke,
Was the ring of the coin to the man that is broke.

He whose goal is Better never finds Best.

The London Times gives the reduction in value of price of land in England since 1870 as \$30,000,000.

Man born of woman will in a few days be full of trouble, if he undertakes to right all the wrongs of the race at once.

It is no worse to put the big berries on the top of the package to make it attractive, than to dress a depraved human carcass in broadcloth for a similar purpose.

Good-natured rivalry in business is all right, but it is carrying things a trifle too far when an undertaker starts in with the avowed intention of laying his competitors out.

The last report of the Massachusetts State Board of Health shows that one sample of spice is about every six examined by them last month was found to be adulterated. A sample of mustard examined marked "perfectly pure," was found to consist principally of flour and turmeric, and a package marked "Pure Ginger" contained so much cornmeal that its presence was evident from the taste.

Higher prices are materializing, and mere cheapness will not long hold its devastating grip on trade. Many of the adulterations and frauds which have for a time flourished will soon be exposed and regulated to deserved neglect and obscurity, and skill, taste, and honest service will regain something of their old supremacy. There will be a decided shaking up in these matters before the completed harvest ushers in the full tide of fall trade. — St. Paul Trade Journal.

In a city, not a thousand miles from Providence, there died the other day a well known and respected citizen who had successfully failed in business three or four times, and whose widow it is believed, is pretty well fixed in consequence. He was a pillar of the church, in fact, an ostentatious and highly ornamental pillar, and the church accorded him an elaborate funeral, but the devil must have had a hand in the selection of the hymns. The audience snickered when the choir sang: "Failing, still failing," and a broad smile suffused its countenance when this was followed by: "Jesus paid it all." — New England Grocer.

There has recently been invented a white tar, which is not affected by any climatic conditions, and which cannot be made soft by any atmospheric circumstances. It will probably take the place of pitch altogether in the corking of the decks of ships.

France's chief magistrate is seriously considering the policy of proclaiming a reward for the discovery of the whereabouts of the sardine. The latter which constitutes the chief means of existence of most of the seaside population of France, has disappeared in a most mysterious manner, not only from the coasts of the country, but also from those of Spain and Portugal as well, and within a short space of time the entire sardine industry in these three centuries will be at a standstill.

The Denver Commercial Tribune tells a sad truth as follows

"The greatest sin a man has to answer for nowadays is poverty. He may have grievous faults, but if he has money his faults are overlooked, but if he is poor God help him, for he will find but few others to do so. To say a man has made a success of his life means that he has made money, it matters not how. To say his life has been a failure means he is poor. It is no wonder that the poor are discontented."

You are not asked nowadays how you made your money, but: "Have you got it?" An affirmative answer is the open sesame to everything but contentment and happiness.

THE DE MARE INCANDESCENT GAS BURNER.

Public attention is being given in Paris to a system of incandescent gas lighting to which the name of the inventor, M. De Mare, has been given. The arrangement consists of an atmospheric burner-fitting designed to be easily attached to an ordinary burner point. This fitting is of extremely ingenious design and construction: being probably the smallest and most compact air and gas mixing apparatus ever successfully used for this purpose. It is professedly designed upon the principle of the Giffard injector. The mixed gas and air issue at the top of the fitting through a slit, which causes the flame to spread in the regular batwing shape. Across the flame is suspended, by means of a brass yoke, a length of twisted platinum wires, carrying a row of what appears to be asbestos fibers. In the heat of the atmospheric flame these fibres become highly incandescent, and yield a brilliant light. The effect is certainly striking; and as neither chimney nor globe is required to enable the light to burn satisfactorily, and the

incandescing material is not woven into any textile form, the simplicity and cheapness of the arrangement are obvious. For street lighting, clusters of these burners are used in Paris with good effect. Before lighting, the fibres, being flexible, will stand by any reasonable amount of handling; and it is said that one string will last 1,500 hours of lighting and be serviceable to the last shred. The consumption of gas in the De Mare burners is limited to 2½ cubic feet per hour; and the illuminating power is stated to be 25 candles.

NOT SATISFIED.

The following pertinent observations by the Winnipeg Commercial on the report of the commission appointed by the Dominion government, to take evidence and hear complaints against railway rates in the west, is worthy of special attention. It is, it is remarked, just about what was expected by a good many business men here who took an interest in the matter. The report completely exonerates the Canadian Pacific Railway from any charges of imposing exorbitant or extortionate rates. One statement made by the commission, however, calls for a direct challenge. They say, according to telegraphic reports, that some of the heaviest shippers in Winnipeg had no complaints to make, and there was an entire absence of complaints from the heavy freight handlers.

