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Vol. I.

VICTORIA, B. C., TUESDAY, JUNE 30, 1891.

No. 16.

FURNITURE.
WEILER BROS.,

SUCCESSORS TO

JOHN WEILER,
MANUFACTURERS
OF FURNITURE.

LARGEST IMPORTERS IN B. C.

—OF—

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

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

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

E. G. PRIOR & CO.,

Cor. Johnson and Government Sts.,

VICTORIA, B. C.

BRANCH AT KAMLOOPS.

IMPORTERS OF

IRON AND STEEL,

HARDWARE,

AGRICULTURAL IMPLEMENTS,

Wagons and Buggies,

LOGGERS AND CANNERIES SUPPLIED

The Leading House in B. C.

ENQUIRIES SOLICITED.

COWAN & WILSON

WHOLESALE GROCERS

—AND—

IMPORTERS

—OF—

California - and - Tropical

FRUITS.

—)o(—

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

Victoria Rice Mills,

STORE STREET, VICTORIA, B. C.

—MILLERS OF—

CHINA AND JAPAN RICE

RICE MEAL,

Rice Flour, Chit Rice, Etc.

VICTORIA

ROLLER FLOUR MILL.

Delta Brand Family Flour,

Superfine Flour, Bran & Shorts.

NOS. 64 & 66 STORE ST.,

VICTORIA.

TURNER, BEETON & CO

Commission Merchants

—AND—

Importers

—

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

—

Indents executed for any description of
European or Canadian Goods.

—

AGENTS FOR

GUARDIAN ASSURANCE CO.,

NORTH BRITISH AND MERCANTILE
INSURANCE CO., FOR MAINLAND.

BELL-IRVING
& PATERSON

VANCOUVER.

SHIPPING AGENTS

Wholesale & Commission Merchants.

—

AGENTS FOR THE

North China (Marine) Insurance
Company, Limited;

—

BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

THE BANK OF BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital... £1,000,000 Stg.
Reserve Fund..... £255,000 "

LONDON OFFICE:

3 CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

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

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

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

Branches and Agencies in Canada.

London,	Kingston	Fredericton, NB
Brantford,	Ottawa,	Halifax, N.S.
Paris,	Montreal,	Victoria, B.C.
Hamilton,	Quebec,	Vancouver, BC.
Toronto,	St. John, N.B.,	Winnipeg, Man.
	Brandon, Man.	

Agents in the United States.

NEW YORK—H. Stikeman and F. Brown-
field, Agents.
SAN FRANCISCO—W. Lawson and J. C.
Welsh, Agents.
LONDON BANKERS—The Bank of England;
Messrs. Glyn & Co.
FOREIGN AGENTS—Liverpool—Bank of Liv-
erpool. Scotland—National Bank of Scotland,
(Limited) and branches. Ireland—Provincial
Bank of Ireland (Ltd) and branches. National
Bank, (Limited) and branches. Australia—
Union Bank of Australia. New Zealand—
Union Bank of Australia. India, China and
Japan—Chartered Mercantile Bank of India,
London and China—Agra Bank (Limited).
West Indies—Colonial Bank. Paris—Messrs.
Marcuard, Krauss et Cie. Lyons—Credit
Lyonnais.

BANK OF MONTREAL.

ESTABLISHED IN 1817

INCORPORATED BY ACT OF PARLIAMENT.

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

HEAD OFFICE, MONTREAL.

BOARD OF DIRECTORS:

Hon. Sir D. A. SMITH, K.C.M.G., President.
Hon. G. A. DRUMMOND, Vice-President.
Gilbert Scott, Esq. E. B. Greenshields, Esq.
A. T. Paterson, Esq. W. C. McDonald, Esq.
Hugh McLellan, Esq. Hon. J. J. C. Abbott.
Charles S. Watson, Esq.

F. S. CLOUSTON... General Manager.
A. MACNIDER..... Chief Inspector and Super-
intendent of Branches.
R. Y. HEDDEN... Assistant Inspector.
A. B. BUCHANAN... Assistant Supt. of Branches

BRANCHES AND AGENCIES IN CANADA.

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West End Branch,	St. Catherine St.
Almonte, O	Hamilton, O
Belleville, O	Kingston, O
Brantford, O	Lindsay, O
Brockville, O	London, O
Calgary, NWT	Moncton, N.B.
Chatham, N.B.	New Westminster, B.C.
Chatham, O	St. John, N.B.
Cornwall, O	Ottawa, O
Goderich, O	Perth, O
Guelph, O	Peterboro, O
Halifax, N.S.	Pictou, O
	Winnipeg, Man
	Vancouver, BC
	Victoria, BC.
	Wallaceburg, O
	Winnipeg, Man

AGENTS IN GREAT BRITAIN—London, Bank
of Montreal, 22 Abchurch Lane, E. C.; C. Ash-
worth, Manager. London Committee—Robert
Gillespie, Esq. Peter Redpath, Esq.

BANKERS IN GREAT BRITAIN—London, the
Bank of England; the Union Bank of London;
the London and Westminster Bank. Liver-
pool, the Bank of Liverpool. Scotland, the
British Linen Company and Branches.

AGENTS IN THE UNITED STATES—New York,
Walter Watson and Alex. Lang, 59 Wall
street. Chicago, Bank of Montreal, W. Munro,
Manager; E. M. Shadbolt, Assistant Manager.
BANKERS IN THE UNITED STATES—New
York, the Bank of New York, N.B.A. the Mer-
chants' National Bank, Boston, the Merchants'
National Bank, Buffalo, Bank of Commerce
in Buffalo, San Francisco, the Bank of British
Columbia, Portland, Oregon, the Bank of
British Columbia, Seattle and Tacoma, Wash.,
the Bank of British Columbia.

GARESCHÉ, GREEN & CO.,

(ESTABLISHED 1873.)

BANKERS.

Government Street, Victoria, B. C.

A GENERAL BANKING business trans-
acted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANS-
FERS and LETTERS OF CREDIT issued direct
on over 10,000 Cities in the United States, Can-
ada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market
rates.

AGENTS FOR

Wells, Fargo & Company.

CASEMENT & CREERY BANKERS

And Financial Agents.

A General Banking business transacted.
Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange
Money loaned on Notes, Real Estate,
Chattel Mortgages and all kinds
Of Negotiable Securities. Interest allowed
On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. GAMBIE & GORDOVA STS.,
VANCOUVER.

+ FOR +

Real Estate, Insurance,
Exchange, Mortgages,
Stocks & Shares,

—GO TO—

A. W. MORE & CO.,

TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe
Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident
Insurance Co.

—:O:—

Risks taken at Moderate Rates and Losses
settled promptly and Liberally.

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

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

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

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

Agents and Correspondents:

IN CANADA—The Bank of Montreal and
branches, Canadian Bank of Commerce, Im-
perial Bank of Canada, Molsons Bank, Com-
mercial Bank of Manitoba and Bank of Nova
Scotia.

Correspondents throughout the United
Kingdom and in India, China, Japan, Austral-
ia and South America.

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

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

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

ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & Importers,

Represented in London by H. J. Gardiner & Co.,
Gresham Buildings, E. C.

ROYAL SWEDISH AND NORWEGIAN
CONSULATE.

Execute Indents for every description of
British and Foreign Merchandise,
Lumber, Timber, Spars,
Fish and other products
of British Columbia.

SHIPPING AND INSURANCE AGENTS.

CHARTERS EFFECTED.

GENERAL AGENTS:

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

SOLE AGENTS:

Curtis & Harvey's Sporting and Blasting Powder.
Joseph Kirkman & Son's Gold Medal, Inven-
tions Exhibition, 1895, Pianofortes.

J. & W. Stuart's Patent Double-Knotted Mesh
Fishing Nets, Twines, Etc.

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

Agents for the following brands of British
Columbia Salmon:

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

NICHOLLES & RENOUF

—DEALERS IN—

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

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82.

P. O. BOX 86.

VICTORIA. - B. C.

THOMAS EARLE,
IMPORTER

—AND—
Wholesale Grocer.

—
AGENT FOR
ALERT BAY CANNING Co.
NIMPISH BRAND.

Pioneer Steam Coffee and
Spice Mills.

WHARF ST., VICTORIA,

—> THE <—

Albion Iron Works
COMPANY, [Ld.]

Engineers, Iron Founders

—AND—

Boiler Makers.

W. F. BULLEN, MANAGER,

P. O. DRAWER 12.

VICTORIA, - - B. C.

P. F. RICHARDSON,

SUCCESSOR TO

RICHARDSON & HEATHORN.

IMPORTER

—AND—

MANUFACTURERS'
AGENT.

P. O. BOX 107.

42 YATES ST., VICTORIA.

Findlay, Durham & Brodie
COMMISSION MERCHANTS

AGENTS FOR

The Northern Fire Assurance Company of London,
The British and Foreign Marine Insurance Company of Liverpool,
The Royal Mail Steam Packet Company of London,
The British Columbia Canning Company (Limited) of London.

CANNERIES:

Deas Island, Fraser River,
Naas River Fishery,
Windsor Cannery, Skeena River,
Rivers Inlet Cannery,
Victoria Cannery,) Rivers Inlet.
Victoria Saw Mills,)

—O—
London Office:
43 to 46 Threadneedle Street.

REPRESENTED BY
Welch & Co., San Francisco.

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

R. P. RITHET & CO.,

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.

SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

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

Moodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

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

NORTHERN AND SKEENA RIVER:

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

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and Judson Powder manufactured and kept on hand.

Columbia Flouring Mill Co. of Enderby.

Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

E. B. MARVIN & CO.,

Ship - Chandlers - and - Commission - Merchants

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

Cable Address:
MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

ESTABLISHED 1864.

TELEPHONE NO. 55.

A. J. Langley.

T. M. Henderson.

J. N. Henderson.

HEISTERMAN & CO.

Real Estate and Insurance Agents.

FIRE - MARINE - LIFE.

Rents and Interest Collected. Money Loaned. Conveyancing

GENERAL AGENTS FOR BRITISH COLUMBIA

—: OF THE :—

MUTUAL LIFE INSURANCE CO. OF NEW YORK,

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

TELEPHONE 488.

P. O. BOX 505.

DALBY, BALLENTYNE & CLAXTON,

REAL ESTATE,

Insurance : and : Financial : Brokers.

AGENTS FOR

The Yorkshire Guarantee and Securities Corporation, England.

The Royal Canadian Fire Insurance Company, Montreal.

The British Columbia Fire Insurance Company, Victoria.

64 YATES STREET,

VICTORIA, B. C.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

R. B. McMICKING,

10 TROUNCE AVENUE,

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

Electrician and dealer in all classes of Electrical Goods.

F. W. NOLTE & CO.,

PRACTICAL OPTICIANS,

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

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, June 30.

VICTORIA.

Trade has been of a steady, quiet nature during the past week. As the end of the month drew near, business quieted down, getting ready as it were to take a spurt again at the beginning of the new month. A more hopeful feeling is reported in the country, the recent rains having improved the crops. There was some little excitement in the early part of the week on account of the tariff changes. The monetary situation is unchanged, the banks still pursuing a conservative policy. Payments are said to be very satisfactory.

