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COMMERCIAL SUMMARY.

Mr. Alexander McIntyre, of Winnipeg, a prominent liquor merchant, is dead.

Mr. Mercier has offered to settle with his creditors for 25 cents on the dollar.

The Oriental Bank of London has suspended with liabilities of many millions.

Tenders will be received until the 20th inst. for the building of a pilot boat for the Nanaimo pilots.

María Morgan, known as the foremost woman writer on horses and cattle in the United States, is dead.

A despatch from Ottawa says that on July 1st all Dominion immigration agents' services will be dispensed with.

Many of the Canadian and American sealers will this year go over to the Russian coast instead of fishing in Behring Sea.

The Sanford Manufacturing Company, of Hamilton, are looking for premises in which to locate a clothing store in Windsor.

The Durham miners have been vanquished, and will resume work at the reduction in wages which they struck against.

John Louvir has been sent back to Canada from Bay City, Mich., under the alien labor law. He is now at Delhi, Ont., his former home.

It is reported that the proceedings in Montreal against Mr. Edward McKeown, dry goods merchant, of Toronto, have been dropped.

During May this year 16,421 cattle have been shipped for Montreal for the British market, a decrease of 590 head compared with May last year.

The customs returns for the port of Toronto for the first five months of 1892, as compared with the same period in 1891, show an increase of \$158,811.85.

A cable from London says that the Barings and Glyn, Mills & Co. invite tenders for £2,225,000, 3 per cent. Canadian inscribed stock, at the minimum price of 91, being part of the £21,500,000 authorized by the appropriation act of last year.

T. S. & G. Vipond, Toronto, have opened a fruit trade with the West Indies, bringing direct to Montreal bananas, coconuts and other tropical fruits within nine or ten days after shipment. Messrs. Vipond intend to run only one steamer this season, but if the trade warrants will put on two or three steamers next year.

At the annual meeting of the shareholders of the Bank of Montreal, President Sir Donald A. Smith spoke hopefully of the financial condition of the banks of the Dominion. He hoped that bank stock would never be taxed, as such action would drive capital from Canada. He advocated direct taxation, if there was to be anything done. The old board of directors were unanimously elected.

A timely compilation has been made by Wm. Howard Hunter, B. A., barrister-at-law, of Toronto, of the "Insurance Corporations Act of 1892" recently passed by the Ontario Legislature, with which have been incorporated notes of very many recent cases both in the Canadian and United States courts under the various sections of the Act, which, with other annotations and specimen contracts illustra-

tive of the provisions of the new law, makes a very valuable handbook for companies and agents. The book has an introductory chapter by J. Howard Hunter, M.A., inspector of Insurance for Ontario, and is published by the Carswell Company of Toronto.—*Insurance Chronicle*.

The regularly quarterly meeting of the Vancouver Board of Trade was held last Tuesday evening, Vice-President Salisbury in the chair. There was a fair attendance of members. A considerable amount of routine business was disposed of. Mr. Cockburn pointed out the necessity that existed for a change in the Act respecting bills of sales and chattel mortgages so that the instrument might set forth clearly the exact nature of it. He also urged that there should be a law requiring the registration of partnerships. The matter was referred to the committee on legislation, Mr. Cockburn's name being added to the committee. Mr. L. P. Davies was elected a member of the Board. A letter was read from Mr. G. E. Berteaux, resigning the presidency of the Board, which was accepted. Mr. W. F. Salisbury was elected president, and Mr. H. T. Ceperley vice-president. The Board then adjourned.

AROMA OF COFFEE.

The aroma of coffee develops especially during the process of roasting; its fatty oil oxidizes, is burned, and is changed into essential oil, or caffeine, a species of ether that can be isolated by distillation, and which we can sometimes see with the naked eye on the surface of the ordinary infusion. But coffee, like many other natural products, such as wine, tobacco and cocoa, requires a certain length of time after being gathered before it reaches its full maturity. Experience has shown that the development of its aromatic principle is acquired by keeping it in a green state from one crop to another. But it is well known that for about the last half century the caffeine seems to be lacking in the infusion of coffee, which has no longer the exquisite qualities due to its aroma.