"This statement will bear explanation which will put it in a very different light. Instead of making their complaints individually, which would necessitate a great deal of repetition, the Winnipeg business men resolved to state their case collectively, through the board of trade. This made a great saving of time and labor for the commission. The case presented by the Winnipeg board of trade was in reality the complaint of all the heavy freight handlers of Winnipeg who are members of the board. The statement, therefore, that a great many of the heaviest shippers had no complaint to make, while literally true, considering these men individually, is nevertheless entirely misleading.

"The report itself, it is needless to say, will not prove satisfactory to the people of the west. There was a feeling here at the time the commission was first appointed, that a mistake had been made in appointing government officials to compose the commission. If the commission had been composed of men of known commercial ability, who were not under official influence of any kind, the report now made would have carried very much more weight, even if it had been opposed to popular opinion in the matter. As it is, however, the report coming from officials of the government is not considered a very weighty document."

BRITISH COLUMBIA SEALING FLEET, 1895.

Table with columns: NAME, T.N., MASTER, CRKW W. IN, OW'R, MGR, OW'R OR AG'T, DST'NAT'N, S'LD, CATCH, and REMORANDA. Lists various sealing vessels and their details.

COMMERCIAL SUMMARY.

The business of Lightbound, Ralston & Co., wholesale grocers, Montreal, will be wound up.

Horsefly Hydraulic company stock is quoted at \$25, making the total value of the property \$1,500,000.

The willingness of a grocer, when he has competition, to oblige all customers, is sometimes almost pathetic.

The yield of French prunes will be considerably short of last year. A shortage of 25 or 50 per cent. of last season's output is advised.

The Densmore typewriter has just been awarded the contract for furnishing the government with machines at the headquarters department of the Platte. This award was made in the face of stubborn opposition on the part of all other companies manufacturing typewriters.—Nebraska Trade Journal.

The banks of the United States during the year 1894 lost over \$25,000,000 by theft.

Owners of bees in Surry municipality report an unusually favorable season for honey, and large supplies already stored.

All is well as long as the sun shines and the fair breath of Heaven gently wafts us to our own purpose; but if you will try the excellency and feel the work of faith, place the man in a persecution.

A peep at the hotbeds of the Mission tobacco culturists discloses the fact that the plants are well under way and ready to set out in the field about the 1st of June. So far the recent frosts have been kept from damaging the young plants, and the prospect for a good crop are favorable.—Midway Advance.

The organization of the new Manitoba fire insurance company has been completed with the following directors.

President, J. H. Ashdown; vice-president, F. W. Stobart; directors, J. H. Crowe, J. R. Campbell, J. A. Archibald and E. F. Hutchings; managing director, R. T. Riley; advisory boards, Brandon, Messrs. Johnson and Adams; Portage la Prairie, T. B. Miller and Wm. Garland. The capital stock of the company will be increased to \$300,000. The company will enter the field for business on June 1st.

PEACE IN THE ORIENT.

Final terms of peace between Japan and China were ratified on the 8th of this month. Now look out for an industrial war, with those two cheap labor countries against the field! With skill, ample capital, territory and 400,000,000 people, China and Japan could soon cause every other country in the world to build a tariff wall round it higher than any yet known. Their opportunity has come. Will they embrace it?—California Fruit Grower.

SAN FRANCISCO COAL TRADE.

J. W. Harrison's San Francisco coal report dated May 25, says: During the week there have been 11 arrivals from the Coast collieries with 28,705 tons of coal, from Australia 3 arrivals with 7,334 tons, from Swansea the "Oriente" with 1,754 tons, total 37,773 tons. Some of these grades have come to a good market, as Australian and Swansea Anthracite were in very light supply, hence the above arrivals have brought remunerative prices. The newspapers are all vying with each other as to which will give the most distorted account of "Coal trusts," "Combines," "Syndicates," etc., etc., which exists (only in their minds) here at present. It is most singular that distributors of information will not seek it from reliable sources, when accurate coal data can be had at the Merchants Exchange daily from a dozen or more Coal Dealers and Importers who convene there. There is not an article in the currency of trade which requires as much capital to carry the stock, valuable and spacious yards for storage, judgment for distribution, that has left a smaller remuneration for the past five years, as Coal. This is a positive fact, and actually known to be such by the writer.