GROCERIES AND PROVISIONS.

The movement of trade in these lines cannot be said to have been very active during the past week. The tariff changes caused a little excitement, but the changes have been settled for tobaccos and sugars, the two lines affected. The price on all tobaccos has been advanced 5c. per lb. Sugars remain unchanged at present. The refinery is going to maintain the old prices for a couple of weeks, to enable dealers to clean out their stocks. The B. C. Refinery is quoting for future delivery on 13th July: Granulated, 5½c.; extra C, 5½c.; cube, 6c.

There is little call for meats, and the market is flat. It is said, however, that in some quarters, there is an inclination to shade prices for canned meats. The

new stock of canned vegetables are going to be higher. A number of orders have already been placed by wholesalers at stiff advances, which, in some instances, reach 12½ per cent. Large consignments of eastern butter are being brought in by refrigerator cars, and prices are weakening. Manitoba creamery is quoted 24½ to 26c., Manitoba dairy, 20c. Cheese is coming in freely, and quoted at 12½ to 13c. Eggs, 18 @ 20c. per doz.

FRUITS AND VEGETABLES.

Strawberries are about out of the market. Raspberries are ripening fast, and promise to be on the market in a couple of days. The yield promises to be a large one. California fruit trade continues to increase. Riverside oranges are now quoted at \$3.75 per box, and will be off the market shortly. The cherry season is about over, but they are still offered at \$1.40 per box. Apricots have about reached their lowest point and are coming in very freely at \$1.25 per box. Peaches are getting in good condition, \$1.50; plums, large boxes, \$1.50; apples, \$2 a box.

FLOUR AND FEED.

Reports from Ladner's state that the crops generally are looking well. Grain sown in April is backward, but the May sowing is going to give an abundant yield. The root crop has been greatly improved by the late rains and benefitted so that any future drouth will have no effect. The cold month of April will cause a loss in the timothy hay crop. The yield has depreciated about one-quarter from last year. Clover, however, will show a larger in-

crease. The Enderby mills are quoting their Superfine brand on this market at \$1.40. California mill products have gone up to such a price that they cannot be profitably brought in. Manitoba products are now supplying the market here. Manitoba Hungarian flour has lowered 25c., and Royal (Oregon) 10c. The favorable crop reports, smaller foreign takings and the reduced speculative demand in the great centres, has caused the price of wheat to tend downward. Quotations are:

Delta, Victoria mills.....	\$5 25 @ 0 00
Lion, " "	5 25 @ 0 00
Premier, Enderby mills	6 15 @ 0 00
XXX, " "	5 85 @ 0 00
XX, " "	5 25 @ 0 00
Superfine, " "	4 40 @ 0 00
Manitoba Hungarian.....	6 25 @ 0 00
Snowflake.....	6 35 @ 0 00
Portland Roller.....	6 35 @ 0 00
Royal.....	6 15 @ 0 00
C & C.....	5 50 @ 0 00
Oregon Superfine.....	4 50 @ 0 00
Columbia Superfine X.....	4 40 @ 0 00
Wheat, per ton.....	\$00 00 @ 45 00
Oats.....	42 50 @ 45 00
Oil cake meal.....	35 00 @ 40 00
Chop feed.....	37 50 @ 40 00
Shorts.....	28 00 @ 30 00
Bran.....	26 00 @ 28 00
California oatmeal.....	1 65 @ 00 00
Rolled oats.....	4 75 @ 0 00
California rolled oats.....	5 25 @ 00 00
Tacoma rolled oats.....	4 80 @ 00 00
Cornmeal.....	3 00 @ 3 25
Cracked corn	50 00 @ 55 00

SPIRITS AND CIGARS.

The increase in the tariff has caused prices to advance to a slight percentage over the duties added. The following advances

JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

ENGINES AND BOILERS

Corliss Engines, Armington & Simms' Engines, Hoisting Engines, Gas Engines, (1 to 10 h. p.), Vertical Engines and Boilers.

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Belting, Brass Goods, Globe Valves, Packing, Rubber Hose, Safety Valves, Steam Fittings, Rubber Valves, Signal Lamps, Black and Galvanized Iron Pipe, all sizes up to 6-inch.

Estimates for Marine and Stationary Engines furnished on application.

P. O. Box 174. Telephone 368.

O. F. ST. JOHN, Manager.

THE WM. HAMILTON MFG. CO., (LD.)

OF PETERBOROUGH.

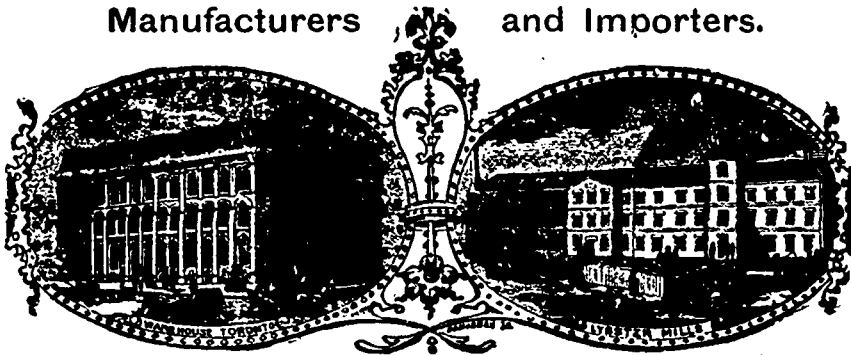
Saw : Mill : Shingle : Planing : and : Mining : Machinery
Mill Supplies always on hand.

BRANCH OFFICE : 408 CORDOVA STREET, VANCOUVER

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

are noted : Canadian Rye Whiskey, 20c. per gal.; all imported liquors, 25c. a case; and in bulk, 15c. a gal.; English ales and Stout, 35 to 50c. per case; Milwaukee bottled beer, 50c. per barrel; champagne, \$1 per case. There have been no changes in light wines, ports, sherries, etc. Cigarettes have advanced 50c. per thousand; Cigars, 50c. to \$1.00 per thousand, according to weight, on the basis of 5c. per lb.

RICE.

The leading feature of this line was the arrival of the ship Thermopylae from Saigon with 1,300 tons rice for the Victoria Rice Mills. A large consignment was brought over from China by the SS. Batavia, which, it is expected, will be shipped to Sound points. Prices are in no way affected by these importations. The Victoria Rice Mills quote wholesale:

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

LUMBER.

Foreign demands are slight, and no new charters are being affected. The Hindostan and Antonietta, to load for Valparaiso, and the Leading Wind, to load for Melbourne, arrived during the week. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Timber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length, 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2. Local trade continues steady. The Rock Bay Saw Mill quotes:

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

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

SALMON.

It is stated that the Columbia River pack is 40,000 cases short at the present date of what it was last year. The June

T. B. PEARSON & CO

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST., NEAR ORIENTAL HOTEL,
VICTORIA, . . B. C.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

run of spring fish in the Fraser is very fair, and the fishermen are reported as making satisfactory catches. The sockeye run is expected to commence about the 15th July. Last year, it was the 25th before the run in any quantity.

BUSINESS CHANGES.

Green Bros., general store, are removing from Illecillewaet to Revelstoke.

W. A. Sprinkling has opened in merchant tailoring in Victoria, on Yates street.

Mr. Gillanders, Chilliwack, is going to start a furniture and house furnishing business.

Stevens & Gordon, liquor and cigar merchants, have assigned for the benefit of their creditors.

G. S. McConnell, wholesale hats and caps, Vancouver, is advertising stock for sale by tender.

S. Reid, for some time in the employ of W. J. Jeffree, Victoria, will establish a clothing store on his own account.

H. Arkell, flour and feed, Vancouver, is thinking of selling out, preparatory to taking a trip to the old country.

Baker & Whitlock, restaurateurs, New Westminster, have dissolved partnership. Mr. Whitlock continues the business.

R. W. Richards, until recently a hotel-keeper on the banks of Cowichan Lake, got into pecuniary difficulties and disappeared.

A. Godfrey & Co., Vancouver, offer for sale the stock, fixtures, lease, good-will, etc., of a first-class paying business in Vancouver.

Richardson & Heathorn, importers and manufacturers' agents, Victoria, have dissolved. Mr. P. F. Richardson continues the business.

W. R. Dunn has sold out his hardware business at Mission City to Thos. Kearney, formerly with Cunningham & Co., New Westminster.

William Tierney has retired from the firm of Wm. Tierney & Son, grocers, Vancouver. The business will be continued under the name and style of Tierney & Jackson.

FINANCIAL.

The local money market continues to show an easy feeling, and call loans on good collateral are being freely offered at 4 $\frac{1}{2}$. Discounts 6 to 7 according to name and date. The exchange market closes steady to firm. Sterling sixties were 95.10@97.10 between banks, and demand drafts 913.10@915.10. Over the counter, sixties were 93 $\frac{1}{2}$ @94 $\frac{1}{2}$, and demand 10@10 $\frac{1}{2}$, while cables were 10 $\frac{1}{2}$ @10 $\frac{3}{4}$. New York funds were 1.10@1.10 between banks, and $\frac{1}{4}$ over the counter. In New York, sterling was steady, the posted rates being 480 $\frac{1}{2}$ for sixties and 488 $\frac{1}{2}$ for demand. Actual rates were 485 $\frac{1}{2}$ for sixties and 488@488 $\frac{1}{2}$ for demand. Cables were 488 $\frac{1}{2}$ @488 $\frac{1}{2}$, commercials 488 $\frac{1}{2}$ @48 $\frac{1}{2}$.

In the local state market a fair week's trading has been done mostly on investment account, and stocks have all shown firmness. Canadian Pacific on closing ruled very strong with an advancing tendency. When the death of Sir John Macdonald became certain, the Canadian Pacific took a decided drop, and it ruled very weak until Mr. Abbott's elevation to the premiership was announced, when it rallied and has been gaining strength ever since. Yesterday, the rise culminated in a regular boom. The stock steadily advanced and there was a brisk demand all round. The result was that 1,400 shares changed hands at 80 $\frac{1}{2}$, the highest figures that the stock has reached for some time, closing at 79 $\frac{1}{2}$. It was a big day for Canadian Pacific manipulators, who have every reason to feel satisfied at Mr. Abbott's appointment. It is said, however, that this little stir is due, in good part, to coverings by shorts. In other stocks, very little trading has been done, but the successful tiding over of the political crisis has tended to maintain the general market. The various bank statements have also been better than anticipated in view of the financial crisis last autumn and the numerous failures of the past twelve months, and fractional advances in the value of bank stocks have resulted.—*Canadian Trade Review, June 18.*

Eastern financial affairs present few very interesting features. There have been no changes in general conditions during the past week. The chances for improvement are better from the standpoint of a time consideration than they were for the reason that we are now rapidly nearing the time in the year, if ever, when money must be easier. When the crops begin to move in a large way, money gradually eases up, and of course all lines of business are more or less affected by the change in financial conditions. We look for considerable improvement in the situation before the month of July, but not for a complete restoration of conditions which prevailed before the two great monetary misfortunes of last fall. It will be a long time before the eastern country has overcome the effects of those great reverses, but there will be marked improvement on the conditions which have prevailed since last fall. We find this week several more significant failures in commercial lines due in great measure to the inability to realize as the result of slow conditions in trade. Where loans are made, the rates demanded are not exorbitant, but the best of security is

demand. Money is not free by any means. The export of gold is not as heavy as it has been. It is a comforting feature of the situation that we can part with so much money without occasioning any alarm or actual distress.

On the Pacific Coast, there has been no incident or happening to disturb the placidity of the situation. There is ample money in constant circulation to keep the wheels of trade in rapid revolution. Commercial and speculative operations are in no way depressed by any lack of money. At the present moment, as usual at this season of the year, there is not much doing in merchandising lines. The interior of the state is now busy with the crops. Agricultural affairs now claim the attention of the farmer to the exclusion of all others. When this rush to get the crops out of the field is over, we may expect greater activity in trade with consequent increase in the volume of money in circulation and further improvement on the very satisfactory condition of things now prevailing, until then, very likely we shall continue at about our present rate of progress. Speculative lines have shown considerable improvement on former activity, but, during the past fortnight, there has been large depreciation in the share values of some of the leading mines and the tendency now being downward and strongly marked, there is every reason to say that this class of operations will show lessened volume for some time into the future. In a general way, financial conditions on this coast are a very satisfactory. Money is in ample supply at moderate rates. Collections are promptly made. There are no failures of any consequence, and the prospect is for an active fall season, industrially, commercially and in speculative trading.—*San Francisco Herald of Trade.*

WONDERFUL TELEGRAPHY.

The *Montreal Gazette* of a late date says: Last Sunday and again this Sunday, Prof. McLeod's observatory at McGill college was connected through the Canadian Pacific telegraphs and the Commercial Cables with Waterville, Ireland, and some very interesting and valuable experiments were made. It seems that some months ago Professor McLeod and Mr. Hosmer, manager of the Canadian Pacific telegraphs, determined to see if arrangements could not be made for determining the longitude of Montreal by direct observations taken from Greenwich, the present latitude having been taken from Harvard college. The Imperial and Dominion Governments, recognizing the importance of the work, agreed to assist it financially, and the Canadian Pacific Railway and the Commercial Cable company offered the free use of their telegraph systems. The first thing to determine was the length of time it took a telegraph signal to cross the Atlantic. Superintendent Dickinson, of the Canso staff, arranged an automatic contrivance whereby the land line could work into the cable. A duplex circuit was arranged so that the signal sent from McGill would go over the land line to Canso, thence over the cable to Waterville, and thence return to McGill again. Attached to the sending and receiving apparatus was a chronograph which measured the

time. Out of a couple of hundred of signals sent, it was found that the average time taken to cross the Atlantic and back again, a distance of eight thousand miles, occupied a trifle over one second, the exact time being one second and five-hundredths. Prof. McLeod leaves this week for Canso, where further experiments will be made. As soon as this work is completed the Canadian Pacific railway have offered their wires for determining the longitude and latitude of Vancouver, B. C. The *New York Herald*, commenting upon last Sunday's test, thinks it is a most wonderful performance, and says: "Puck would be entirely dumbfounded by the news of this exploit."

A VALUABLE PAPER.

Mr. Gisborne's paper on Automatic and Multiplex Telegraphy read before the third session of the Royal Society at its meeting in Montreal last month, is most interesting. He showed, in his usual clear and incisive way, that late improvements have rendered it quite possible for the telegraph to compete successfully with the postal service, thus emphasizing the frequently expressed opinion that the time is ripe for the combination of both services in the hands of the Government. The Hon. Mr. Wanamaker, Postmaster-General of the United States, has taken the initiative in this matter, and the experience gained already justifies the course adopted some years since by the British Government. Mr. Gisborne stated that three thousand words per minute had been transmitted by a round-about copper-wired line, 355 miles in length between New York and Washington, and 800 words over a similar wire 1,000 miles in length, between New York and Chicago, and that 600 words per minute have been transmitted by repeaters beyond that distance. As a sequence to his paper upon *The Inception of Electrical Science and the Evolution of Telegraphy*, read before the Royal Society five or six years ago, and printed afterwards by the Canadian Society of Civil Engineers, Mr. Gibson proved that the most successful telegraph companies of the future will abandon their present system of a multiplicity of wires for one or two now sufficient to transmit the entire business of Canada between every important centre, with time enough and to spare. He also proved that by the late inventions, which he described, a message of a hundred words could be transmitted for 25 cents at a large margin of profit for 1,000 miles distance, and finally showed by statistical information received from the telegraph companies and the postal service that the business was ready to hand for the accomplishment of his estimates. Professor Barker, of Philadelphia, and other gentlemen in the room expressed their opinion in no uncertain manner as to the practical importance of Mr. Gisborne's views and the novelty of the inventions to which he referred. We hope the Royal Society will permit the publication in full of Mr. Gisborne's paper in advance of the issue of their next year's volume of proceedings. Of the two inventions described, one is an American patent and the other a Canadian. An era of cheap telegraphy seems at hand, when 25 cents will pay for a message of 100 words, a rate that will abundantly remunerate the companies using the new systems.

COMMERCIAL SUMMARY.

Guatemalan planters want annexation to the United States.

Charles Emery Smith, United States minister to Russia, is home on a two months vacation.

It is said that the accounts of a C. P. R. employee on the main line have been discovered to be \$600 short.

It is reported that the National Cordage Co. of New York have bought all the Canadian cordage works for three millions of dollars.

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

Alexander McEwan, of London, England, died at New York on the 21st inst. Mr. McEwan was at one time a very important financier on the London Stock Exchange.

The owners of the steamer Harry Lynne, of Roche Harbor, contemplate opening up a trade in fruits, vegetables, eggs and poultry between some of the islands in the Straits and the city of Victoria.

The financial statement issued from the United States Treasury, shows a cash balance of \$42,952,917. The U. S. treasurer's statement shows a net deficit of \$363,164 and the cash balance by the treasurer's books is \$42,952,617.

For a prairie province Manitoba makes a good showing in its lumber product. There are 19 saw mills in the province, which manufactured during the year ending 31st October, 1890, 13,943,973 feet of lumber, 725,750 shingles and 71,150 lath.

In anticipation of Sand Point, Alaska, being the rendezvous of the British and United States revenue cutters, this summer, while they are patrolling Behring Sea, the United States' government has started a monthly mail service between Sitka and Sand Point.

The shipment of Canadian codfish to Brazil by American merchants has caused that Government to complain to the State Department that the reciprocity treaty between Brazil and the United States is being violated. The department has taken the matter in hand, and will take action to remedy the violation complained of.

The Toronto *Globe's* London correspondent cables: "I understand that Goschen, chancellor of the Exchequer, has so far acted on the report of the select committee on Emigration as to slightly modify the terms on which the Government offered an Imperial loan to British Columbia for Crofter colonization purposes, and the revised terms will most probably be accepted by that province."

The reports from Kansas to the grain men of this city are very discouraging. The wet weather is making the outlook very gloomy. T. O. Smith, one of the best union grain men of Kansas City, said, the other day, that if the bad reports were confirmed, the estimate for Kansas wheat would have to be cut to 35,000 bushels, instead of the 60,000,000 it was expected to raise.

A dividend of 6 per cent. was declared, last month, at London in the New Vancouver Coal Company.

S. Thom & Co., dry goods, Hamilton, have called a meeting of creditors. They owe about \$30,000.

San Diego is to give Dr. Eames, of the Pittsburg Iron Works a bonus of \$200,000 to build an iron and steel plant in that city.

The monetary outlook is considered by Henry Clews, until the fall. Then the crop movement begins and caution will be necessary.

Benj. Lichstein, a tailor, has been sentenced to three years in State prison for attempting to destroy his shop by fire at San Francisco.

The Canada Agricultural company commenced their sheep shearing on the 22nd of May, and will have nearly 20,000 sheep to shear at Swift Current.

The G. T. Thonnsenn Manufacturing Company's drying house at St. Louis was totally destroyed by fire one night last week. Loss \$50,000; fully insured.

In view of the increase of railway connections in Manitoba and the Northwest, government land in classes A and B have been increased from \$2.50 to \$3 per acre.

During the month of May a total of 16,901 head of cattle and 234 sheep were shipped in 32 vessels from Montreal. These numbers are in excess of any during the same month in any previous year.

Eighty thousand pounds of human hair, valued at £319, appear in the trade returns of Canton, and it could be wished that it did not, says our Consul there, for the majority comes from the heads of beggars, criminals and dead persons.

Radford Bros. & Co., agents' furnishings, Montreal, have assigned, at the demand of Brown & Patterson, of Glasgow, with liabilities of about \$200,000. Most of the creditors are foreign. The principal Canadian creditor is the Bank of Toronto, \$52,000.

A great sensation has been caused at Guatemala City by the discovery that \$6,000,000 in bonds have been issued for the redemption of the treasury notes instead of \$1,000,000 called for by the decree issued by President Barillo to effect the change. It is further stated that Barillo has sold \$5,000,000 worth of these bonds at 40 per cent. of their full value and pocketed the money, and has placed the remainder of the bonds in the treasury to redeem the notes. This piece of work has caused great indignation and Barillo has become more unpopular than ever.

The manager of a life assurance company makes the statement that the greatest mortality his company had experienced of late was among policy holders born in this country of Irish parents. The native-born Irishman is not so bad a risk as are his descendants born in this country. Why there is this difference is not explained, but it is asserted that the race deteriorates physically by transportation to American soil. It would be interesting if the life assurance companies in general would look up their records and see if their experience bears out the statement here given.

The London tramway companies have made some slight concessions to their men and a strike will probably be averted.

The city council of Glasgow, Scotland, has adopted a resolution protesting against the maltreatment of the Jews, and the Czar is to have a copy.

The Canadian Pacific earnings for the week ending June 14th, were \$374,000; for the same week last year, \$331,000; earnings of the New Brunswick railway included in both years.

The French Board of Trade reports that in May the imports decreased by 2,38,000 francs and the exports decreased by 31,002,000 francs as compared with the corresponding month last year.

N. Leroux, boots and shoes, Montreal, has compromised with his creditors at 33 cents on the dollar; 25 cents in cash and the balance in four months. A month ago Mr. Leroux was offering 25 cents on the dollar.

It appears that the Czar is desirous of repaying to England the amount of the Russian loan of 25,000,000 of Dutch florins borrowed by Russia during the wars against the first Napoleon. This will be an agreeable windfall for the British treasury.

The C. P. R. have arranged that holders of their excursion tickets which will be issued between the 4th and 12th of next month, can obtain return tickets in Toronto to all points in the east, including New York, Boston, Halifax, Montreal, Quebec, etc., at very low rates.