There is listed as engaged tonnage for here, over 110,000 tons of coal tonnage from Australia and over 100,000 tons from Swansea—some of this may not arrive here this year. Seductive grain charters will assure us generous fuel supplies for 12 months to come at least.

FREIGHTS.

Grain vessels already under engagement are arriving freely, but there are few disengaged ships in port. These are held at pretty high rates, which so far exporters show no disposition to pay. In the lumber market freight continue steady to firm. Grain freights from San Francisco to Cork for orders, may be quoted nominally at 32s 6d from Columbia River 37s 6d, and from Tacoma 35s.

Lumber freights from British Columbia or Puget Sound are quoted as follows: Valparaiso for orders, 42s 6d; Sydney, 30s; Melbourne, 42s 6d nominal; Port Pirie, 40s; United Kingdom, calling at Cork for orders, 65s; Shanghai 52s 6d; Tientsin 55s; South Africa, 62s 6d.

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

FOREIGN COAL SHIPMENTS.

The following are the New Vancouver Coal Co's shipments for two weeks ending June 1st:

Date.	Vessel and Destination.	Tons.
18	Willapa, str., Alaska	77
21	G. Storey, str., Port Townsend	35
22	Holyoke, str., Port Townsend	18
23	Angeles, str., Port Townsend	9
25	P. Jensen, str., Los Angeles	1,038
27	Wanderer, str., Port Townsend	12
27	Willapa, str., Juneau	111
29	Kodak, str., Alaska	6
29	Pioneer str., Port Townsend	26
30	Willapa, str., Alaska	18
Total.....		3,103

VESSELS IN PORT.

(June 3, 1895.)

VICTORIA.

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

COWICHAN.

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

WESTMINSTER.

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

Am. schr. R. W. Bartlett, 495 tons, Capt. Olsen, arrived May 30, loading lumber for San Francisco.

VANCOUVER.

Br. ship Bangower, 1,561 tons, Capt. Manson, arrived April 14, loading lumber for South Africa.

Br. ship Aigburth, 1,798 tons, Capt. Jones, arrived March 28—from Liverpool with general cargo—H. Bell-Irving & Co., agents, loading lumber for Valparaiso for orders.

Br. ship City of Florence, 1,216 tons, Capt. Leask, arrived April 17 from Liverpool with general cargo, to load lumber for Cork, U. K., for orders.

Am. bark Arcturus, 1,007 tons, Capt. Sloan, arrived May 8, loading lumber for Santa Rosalia.

Am. schr. Puritan, 581 tons, Capt. Saxe, arrived May 5, loading lumber for Tientsin.

Ital. bark Cavour, 1,389 tons, Captain San Mentor, arrived May 13, loading lumber for Callao.

Am. bk'tn Monitor, 221 tons, Capt. Turlo, arrived June 3, loading lumber for California.

NANAIMO.

New Vancouver Coal Co's shipping. Am. ship Cyrus Wakefield, 2,103 tons, Capt. Henry.

Am. bark Wilna, 1,494 tons, Capt. Slater. WELLINGTON SHIPPING.

Am. ship Two Brothers, 1,313 tons, Capt. Windrow.

UNION SHIPPING.

Am. s.s. City of Everett, 1,858 tons, Capt. Buchanan.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	1	1,281
Cowichan.....	1	922
Vancouver.....	7	7,812
Nanaimo.....	4	6,713
Westminster.....	2	912
Total.....	15	17,673
Previous week.....	11	14,389
Correspond'g week last year. 26		30,593
" " 1893.....18		26,253
" " 1892.....12		16,970

It is unfortunate that prospectors do not know they can be more satisfactorily equipped with supplies and necessaries for prospecting in Ashcroft, or up-country, than at the coast. Several have come up with outfits which they were compelled to throw almost entirely away because of their unfitness for the journey intended. It would also be advisable for those who think of bringing up provisions in small quantities to remember that it costs almost as much to bring small quantities as large, and, therefore, unless they need much, it will be cheaper to wait till they get up here.—Ashcroft correspondence World.

The Financial News, one of the leading monetary papers of England, in a recent article, takes the public of Great Britain severely to task for investing their money in many worthless schemes in all sorts of half and quarter civilized countries and neglecting their own possessions, of which it holds up West Kootenay as a bright but very much neglected example. There is unfortunately no doubt that investments in British Columbia are not so attractive to the British public as say in the United States of Columbia, an obscure republic in South America, where revolutionists are the only past time and where repudiation is simply prevented by the shadow of a British man-of-war.