The Port Townsend *Leader* strikes credit in this novel suggestion: "An injury to one is the concern of all," is a motto which many organizations are adopting at the present time, and, whether large or small, the organizations which live up to the principle will demonstrate the strength there is in union. The protective association of this city, recently organized by the merchants of this city, proposes to act upon the line drawn in the declaration quoted. A debtor who ignores all requests for settlement may be on the books of but one member of the association, for when reported and placed on the list no other member will extend credit to him, and until his indebtedness is settled, all his purchases must be for cash.

Hon. Charles Francis Adams, of Boston, ex-president of the Union Pacific, has written a letter to E. H. Wells, the Alaskan explorer, concerning the latter's published scheme for building a railway to Alaska. Adams says: "When I was last in the Dominion, and also in Alaska, it seemed to be not impossible that the time might come when a railway would be needed and would be remunerative from Winnipeg northwesterly into the mining country of Alaska, but I was equally persuaded of the fact that this time had not come; neither do I believe it will come within the next ten or fifteen years." This significant letter is consigned as a conservative admission from Adams that the Alaska railway may actually be built within the next twenty years, thus forming a link of a chain that is to connect the Czar's Siberian railways with America.

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VICTORIA, TUESDAY, JUNE 30, 1891.

THE PORT OF VICTORIA.

A correspondent of the *Colonist* in a communication in Sunday's paper has very forcibly drawn attention to the fact that though when under the management of the Canadian Pacific Railway the steamship *Batavia* was unable to dock at Victoria at any stage of the tide, the first voyage she made when controlled by the Upton Company, which had not the interests of Vancouver before its eyes, she was able, at extreme low tide, and when drawing nearly 22 feet of water, to come alongside and discharge her cargo without fear of damage or detention. A correspondent who signs himself "Importer," thus forcibly puts the case:

"The docking of the S.S. *Batavia*, of the Upton line, at extreme low tide at the Outer wharf, should convince all Victorians of the untruth of the former assertions of the C. P. R., that had there been water enough that vessel and others of the line would have called at Victoria when the line was inaugurated. The *Batavia*, which was so loaded down when carrying the C. P. R. flag, has called at the Outer wharf at extreme low tide, drawing nearly 22 feet of water. What has caused this wonderful change? Why, simply that the C. P. R. were unfriendly to Victoria."

The same correspondent goes on to say that the policy of the Canadian Pacific has been to injure Victoria in order to strengthen Vancouver, the docking of the *Batavia* at the Outer wharf, at the lowest stage of the tide, having amply demonstrated that there is plenty of water for the fleet of Empresses to come in safely; but that since the Canadian Pacific authorities have persistently given Victoria the go-by, her merchants should in return give their patronage to that institution which has shown every desire to promote their interests. There should be no hesitation on this point.

TARIFF CHANGES.

In view of the changes that have been made in the duties on sugar, it has been remarked that there are some Canadian products upon which export duties might be levied, among them saw logs, fish caught by foreign fishermen in Canadian inland waters, and nickel ore and matte. It would also, it is thought, be well to increase the duty upon pig iron, upon wrought scrap iron, plate steel rails upon the dutiable list, and impose the duties specified in the McKinley tariff upon many American manufactures coming into Can-

ada. The logic of protection is to aid the production in Canada of whatever can be made here. Unquestionably there are several industries in Canada which will suffer great damage now that sugar is cheap in the United States unless it is made, as the Government proposes, correspondingly cheap in Canada, or changes are made in the tariff granting them increased protection; and confectioners and all industries requiring the use of sugar are included in these. This ought to be a sufficient argument for some of those people who fail to see the special circumstances of this case, and who pretend that if the duty on sugar be, as it has been, almost abolished, other articles should be dealt with accordingly. It is true large capital is invested in refineries, but the removal of the duty upon raw sugar would not affect them, if a proper duty be maintained upon refined sugar, as in the United States. As long as the price of sugar in Canada and in the United States was about the same, in view of the necessity for the revenue derived from it, it was well to maintain the duties; but now that they have cheap sugar in the United States there is a great incentive to smuggling, which incentive would be removed by the removal of the duty. This is a view of the case which must commend itself.

ANXIOUS FOR CANADIAN TRADE.

As showing the extreme desire of certain American manufacturers to cultivate trade with Canada, it is worthy of note that the American Sewer Pipe Company have adopted a rate of 65 per cent. discount off price list, applicable to Canadian importations from the United States. A New York firm of publishers of etchings and engravings, are also allowing a discount of 50 per cent. to Canadian purchasers, and only 33 1/3 per cent. for home consumption. A Chicago firm, which manufactures windmills, says in its circular: "We could send you a separate invoice for the custom authorities, with the actual value of the mill—that is, the cost to us—so that you would only pay duty on that, instead of on our selling price; this would save you something." Another firm manufacturing dress cutting machines, in Chicago, says: "We have reduced our rates in Canada on account of the duty, the prices written in ink, on price list, are for Canada only." It will be remembered that before the introduction of the National Policy Canada was made the slaughter market for American surplus stocks. That, there is every reason to believe, must in many particulars continue to be guarded against, for there are many industries which it has taken years to establish which must go down if the Americans get possession of our trade.

EDITORIAL NOTES.

ON Saturday next the loyal and patriotic citizens of the United States will celebrate the anniversary of the signing of the Declaration of Independence, and in accordance with a custom which has prevailed for some years past the citizens of Seattle and other Sound cities have extended to Victoria people and the residents of the Province of British Columbia gener-

ally an invitation to be present and join with them in commemorating the event. If the people of Seattle and Fairhaven are sincere in their professed desire to treat our people as worthy neighbors, well and good; but if they only invite British subjects to their cities in order to insult them—as was done at New Whatcom the other day, when the British flag was hauled down—Victoria people would save themselves much humiliation by stopping at home. The hauling down of the Union Jack at Whatcom was a contemptible piece of business, and reflects no credit on our "alleged" neighbors over the way.

A most excellent move is being initiated by a few prominent and patriotic gentlemen in the east to make a demonstration in future on the closing day of the public schools in connection with our national birthday—Dominion Day—that shall cultivate and foster a Canadian sentiment in the rising generation. What form the demonstration shall take has not yet been fully decided upon, but it is expected that the project will be fully settled before long. It is, without doubt, a commendable move.

SIR GEORGE BADEN-POWELL, member of the British House of Commons, and Mr. Dawson, of the Canadian Geological Survey, have been appointed arbitrators for Great Britain in the Behring's Sea dispute with the United States. Sir George left England for Canada on Thursday. He will proceed direct to Ottawa, where he will join Mr. Dawson, and both will be in Victoria in about three weeks time. At this place they will embark on a man-of-war for Behring's Sea, to study the question of the extermination of the seals. It will be much safer to await the result before expressing an opinion of the wisdom of the appointments. Both gentlemen go into the dispute with one strong recommendation in their favor—they don't know anything about it.

SOME of the British and American police vessels have already started for the North, and soon it may be expected that Her Majesty's navy and the war vessels of the United States will be seen chasing the British Columbia sealers out of what the British Government have all along contended is no man's territory, but the high seas. The ways of British politicians are peculiar, but there most certainly will be a time, unless the authorities are extremely careful, when so many straws will be piled on the back of the Canadian camel that it cannot bear them. Should it kick there will be trouble somewhere.

RECENT developments in the Dominion Parliament and before a committee of investigation appear to tell very hard upon the Minister of Public Works, Sir Hector Langevin, who, in the opinion of many, will, before the investigation is over, have to walk the plank for corrupt practices. There are, however, two sides to every story, and frequently only one is good until the other is told. This paper is not yet passing any opinion on the matter, except to say that the relations between the Minister and Hon. Thomas McGreevy

were most suspicious, and it is to be expected that there will be the most thorough enquiry. If there is a guilty one, let his head come off, no matter how high he stands. Canada must have an honest administration of its affairs.

The official monthly statements of imports and exports, for the past ten months, compared with the corresponding period last year, show where the falling off in the imports and the increase in exports has been brought about. The importation of woollens fell off to the extent of \$1,100,000; manufactures of iron and steel, \$750,000; provisions, \$700,000; silks, \$400,000; and spirits, \$100,000. In exports, there have been some noticeable increases. Products of the mine make a better showing than last year to the extent of \$950,000; of the fisheries augmented by \$740,000; animals and their products, \$700,000; agricultural produce, \$1,250,000; manufactures, \$450,000. Forest products decreased \$2,000,000, owing to the stagnation in the lumber and timber trades, and coin and bullion \$1,000,000.

A SPECIAL cable to the *New York Journal of Finance*, dated London, says: One syndicate organized here and having Paris interests allied with it, has sent a representative to the United States with authority to invest \$28,000,000 in grain. One of the heads of the Rothschilds in Paris is interested. The Duke of Marlborough is largely interested through English capitalists who join the pool on his recommendation. Marlborough is to visit America again. He brings a large amount of capital to invest in the southern states.

In connection with the applications which have been made for the admission free of duty into British Columbia of sheep for breeding purposes it is claimed that some of them have not been made in good faith, but have been made with a view of adversely influencing the Dominion authorities. Surely something ought to be done to stock some of the ranches with sheep, since it is altogether beyond the question to expect that British Columbians shall be compelled to bring their mutton and their wool from the other side the lines in the teeth of a heavily discriminating duty, when there are such vast tracts of land eminently fitted for sheep-raising which are comparatively unproductive.

It is reported on unquestioned authority that arrangements have been made for the establishment upon an extensive scale of a glass factory at Saanich. The local facilities are very desirable—the sand in the vicinity being eminently suitable—while the residents are offering many substantial inducements to the gentleman who is interested in the project. He is an experienced glass manufacturer from the old country, and says that he shall begin operations almost immediately. In this connection it is announced that a fruit canning establishment is contemplated in the city of Victoria, which will shortly be launched under very promising auspices.

TRANSCONTINENTAL ASSOCIATION.

Mr. J. W. McClintock has been appointed inspector for Victoria for the Transcontinental Railway Association, and entered upon his duties last week. The association, the object of which is the observance of an agreed uniform classification and freight tariff, will have inspectors at all the principal shipping points on the coast. J. W. Spencer, at San Francisco, is the chief inspector for the Pacific Coast. Inspectors have also been appointed for Los Angeles, San Diego, Portland, Tacoma, Seattle, Port Townsend and Victoria. One will be placed at Vancouver. The duty of these inspectors, is to examine and classify freight, and if the railway company carrying the freight is not charging enough, he raises the rates to what they should be, according to the agreed uniform tariff. He also has jurisdiction to settle disputes about classification and freight rates between consignees and the agents of the railway companies, and his decision in this matter is to be considered final.

THE THERMOPYLÆ.

The British ship *Thermopylæ*, Capt. Wilson, Hall, Ross & Co., Victoria, owners, arrived here on the 25th, with a cargo of paddy for the rice mills. She was 60 days out from Cacao, the unusually long trip being occasioned by two storms and a succession of light winds. She encountered a heavy storm in the China Sea on the 13th and 14th of May, the ship being on her beam ends these two days. Again, on the 4th and 6th of June, while nearing this coast, a storm was met.

The *Thermopylæ* is almost a quarter of a century old. She was built in Aberdeen, in 1868, and has a gross tonnage of 990 and a net tonnage of 948. Capt. Jenkins commanded her on the trip just completed until Singapore was reached; then he left the ship, and the first mate, Wm. Wilson, took command, Wm. J. Geddes being made first officer.

VANCOUVER BOARD OF TRADE.

The monthly meeting of the Vancouver Board of Trade was held last Friday night. Mr. Ferguson brought up his motion, that the quarterly dues be increased to \$6 per quarter, instead of \$3, as at present. Mr. Rounsefell seconded the motion.

The secretary read a balance sheet showing the financial state of the board. He also stated that Mr. Skene had given notice of moving an amendment to this motion. The matter was laid over.

Mr. Rounsefell introduced the question of establishing a flour mill in Vancouver. The council directed the secretary to prepare some information as to the wheat growing area in the Province, and after some discussion it was decided to lay the matter over until the council sent in their report.

Mr. H. Bell-Irving then called the attention of the board to the regulations of fisheries on the Fraser River. The number of licenses was now limited to 350 for the canneries and 150 for outside fishermen. When a new cannery was built, a proportionate number of licenses were taken away from the old canneries, and some of

which had recently about forty boats had now only thirteen. He wished that the board would endorse a resolution asking for a commission to be held, and that a permanent local commission be appointed. The following resolution was then moved by him and seconded by Mr. R. H. Alexander: That the Vancouver Board of Trade supports the action of the British Columbia members in asking the Government to appoint a commission to investigate the fishing regulations in British Columbia and report thereon, and that the appointment of a permanent local commission to regulate all matters pertaining to the industry is desirable. Carried.

Mr. McLagan moved that the secretary draw the attention of the city council to the fact that there are no mortuary statistics published of the city. Carried.

The Board then adjourned.

THE BATAVIA.

The steamship *Batavia*, of the Upton line, Capt. Hill, arrived on Friday morning, 14 days out from Yokohama. She brought four cabin passengers, 153 Chinese and 39 Japanese. Her cargo consisted of 2,600 tons, which filled her hold and even encroached upon the passenger accommodation. Of the cargo, 250 tons were for Victoria, 24 tons for Vancouver, 500 for Portland and Sound ports, and 15,000 packages of tea and the sundries to be forwarded from Portland to eastern ports. Mr. G. H. Whymark, who accompanied her, is managing director of the Upton line, and is here to arrange for boats to sail regularly between China and Victoria. He stated that the new line had established a monthly service, and the *Sussex*, the next of the line, was due to leave Hong Kong last Friday. The *Sussex* has a big quantity of freight awaiting her, and will probably bring the largest cargo from the Orient that has ever been brought to British Columbia. Mr. Whymark stated that the merchants are liberal in their patronage of the new line, which is making special efforts for the freight and Chinese trade, but is making no effort for passenger business.

Purser J. Donaldson stated that the *Batavia* obtained very quick dispatch from Yokohama, having secured all of the freight there that she could handle, in two days time.

Last week, the Chinese Board of Trade, composed of the wholesale Chinese merchants of this city, decided to import all their goods by this line in future, and have so instructed their correspondents on the other side. The object of this is that their goods are landed directly here in Victoria, and is a saving to them of from one to two weeks after their arrival, and what is also important all claims for breakage or loss can be settled here before the sailing of the steamer again.

Sir John Fulerton's project for an immense cotton printing syndicate has fallen through. The scheme included some of the heaviest operators in Cheshire, Lancashire and Scotland. The Scotch were unable to agree with the other members of the proposed syndicate, so the combination had to be given up.

CHANGES IN THE TARIFF.

The following tariff changes took effect on June 24th:

Sugar, direct importation, not over No. 14 Dutch standard, free. (Under the old tariff 1c. per pound, and 30 per cent. *ad val.*)

Sugar, indirect importation, 5 per cent., (Under old tariff $7\frac{1}{2}$ per cent.)

Over No. 11 and all refined, eight-tenths of a cent per pound. (Under old tariff $1\frac{1}{2}$ cent per pound and 35 per cent.)

Molasses and syrups, 40 to 50 polariscope test, $1\frac{1}{2}$ cent per gallon; one-fourth cent additional for each degree under 40.

Ditto, all indirect imports, two and a cents per gallon additional.

Glucose and glucose syrup, one and a half cents per pound. (Under old tariff, the same rate as sugar, according to grade.)

All spirits increased 12 $\frac{1}{2}$ cents per gallon, and champagne 30 cents.

All tobaccos and snuffs increased five cents per pound.

Salt, as per items 457, 458 and 459, reduced to one-half the present duty.

All entries must be taken, subject to amendment at final passing of the act.

The following changes in excise duties are announced:

Spirits—Section 130, sub-section A, to \$1.50; do, sub-section B, to \$1.52; do, sub-section C, to \$1.53.

Malt liquors—Section 177, to 8 cents.

Malt—Section 192, to 2 cents.

Tobaccos—Section 258, first five paragraphs, to 25 cents.

Cut tobacco—In packages of one-twentieth pound or less, 40 cents.

Cigarettes—Weighing no more than three pounds per thousand, \$2.

Moist snuff—Containing over 40 per cent. of moisture, in packages of five pounds each and over, 18 cents, and in packages of less than five pounds each, 25 cents.

THE BUDGET.

Hon. Mr. Foster, Minister of Finance, delivered the annual budget speech last Tuesday. The expenditure for 1900-01 was \$36,213,737, giving an estimated surplus of \$2,136,243. As to the revenue of next year, there were some changes proposed which would materially affect it. No general revision of the tariff would take place this year, but the government had decided to make raw sugar free and reduce the duty on refined. Upon all raw sugar not imported direct, there would be relatively the same additional duty as before, say five per cent. of its value, but an exception was to be made of cane sugar imported from the East Indies via Hong Kong, which was not to be taxed if transhipped there. This was with a view to encouraging the prospective trade over the C. P. R. line of steamers just established. All refined sugar over 14 per cent. standard, will be compelled to pay a duty of about eight-tenths of a cent per pound. Other changes were, cut tobacco, 45 per cent. instead of 40; other tobacco, 35 per cent. instead of 30. Ale, beer and porter would be taxed 12 cents per gallon in bulk, or 21 cents in bottle, an increase of three cents. Salt will be reduced from 10 and 15 cents per hundred to five and seven and one-half cents. The duty on malt will be increased one

cent per pound. A slight change will be made in the duty on molasses.

BRITISH COLUMBIA IN EUROPE.

The *News-Advertiser* notes the return from Europe of Mr. Johann Wulffsohn. During his absence this gentleman completed arrangements which will result in the investment of about five million of dollars in various enterprises in Vancouver and its vicinity. During his absence Mr. Wulffsohn visited London, Liverpool, Glasgow, Paris, Hamburg, and many other places of less importance. From the amount of business he transacted, it might be supposed that he had not much time left for pleasure, but Mr. Wulffsohn says that he had a very enjoyable trip.

During his absence, he arranged for the organization of three important joint stock companies, in which English and German capital will participate. The first of these was for the re-organization of the banking house of Bewicke & Wulffsohn as a joint stock firm under the Companies' Acts of Great Britain of 1862 and 1890, under the title of the Wulffsohn & Bewicke Investment Company. (Limited). The company will have a capital of £200,000. Mr. Wulffsohn will be the managing director. Besides the original parties in the old firm, the Mercantile Development Company, (Limited), of London, will hold a large number of shares in the concern, and the London office of the Wulffsohn and Bewicke Investment Company will be at Docket House, Billiter street, London.

Another of the enterprises which Mr. Wulffsohn has successively carried to completion, was the organization of a company to purchase the valuable property of the Moodyville Saw Mill Company. This company will control a very large capital. The formal details in connection with the transfer will, it is expected, be completed within a few days. This particular transaction is of the greatest importance to Vancouver, meaning, as it does, the annual expenditure in that city of very large sums of money, while at the same time it results in interesting in this Province British and German capitalists of great eminence.

A third company which Mr. Wulffsohn also succeeded in organizing, was one composed of English, French and German capitalists with the object of making investments in British Columbia and particularly in Vancouver. The company will develop any commercial or industrial undertaking, besides purchasing real estate as an investment, and it cannot fail from the immense capital and great business ability and connections of its promoters to be of great assistance in developing the resources of the Province, while proving very profitable to its shareholders. The capital stock is placed at £500,000, and Mr. Wulffsohn will also be managing director of the company.

Besides these important enterprises, Mr. Wulffsohn, during his stay in Europe, also sold a very large amount of real estate in Vancouver to English capitalists, including some of the finest business blocks in the city.

The attempt to start a smelting and mining company in Nelson has failed. The amounts subscribed towards the undertaking are being refunded.

MINING NEWS.

The owners of the Hall mine have issued strict orders that no visitors are to be allowed on that property at present. The reason given is that the number of sightseers daily was so large as to interfere with the working of the mine.

Mr. J. Roddick, the other day, brought down to Yale from Siwash Creek a very fine specimen of quartz, weighing about 30 pounds, taken from a 35-foot vein on his claim. He is confident that the result of an assay will be highly satisfactory.

Rover Creek district has evidently other good properties besides the gold claims. The Mayflower, a claim located there about a month ago, by Messrs. Case, Mulvey, McKearne and Gentiles, has a vein of galena from eight to ten inches wide—galena, too, that assays \$378.09 in silver and 60 per cent lead. The owners have laid in supplies for the summer, and are going to do development work.

Apart from its advertised desirability for a smelter site, its favorable location as a business centre, and its attractions as a summer resort, Balfour has now the advantage of having a mineral claim in its immediate neighborhood. The outlet has been located by C. W. Busk and C. Vonmoerkeke, within 1,000 feet of the west boundary of the townsite, and about half a mile from the river. The rock is white quartz, carrying copper pyrites.

Not satisfied with any of the offers made for their property, the owners of the Queen Victoria, a copper lead on the north side of the Kootenay, have been busy for the past few weeks doing more development work. The tunnel is now about 35 feet, and is crosscutting the ledge. The ledge has been stripped in four or five places and is from 90 to 100 feet wide. The ore carries copper and silver and is low grade. The face of the tunnel is now in the best mineral they have struck so far.

Mr. F. Hanna, Trail Creek, was in Kamloops on the 18th ult., and showed some fine samples of ore, yielding silver and gold and copper and gold. The stuff assays from \$50 to \$100. The camp of the Royal Mining Co., with which Mr. Hanna is connected, is situated some twenty-four miles down the Columbia River from Sproat, and is quite convenient to navigation. As a practical miner, Mr. Hanna favors the removal of export duty on ores, and thinks that this would do a good deal towards developing the mining resources of the country.