Dodwell, Carlill & Co., shipping agents for the N. P. Lns, have removed their Victoria office to the Board of Trade block.

MEMORANDA.

Vessels on the way to British Columbia Ports.

- A—Via Suva, Fiji, May 21, and Honolulu June 1—Due about June 10.
- B—Lumber to Sydney at 36s 7d.
- C—To sail June 12, via Yokohama June 21—due July 3.
- D—Cargo of coals.
- E—May 6, sailed from Galway to Liverpool, to sail thence about June 15. Chartered for grain from Tacoma.
- F—Via Yokohama.
- G—15th April, arrived at Flores with 11 of the crew sick with yellow fever. Chartered for lumber to U. K.
- H—Tea cargo.
- I—Via San Diego, chartered for Salmon to U. K., at 35s., September, loading.
- J—Lumber for California.
- K—Chartered for salmon to U. K., at 36s., by R. P. Rihet & Co., Ltd.
- L—To sail June 1, via Yokohama, June 15—due June 29.
- M—Dec: 28 passed Scilly, Spoken January 1, lat. 25° N. long. 14° W. January 22—lat. 21° S. long. 39° W. March 2, put into Port Stanley, F. I., partially dismasted, lost sails, bulwarks and chain plates damaged.
- N—Chartered for salmon to U. K., at 33s. 9d., by Robt. Ward & Co., Ltd.
- O—March 1—Arrived Barbadoes.
- P—Chartered to load lumber for U. K.
- Q—Arrived Santa Barbara April 29, chartered for lumber from Vancouver to Adelaide at 38s 9d.
- R—May 3, sailed from Las Palmas thence via San Francisco. To enter coal trade.
- S—Chartered to load lumber on Puget Sound for U. K.—exclusive of west coast of Ireland at 70s.
- T—Via San Diego with coal at 16s—thence to Royal Roads for orders.
- U—May, loading. Chartered at 52s 6d for the round. Salmon to be the return cargo.
- V—Spoken March 2—lat. 35 N. long. 20 W. March 22—lat. 6 S. long. 28 W.
- W—To sail June 25—Via Yokohama July 6—due July 20.
- X—Via San Francisco—To enter coast coal trade for Saginaw S.S. Co., of San Francisco.
- Y—Via Yokohama June 1—due June 15.
- Z—Via Yokohama June 1—due June 12.
- AA—To load a return cargo of lumber.
- BB—June sailing, via Yokohama.
- CC—To sail from Antwerp June 25, and from Liverpool July 31.

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. THE SOUTH FIELD COAL

(Used principally for Gas and Domestic Purposes.)

(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 quantity of Coke.

THE "SOUTH FIELD" COAL

Now used by all the leading Steamship Lines on the Pacific.

THE "NEW WELLINGTON" COAL

Which was introduced a short time ago, 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.

PROTECTION ISLAND COAL. Upper Seam.

This coal is similar in appearance and quality to the New Wellington, but is a superior gas coal, and for general purposes will be preferred to all other coals produced on Vancouver Island.

The several Mines of the Company are connected with their Wharves at Nanaimo, Departure Bay and Protection Island, where ships of the largest tonnage are loaded at all stages of the tide. Special despatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

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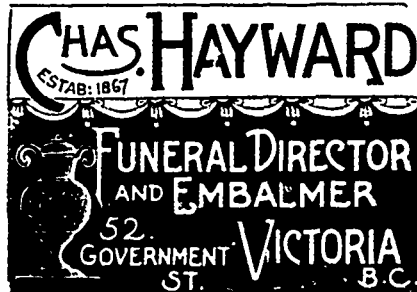
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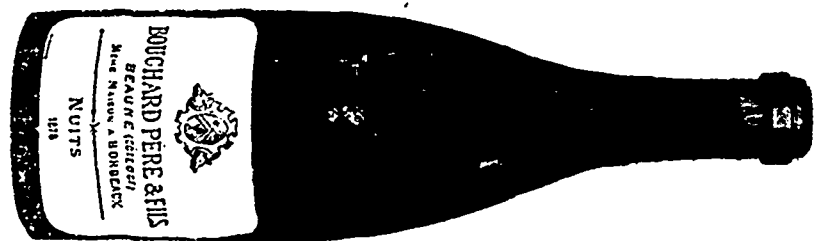
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