Some of our local produce dealers are making a specialty of poultry, and every day large quantities are shipped to Vancouver and Victoria markets. The supply, however, is rather limited, as, according to one of the local wholesale jobbers, most of the farmers in the district hardly understand the profitableness of raising fowls for the table purposes, and consequently give the matter little thought. This is a mistake, as, all things considered, there are few classes of farm stock that cost so little to raise, and bring such a profit as poultry will, if properly handled. And another important point is that there is always a good demand for fowls for the table.—*Ledger.*

WHY SOME MEN FAIL.

The question was recently propounded by a magazine editor to two of our conspicuously successful Americans: "What are the causes of poverty?" One replied: "Ignorance and incapacity." The other said that the prevalent cause is "the number of young men who are wanting in decision and fixity of purpose. If they get into a good place at the start they should stick to it, knowing that by perseverance, industry and ability they win promotion in due course as vacancies occur. But they see or hear of some one making a fortune in Wall street, or in ranching, or in mining, and away they go to try their luck. When they lose, as they do ninety-nine cases out of a hundred, that is the end of them; they can never settle down to ordinary ways of living after that, and their descent is rapid." This reason hits the nail square on the head. Go where we will we will find men who commenced life under the most favorable circumstances, but who are such complete financial wrecks that there is but little hope for their reformation. They may be honest and temperate; they may even possess natural ability of a high order, but lacking in steadiness of purpose, they will never succeed. Had they sufficient will force to stick to one thing, no matter how disagreeable it may be at first, were they content to advance slowly, they would have no reason now to complain of the "luck" of those who have pushed forward into the front ranks. Another cause of poverty is a lack of self-confidence. Many men seem to have no faith in themselves, consequently no assertiveness, no independence, no pluck and no push. They are afraid to stand up and speak for themselves, preferring to lean on others. They are afraid to make an investment, because of the possibility of failure; they are afraid to tell what they can do, as they might make an error in doing it. They are cowards in every sense of the word. This is often the result of early training. A boy, naturally timid, is kept in the background so persistently and his mistakes are so severely criticised that he grows up into an entirely useless man. Push and fixity of purpose will always bring a measure of success.—*Ex.*

SYSTEM BEGETS HABIT

There are very few dealers who will deny that system in the conducting of a store is an indispensable requisite. Many of them, however, misapprehend the real meaning of the word habit, and resent any suggestion that they are possessed of the latter, be it good or bad. There is no middle ground. In fact, as an exchange asserts, there can be no system where there are bad habits. The merchant who puts off until tomorrow what can be done today possesses a decidedly bad habit. If he has any system at all in the conducting of his business, it is not perfect by any means. There are very few people who correctly understand the definition of the word system. Without referring to Webster or Worcester, a practical definition can be given, which, if followed to the letter, will guarantee perfect system. That definition is "never try to do more than one thing at a time." After exercising system in the

arrangement of goods, the next use of it should be applied to a systematic method of keeping them in order, and a system of selling. There are merchants who make the mistake of railing at a clerk because he has failed in some trivial duty, whereas the merchant himself has clogged the wheels of his business by failing to clear up his own desk. He may be ever so systematic in every other way, but if he lacks in this one particular, his system is shattered. Again, system must be adhered to in the selling of goods. There is nothing that will so soon offend a customer as to be left even an instant for a newcomer, no matter how pressing the time of the latter may be. "First come, first served," is a recognized rule the world over, and the dealer can not afford to ignore or break it. Volumes have been written about the systematic arrangement of stores and various lines of goods, but very little reference has been made to the systematic conducting of the business itself. After the goods have been arranged there is constantly room for improvement, and the successful merchant eagerly grasps at every hint thrown out that is liable to aid him in the systematic and profitable conducting of his business.

AN ANCIENT BANKRUPT LAW.

There was a stone of scandal raised in the great portal of the Capitol of Rome, whereon was engraven the figure of a lion, upon which bankrupts or cessionaries being seated bare-breached, cried *Cedo Bonis* (I surrender my effects); when, squatting their breech violently three times on the stone, they were acquitted. It was called the stone of scandal, because thenceforward the cessionary became intestable and incapable of giving any evidence. Julius Caesar introduced this form of surrender, after abrogating that article of the laws of the Twelve Tables, which allowed creditors to cut their insolvent debtors in pieces, and take each his member, or at least to make a slave of him.—*Encyc. Lond.*

RIGIN OF THE AGRARIAN LAW.

The agrarian law was enacted to distribute among the Roman people all the lands which they had gained by conquest and to limit the quantity of land possessed by each person to a certain number of acres.

An agrarian law was clearly developed in the regulations of the Jewish law-giver, who, following the example of the Egyptians, made agriculture the basis of state. He accordingly apportioned to every citizen a certain quantity of land, and gave him the right of tilling it himself, and of transmitting it to his heirs. The person who had thus come into possession could not alienate the property for any longer period than the year of the coming jubilee—a regulation which prevented the rich from coming into possession of large tracts of land, and then leasing them out in small parcels to the poor.

There is a decline in the buffalo bones market. The present price at Medicine Hat is \$1.50.

PROVINCIAL TRADE NOTES.

Peter Campbell MacGregor (Page & MacGregor) has been commissioned a notary public.

The movement to form a Retail Grocers' Association in Nanaimo is said to be making good progress.

Messrs. D. W. Port & Co. are having a new ice and fish house built on poles at the east end of Lulu Island.

Two hundred tons of refined sugar from China by the Empress of Japan will be transferred from Vancouver to Portland.

Another store is being made in Mr. Alex. Ewen's building on Begbie street, New Westminster, and will be occupied in a few days.

Jas McEvoy, the geological surveyor, has left for British Columbia for the season's work. He will be engaged this summer in the Shuswap-Okanagan country, making Kamloops his headquarters.

The appointment of Mr. A. L. Belyea, of the firm of Belyea & Gregory, as police magistrate of the City of Victoria, is a good one, and reflected credit on the city council. Mr. Belyea is an able lawyer and will no doubt give entire satisfaction.

Five carloads of lumber and other building material were shipped from the Revelstoke Lumber Company Mills to the Northwest recently, and additional shipments were made almost daily later on. The mills have been running night and day to meet orders.

Work is now being pushed forward on the large steamer that is being built at Leamy & Kyle's Mill, Vancouver, for Capt. Rogers. The machinery is being made at the John Doty Engine Co. of Toronto, and if it arrives within the next few days, the boat will be launched in about a fortnight.

The personnel of the Nelson *Miner* has undergone a slight modification: John Houston has disposed of his interest in that paper, together with all his Nelson property. From this on the editorial ire of the *Miner* will be composed of Charles H. Ink and W. Gesner Allan. The former occupant of the editorial chair has gone into the real estate business.

The consignees of the Duke of Argyle are: New Westminster Foundry, W. H. Vianen, H. T. Read & Co., T. J. Trapp & Co., Charles McDonough, Royal City Planing Mills, Bell-Irving & Paterson. The goods consigned to each firm, as far as could be ascertained, consisted of sheet and pig iron, hardware, machinery, glass, provisions and a large quantity of wines, spirits and mineral waters.

It is remarked by the *World* that the recent rains and the warm weather in the interior have had the effect of raising the streams running into the Fraser to such an extent that that stream is now almost as high as it has been at any period this season. Vegetation, at present, is progressing very rapidly. The hay crop especially is doing marvellously well, so also are all the roots and vegetables. Cereals and certain classes of fruit are very promising. On the whole the outlook is most encouraging for the farmers of the Province.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark Wanlock.	715.	Cooper.	Victoria.	Sept 17.	London.	11,000		Feb 27.
Br ship Titania	879.	Norman.	Westminster.	Nov 19.	London.	31,647		Mar. 21.
Br bark Mennoek.	787.	Robertson.	Victoria.	Dec 18.	Liverpool.	30,882		May 17.
Br bark Brodick Bay.	753.	Wakeham.	Victoria.	Dec 22.	London.	32,000		May 7.
Br ship Melville Island.	1129.	Ritchie.	Tacoma.	Jan 19b.	London.	42,138		June 17.
Am ship Henry Villard	1553.	Perkins.	Victoria.	Feb 3.	London.	65,318		June 17.
Br bark Irvine.	655.	Jones.	Victoria.	April 20.	Liverpool.	28,311		

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

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED
Br ship Stamboul.	1248.	Weston.	Vancouver.	Jan 3.	Callao	960,300	\$ 9,600	50s	April 2 ...
Chil Bark India	453	Funke	Moodyville	Feb 1.	Valparaiso	751,396	8,318	65s	
Br bark Ninevah	1171.	Broadfoot.	Vancouver.	Feb 28.	Sydney	855,352a	9,335	own'rs ac	April 24...
Br bark Formosa	915.	Kain.	Vancouver.	Mar 21.	Arica	714,000b	6,000	55s	
Am bkt Catherine Sudden.	368.	Thompson.	Moodyville	Mar 31.	Tientsin.	427,530c	5,177	77s 6d	
Br ship Forest King.	1602.	Morris.	Vancouver.	June 3.	Callao	1,224,816d	14,224	47s 6d	
Am ship Geo F Manson	1333.	Crack.	Moodyville	May 11.	Sydney	888,151e	9,752	55s	
Am ship Exporter.	1312.	Kezer	Vancouver.	May 7.	Melbourne w	899,132g	8,802	65s	
Am sch Olga.	478.	Atwood	Moodyville	May 24.	Shanghai	541,133	5,990	65s	
Br ss Eton.	1716.	Newcomb.	Moodyville	May 15.	Port Pirie	1,765,714	15,891	Private	
Am bark Spartan	719.	Anderson.	Vancouver.	June 14	Melbourne w	502,000h	5,276	60s	
Am sch Golden Shore	961.	Henderson.	Moodyville	June 3.	Sydney	799,658f	8,063	55s	
Swed bark Svea.	603.	Atzelius.	Vancouver.	June 14	Callao			47s 6d	
Am Ship Great Admiral	1197.	Rowell.	Vancouver.		Melbourne.			63s 9d	
Br bark Ordovic	825.	Anstin.	Vancouver.		Callao f. o.			47s 6d.	
Br ship Duke of Abercorn.	1039.	McDougall.	Vancouver.		Adelaide.			65s	
Chil bark Luisa Marta.	715.	Meyer.	Westminster		Sydney			52s 6d	
Am bark Hesper	661.	Sodergren.	Moodyville		Shanghai			62s 6d	
Chil bark Leonor	801.	Hoskins.	Westminster		Melbourne			60s	
Nor bark Borghild.	757.	Haugeland.	Vancouver		Melbourne			65s	
Ger bark Cassandra.	711.	Stehr.	Vancouver		Iquiqui			47s 6d	
Chil ship Hindostan.	1513.	Welsh.	Moodyville		Valparaiso			own'rs ac	
Chil bark Antonietta.	965.	Stack.	Moodyville		Valparaiso.			own'rs ac	

a—Also 360,900 laths. b—Composed of 15,000 ft telegraph poles, 410,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c—Composed of 3-7,871 ft rough lumber, 39,668 ft dressed lumber, and 57 bundles of laths. d—Composed of 1,144,286 feet rough, 80,560 feet T. & G. flooring, 21,000 ft box shooks (5,000 boxes). e—Composed of 23,355 feet dressed and 841,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. f—Also 2,875 bds laths. g—Also 1,078 bds pickets and 1,466 bds laths. h—Also 1,715 bds laths.

SHIPPING INTELLIGENCE.

Eaton, ss., arrived at Newcastle, N.S.W. June 17th, from Vancouver, May 16th, with lumber for Sydney.

Hindostan, Chil. ship, 1513 tons, Capt. Welch, arrived at Moodyville last week to load lumber on owner's account for Valparaiso.

The ss. Costa Rica has been chartered by the Imperial authorities for three months, her occupation during that period being to supply coal to the British warships in Behring's Sea.

Antonietta, Chil. bark, Capt. Stack, arrived at Royal Roads, June 23rd and discharged a large quantity of scrap iron into scows. She was towed to Moodyville on the 26th to load lumber for Valparaiso on owner's account.

The Union Steamship Co. have inaugurated a tri-weekly service from Vancouver to Howe Sound points. The ss. Skidegate is temporarily on the route, and will be replaced this summer by a new steamer now on the way out from Glasgow.

J. B. Walker, Am. ship, 2106 tons, Capt. Wallace, sailed from Yokohama June 13th for Vancouver with a cargo of 2,500 tons tea for the C. P. R.

Leading Wind, Br. ship, 1,280 tons, Capt. Savory, from Auckland, April 27, arrived at Moodyville, June 28. She has been chartered to load for Melbourne.

Grandholm, Br. ss., 1,361 tons, Capt. Masson, from Liverpool May 21st, for Vancouver, coaled at St. Vincent, Cape Verde Islands, and sailed June 5th. She will also call at Coronel, and is expected to arrive about July 28th.

The British ship Duke of Argyre, 960 tons, Capt. McDonald, from London, January 1st, arrived in the Royal Roads June 22nd, 172 days out, and was towed up to New Westminster next day. Unfortunately, through the incompetence of the pilot it is alleged, she ran out of the channel while nearing port and grounded, which necessitated the removal of a large quantity of the cargo before she could be floated off. She has a general cargo for Westminster and Vancouver, and is consigned to Messrs. Bell-Irving & Paterson.

Rothsay Bay, Br. ship, 750 tons, from Glasgow April 30th to Westminster, has been chartered for salmon to the U. K. direct port.

The Puget Sound and British Columbia Stovedoring Co. have charge of the loading of the barks Luisa Marta and Leonor at the McLaren-Ross mills.

City of Carlisle, Br. bark, 923 tons, Capt. Kendall, sailed from London June 13th for Victoria with a cargo of general merchandise consigned to R. P. Rithet & Co. (Ltd).

The Empress of Japan arrived at Victoria from the Orient on the night of Monday 22nd, breaking all previous records. The run was made in 10 days 3 hours and 52 minutes by calendar time.

The officers reported as perfect weather during the entire trip around the world as they had ever experienced, as they did not meet a wave large enough to give the ship a toss or pitch in the entire passage. The passenger list consisted of 149 cabin passengers and 318 in the steerage, the latter principally Chinese. The cargo consisted of 3,200 tons of general freight, principally tea, silk and opium.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br bark Lanarkshire.....	704.	Melville.....	Newport Eng	Feb 3r	Vancouver..	N. W. Van. Tramway Co.....
Br ship Serica.....	913.	Smith.....	Cardiff.....	Feb 8a.	Esquimalt..	Naval Storekeeper.....
Br bark Wanlock.....	745.	Cooper.....	London.....	May 12h.	Victoria.....	Turner, Beeton & Co.....
Br ss. Grandholm.....	871.	Masson.....	Liverpool..	May 21.	Vancouver..	Union Steamship Company.....
Br bark Lebu.....	726.	Worrall.....	London.....	pr 20 j.	Victoria.....	R. P. Rithet & Co. (L'td).....
Br bark City of Carlisle.....	823.	Kendall.....	London.....	June 13.	Victoria.....	R. P. Rithet & Co. (L'td).....
Br ship Morayshire.....	1428.	Swinton.....	Greenock..	Mar 8 o.	Westminster	Naval Storekeeper.....
Br ship Blair Athole.....	1697.	Taylor.....	Cardiff.....	Mar 13k.	Esquimalt..	Naval Storekeeper.....
Br ship Queen Victoria.....	1605.	Holmes.....	Bristol.....	Apr 18e.	Esquimalt..	Naval Storekeeper.....
Ger ship Elise.....	1318.	Rowehl.....	Newcastle..	April 29 s.	Vancouver..	Hastings Saw Mill.....
Br bark Noddleburn.....	1053.	Hall.....	Glasgow.....	May 18t.	Westminster	D. McGillivray.....
Br ship Itohesay Bay.....	750.	L. Veysey.....	Glasgow.....	April 30.	Westminster	.....
Br ship Titania.....	879.	Norman.....	London.....	June 1.	B. C. Prts	H. B. Co and Bell-Irving & Paterson.....
Br bark Callao.....	978.	James.....	Liverpool..	Feb 13w.	Victoria.....	R. P. Rithet & Co.....
Br ship Leading Wind.....	1280.	S. B. Savory.....	Auckland..	April 27 d.	Moodyville..	Moodyville Sawmill Co.....
Br ss Empress of China.....	3003.	A. Tillet.....	Liverpool..	July 1.....	Vancouver..	Canadian Pacific Railway Co.....
Br bark H. B. Cann.....	1299.	Foote.....	Salaverry..	May 27p.	Moodyville..	Moodyville Sawmill Co.....
Nor bark Lotos.....	718.	Christensen	Callao.....	n.....	Moodyville..	Moodyville Sawmill Co.....
Ger bark Katinka.....	816.	Kohler.....	Rio Janeiro.	.....	Moodyville..	Moodyville Sawmill Co.....
Nor bark Saga.....	1431.	Oftedahl.....	Rio Janeiro.	May 9.....	Moodyville..	Moodyville Sawmill Co.....
Nor. bark Flora.....	766.	Anderson.....	Newcastle..	May 13e.	Vancouver..	Hastings Saw Mill.....
Am ship J. B. Walker.....	2106.	Wallace.....	Yokohama..	June 13b.	Vancouver..	Canadian Pacific Railway Co.....
Br bark Lizzie Bell.....	1036.	Edwards.....	Liverpool..	y.....	Victoria.....	R. P. Rithet & Co. (L'td).....
British bark Glenberrie.....	800.	Groundwater	London.....	z.....	Victoria.....	R. P. Rithet & Co. (L'td).....
Br bark Hawthornbank.....	1309.	.....	Java.....	July.....	Vancouver..	British Columbia Sugar Refinery.....
Am bark Colorado.....	1075.	Gibson.....	Boston.....	.....	Chemainus..	Victoria Lumber and Manufacturing Co..
Br bark Argyleshire.....	708.	LePage.....	Glasgow.....	.....	Victoria.....	.....
Chilian bark India.....	953.	Funke.....	Valparaiso.	May 26.....	Moodyville..	Moodyville Saw Mill Company.....
Peruvian bark Pisagua.....	.....	.....	Pisagua.....	April 1.....	Moodyville..	Moodyville Saw Mill Company.....
Br ss Empress of India.....	3003.	Marshall.....	Hong Kong..	.....	Vancouver..	Canadian Pacific Railway Co.....

a—Spoken March 11, lat. 9 N lon. 27 W, March 20, lat. 17 S, lon 31 W; chartered for salmon. h—passed Dover May 13; passed Portland May 15; spoken May 17, lat. 47 N., long. 7 W.; will be loaded at Victoria by Turner, Beeton & Co. for U. K. j—Chartered to load salmon for U. K. k—Spoken April 9 lat. 2 N, long 24 W. b—Spoken May 23, lat. 49 N, long 10 W. o—Sailed Falmouth March 23 with water works supplies; spoken April 8, lat. 27 N., lon. 20 W., April 25, lat. 8 S., lon. 31 W. p—chartered to load lumber for Sydney, rate 50s. s—On the way to San Diego, thence in ballast to load lumber for Melbourne. t—Supplies for Westminster water works, spoken May 23, lat. 49 N., lon. 10 W. spoken May 29, lat. 33 N., long. 15 W. r—Spoken March 23, lat. 27 S., lon. 41 W. w—via Honolulu, to arrive in September, chartered for salmon. d—to load for Melbourne. e—Spoken April 21st, lat. 47 N., lon. 14 W., spoken April 25th, lat. 38 N., lon. 12 W. i—to sail end of July. f—Chartered by Bell Irving & Paterson to load salmon at Fraser River. n—Chartered to load for Melbourne. c—Via Santa Barbara to load for Melbourne, A or P P rate 62s 6d, May 18th put into Sydney leaky, she will be surveyed. y—August loading. z—July loading. h—Cargo 2,500 tons of tea. l—to load a return cargo on owner's account.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending June 27th:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
23	Remus, ss., San Francisco.....	4,164
26	Farallone, ss., Port Townsend.....	453
27	San Benito, ss., San Francisco.....	4,904
Total.....		9,521

FREIGHTS.

There are no lumber charters to note since last week. The Chilian bark Antometta and ship Hindostan arrived to load at Moodyville for Valparaiso on owner's account. Freight are steady although the market shows a firm tendency. The nominal rates are quoted as follows: From Carrard Inlet or Puget Sound to Sydney, 60s.; Melbourne, Adelaide or Port Pirie, 60s. to 62s 6d; Shanghai, 62s 6d; West Coast of South America, 50s. to 55s. For coal carriers the demand is light. Present quotations: Nanaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75. Grain freights are showing a tendency to decline, as there is

a large amount of tonnage loading for this coast, although quite a number of vessels have been chartered prior to arrival. Quotations from Puget Sound to U. K., 42s. 6d, to 45s; from Portland, 50s., and from San Francisco 40s. to 42s. 6d.

THE COAL FLEET.

NEW V. C. CO'S SHIPPING.

The ship Wachusett, Capt. Arcy, loading.
The bark Seminole, Capt. Weeden, loading.
The ship Ivy, discharging ballast.
The schooner Gov. Ames, loading.
The bark Rufus E. Wood, waiting to load.

WELLINGTON SHIPPING.

The U. S. S. Mohican sailed Friday night for Behring's Sea with fuel.
The SS. Wellington, Capt. Salmond, loading.
The SS. Costa Rica, Capt. McIntyre, to sail for Victoria, to receive instructions for Behring's Sea.
The SS. Farelonge loading.
The schooner Sarzac, waiting to load.

PROVINCIAL TRADE NOTES.

The Victoria Rice Mills shipped 30,000 lbs rice for malling purposes to Seattle and Tacoma last week.

The large consignments of sugar, amounting to some 15,000 packages, which were shipped here from San Francisco at the time of the change in the U. S. tariff, are to be re-shipped to Honolulu via San Francisco.

R. H. Benedict, who has for some years been connected with the firm of R. P. Rithet & Co., has retired from that firm to enter into partnership with G. C. Shaw. The new firm will be known as G. C. Shaw & Co., wholesale commission merchants.

J. R. Kerr, Central Bookstore, Victoria, has admitted Roderick N. Begg as partner. Mr. Begg is a young man of good habits and first-class business ability, and will assist materially, no doubt, in extending the operations of an already thriving business. The new firm have taken over the Canadian interest of J. E. Gill & Co.

Lizzie Bell, bark, arrived at Sligo June 15th, thence to Liverpool, to load for Victoria. R. P. Rithet & Co. (ltd) consignees.

PAGE & MacGREGOR,
Real Estate, Financial and Life
Insurance Agents.
Commission - Brokers.

18 TROUNCE AV., VICTORIA, B. C.

—: CENTRAL :—

BOOK & STATIONERY CO'Y,
45, Government St., Victoria, B. C.
J. R. KERR.

McLEAN & STEWART,
General :- Outfitters
And Importers of
GENTLEMEN'S AND BOYS' CLOTHING
SCOTCH HOUSE,
31 FORT STREET, VICTORIA, B. C.

COLONIAL
METROPOLE

Headquarters of the Theatrical Profession.
31 & 33 JOHNSON ST., VICTORIA.
The very best moderate priced Hotel in the City
Rates, \$1.00 to \$1.50 per Day.
THOS. TUGWELL, PROPRIETOR.

JOYCE & MEYER,
REAL ESTATE,
Financial and Insurance Agents,
Room 6, Bank of B. C. Building,
VICTORIA, B. C.

A. E. PLANTA & CO
REAL ESTATE,
AND INSURANCE AGENTS,
P. O. BOX 167. NANAIMO, B. C.

—) AGENTS FOR (—
Commercial Union Assurance Co., of
London, England.
Equitable Life Insurance Society of New
York.
Accident Insurance Co. of North America.

THOMAS HOOPER
ARCHITECT,
Over Spencer's Arcade,
GOVERNMENT STREET, VICTORIA.
Room 10, TURNER BLOCK,
VANCOUVER.

A. MAXWELL MUIR,
ARCHITECT,
Rooms 3 and 18, Turner Block
DOUGLAS ST., VICTORIA, B. C.

E. SPILLMAN,
FRESCO AND SCENE PAINTER,
Paper Hanging, Tinting and every description
of Interior Decorating.

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COR. BROAD AND PANDORA STS., VICTORIA.

P. O. BOX 577.
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THE WAVERLEY HOTEL
Cor. Seymour and Georgia Sts.,
Close to New Opera House, VANCOUVER,
PRIVATE AND FAMILY HOTEL.
Choice Wines, Etc. JOHN WHITTY, Propr.

W. G. CAMERON,
The Original and only One Price
CASH CLOTHIER,
55 Johnson Street.

—: NEW GOODS :—

Just received a full line of choicest
Brands of Tea. Try them.

R. H. JAMESON,
33 FORT STREET.

C. B. LOCKHART & CO.
Importers and Dealers in all kinds of

Furniture, Upholstery, Carpets,
Linoleums, Etc.

60 GOVERNMENT STREET,

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F. M. YORKE & CO.,
—: LICENSED :—
GENERAL STEVEDORES.
The only concern in B. C. with a complete plant.
VANCOUVER, VICTORIA AND
NEW WESTMINSTER.
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CITY : CANDY : FACTORY.
Manufacturer of all kinds of
PLAIN AND FANCY CANDIES,
Also Importer and Dealer in Foreign and Domes-
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NANAIMO SAW MILL

Rough and Dressed Lumber,
Shingles, Laths and Pickets,
Doors, Windows and Blinds,
Moulding, Turning, Scroll Sawing,
And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPR.
NANAIMO, B. C.

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Commission, Fire and Life
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REAL ESTATE BROKERS.

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for Sale.
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Opp. Telegraph Office. VICTORIA, B. C.
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CELEBRATED
Spectacles : and : Eye : Glasses.
No Fancy Prices.
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CONVEYANCER, ETC.
AGENT FOR
Henry & Albert Submarine Wrecking and Min-
ing Divers. Complete outfit always on hand.
Prices on application.
Union Marine Insurance Co.
W. H. Dodd, Shipping Agents, Melbourne,
Australia.

CORRESPONDENCE SOLICITED.
P. O. Box 415. Telephone 357

NOTICE.

The Committee of Lloyd's beg to call the at-
tention of merchants to the fact that in all
cases where they may have to make claims for
loss or average on their Policies, it would very
much facilitate a settlement by their Under-
writers if they would instruct their consignees,
in the absence of special provision in the Policy,
to call in Lloyd's Agent at the port of arrival,
with a view to his conducting the necessary
surveys and assessing the damage sustained.
It is believed that a clause, insisting on the
employment of surveyors appointed by Under-
writers, has been inserted in the policies of most
American and Continental Marine Insurance
Companies. While English Underwriters do
not make this measure compulsory, consignees
should be aware that claims will probably be
settled in this country with greater readiness
if they are properly supported by the certifi-
cates of a Lloyd's Agent.
Lloyd's, London, February, 1891.

Esquimalt & Nanaimo R'y

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

GOING SOUTH READ UP		STATIONS		GOING NORTH READ DOWN.	
No. 3 Passenger Saturdays Mondays	No. 1 Passenger Daily	VICTORIA.	RUSSELL'S VIC. W.	No. 4 Passenger Saturdays Mondays	No. 2 Passenger Daily.
Ar 6.58	Ar 12.24	VICTORIA.	RUSSELL'S VIC. W.	De 3.30 P.M.	De 8.00 A.M.
" 6.58	" 12.20	RUSSELL'S VIC. W.	ESQUIMALT.	" 3.34	" 8.04
" 6.44	" 11.45	ESQUIMALT.	GOLDSBREAM.	" 3.44	" 8.14
" 6.10	" 10.50	GOLDSBREAM.	SHAWNIGAN L.	" 4.00	" 8.30
" 5.24	" 10.40	SHAWNIGAN L.	COBBLE HILL.	" 5.01	" 9.34
" 5.14	" 10.27	COBBLE HILL.	MCPHERSON'S	" 5.14	" 9.44
" 4.50	" 10.17	MCPHERSON'S	KOKSILAH.	" 5.29	" 9.57
" 4.40	" 10.12	KOKSILAH.	DUNCAN'S	" 5.39	" 10.07
" 4.14	" 10.02	DUNCAN'S	SOMENOS.	" 5.44	" 10.12
" 4.34	" 9.36	SOMENOS.	CHEMAINUS.	" 5.54	" 10.22
" 4.12	De 8.34	CHEMAINUS.	NANAIMO.	" 6.16	" 10.48
" 3.14	Ar 8.25	NANAIMO.	WELLINGTON.	" 7.14	Ar 11.50
" 2.50 P.M.	De 8.10 A.M.	WELLINGTON.		Ar 7.29	Ar 12.14 P.M.

On Saturdays, Sundays and Mondays

Return Tickets will be issued between all points for a single fare, good for return not later than Monday evening.

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

No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox A. DUNSMUIR, JOSEPH HUNTER, President. Gen'l Supt.

H. K. PRIOR, Gen. Freight and Passenger Agent.

The Union Steamship Co.

Of British Columbia, (Ltd.)

OFFICE:

Company's Wharf, Carrall St., VANCOUVER, B. C.

OWNERS AND AGENTS FOR

S. S. Cutch, S. S. Senator,
S. S. Mystery, S. S. Dreadnaught
S. S. Skidegate, S. S. Leonora,
Eight Scows (No. 1 to No. 8).

3 New Steel Steamers Building.

VANCOUVER AND NANAIMO.

THE FAST AND POWERFUL

S. S. CUTCH

Leaves the Company's Wharf at Noon and the C. P. R. Wharf at 2:30 p. m., daily except Saturdays. Returning from Nanaimo daily at 7 a. m., except Sundays.

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

All kinds of Passenger Excursion, Towing and Freighting Business done. Ample storage accommodation on Company's Wharf, and every facility given to shippers of produce for sale or consignment.

W.M. WEBSTER, Manager.

W. J. PENDRAY,
BRITISH COLUMBIA SOAP WORKS.

(Established 1875.)

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

MANUFACTURER OF

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

DEALER IN

CAUSTIC SODA AND ROSIN.

CANADIAN PACIFIC NAVIGATION CO.

(LIMITED.)

TIME TABLE No. 13.

Taking effect July 17, 1890.

Vancouver Route.

Victoria to Vancouver daily, except Monday, at 3.30 o'clock, a. m.

Vancouver to Victoria daily, except Monday, at 14.30 o'clock, or on arrival of C.P.R. No. 1 train.

New Westminster Route.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island, Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock. (Sunday's steamer to New Westminster connects with C.P.R. train No. 2 going east Monday.)

For Plumper Pass Wednesday and Friday at 7 o'clock.

For Moresby Island at 7 o'clock. Leave New Westminster for Victoria, Monday at 14.30 o'clock; Thursday and Saturday at 7 o'clock.

For Plumper's Pass Saturday at 7 o'clock.

Fraser River Route.

Steamers leave New Westminster for Chilliwack and Way Landings every Tuesday, Thursday and Saturday at 7 o'clock.

Northern Route.

Steamships of this Co. will leave for Port Simpson and intermediate ports on the 1st and 15th of each month. When sufficient inducements offer will extend trips to West Coast points and Queen Charlotte Islands.

Barclay Sound Route.

Steamer Maude leaves Victoria for Alberni and Sound ports when sufficient inducements offer.

Bute Inlet Route.

Steamer Rainbow leaves every Tuesday at 7 a. m. for Cowichan, New Westminster, Burrard Inlet, Bute Inlet and way ports.

The Company reserves the right of changing this Time Table at any time without notification. Steamers leave on Standard Time.

JOHN IRVING, Manager.
G. A. CARLETON, General Agent.

Rock Bay Saw Mill,

(ESTABLISHED 1858.)

32 Constance St., Victoria, B. C.

WM. P. SAYWARD,

Manufacturer and Dealer in

ISLAND LUMBER AND SPARS.

Importer and Dealer in

Doors, Windows and all kinds of Dressed Lumber, Etc.

CONSTANTLY ON HAND A GOOD SUPPLY OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at Short Notice.

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VICTORIA

Lumber & Manufacturing Company.

PROPRIETORS OF THE

CHEMAINUS SAW MILL.

F. J. PALMER, Manager

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

Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON.

Victoria Route.

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

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

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

Snohomish River Route.

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

STEAMER EDITH,

Pt Townsend Mail Route.

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

For further information apply to

C. G. CHANDLER,
G. F. & P. A., Tacoma, Wash.
E. E. BLACKWOOD, Agt., 82 Gov't Street.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

Which was introduced early in the present year, has already become the favorite fuel for domestic purposes. It is a clean, hard coal, makes a bright and cheerful fire, and its lasting qualities make it the most economical fuel in the market. The several Mines of the Company are connected with their Wharves at Nanaimo and Departure Bay, where ships of the largest tonnage are loaded at all stages of the tide. Special dispatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

THE BRITISH COLUMBIA

SUGAR REFINING CO.

LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.