If now, on the one hand, we consider that the production of coffee is necessarily limited by the conditions of climate requisite for its growth, and that, on the other hand, the planter, in order to supply the demand which is constantly on the increase, is now obliged to deliver the crop as soon as it is gathered, we can do nothing but infer that the cause of the degeneration of coffee lies in the fact that it is supplied to the trade too soon, while it has not yet developed its constituent principles, and particularly its caffeine.

The inference from this is evident. If we wish that our coffee should regain the quality through which formerly it was considered such an exquisite beverage, we shall have to go back to the traditional process of only supplying it to the trade when the caffeine has acquired its full development, which can only be given to it by time, and by being kept in a green condition from one crop to the next.

We must not, however, expect that dealers are going to follow this rule, but, at any rate, consumers can do it for themselves, by only roasting and using coffee which they have kept in a green condition for at least a year.—N. Y. *Herald* (European Edition).

CANNING AND FISHING IN B. C.

OTTAWA, June 1.—The following is the official report of the discussion in the Senate:—

Hon. Mr. MacDonald (B. C.) moved: "That a humble address be presented to His Excellency the Governor-General, praying that His Excellency will cause to be laid before this House a copy of the report of the commission appointed to inquire into the salmon fishing and canning industry in British Columbia, together with a copy of the regulations for the control and restriction of fishing in the rivers and estuaries of that Province."

In moving for the report of which I have given notice before the House, I desire to say that the subject has my entire approval. I think an inquiry by a commission of that kind would be very useful, and that it should be repeated as often as possible. In the protecting an industry of this kind too much care cannot be taken to prevent the rivers from being over-fished and from being polluted with the refuse that is being dumped into them from the canneries. Persons owning canneries are sometimes charged with being too avaricious and wishing to over-fish the rivers and leave nothing behind for posterity. I do not know that that is all true, but I know that it would be a very judicious thing to have these fisheries looked after very carefully. In following the evidence of the commission I see that allusion is made there to the fact that the offal from some of the canneries amounts to several hundred tons. This refuse is dumped into the rivers, and it must necessarily pollute those rivers to a very great extent. I see that opinions were divided as to the effects of that practice on the fisheries, but common sense must tell us that in course of time the effect of dumping several thousand tons of this offal into the rivers must be to injure them. Another thing I wish to call the attention of the Government to is the fact that there is some unfairness in the manner of issuing licenses. I see by the evidence taken before the commission that some fishermen have obtained three or four licenses while others could only get one, and had to buy at an advanced price from the others. The rivers are supposed to be free to everybody; at the same time too many boats cannot be allowed to fish in these waters. Perhaps if each cannery was allowed a certain number of licenses it would be a fairer way of dealing with them. However, I suppose the Fishery Department will look after that.

Hon. Sir John Abbott—My hon. friend's motion, of course, is a most reasonable one, and in my opinion should be granted; the Government at least will offer no opposition to it. The opinion which my hon. friend has quoted from the canners, with reference to the pollution of the streams by offal, must be one which their wishes cause to be engendered rather than their reason, because it is a well-known fact that the salmon, which is a very delicate fish, and desires and seeks clear water almost invariably as far as it can be obtained, is easily driven away by any extraneous object, such as offal, polluting the water. It is most desirable that the practice should be stopped; but I need not tell my hon. friend of the difficulty which circumstances such as those that prevail in

British Columbia present in preventing the pollution of the water. It is impossible to convince those who are engaged in the industry that their manner of disposing of the offal is injurious to the fishery until their own interests are compromised by the practice, and it will be practically impossible, I am afraid, to put a stop to it altogether. However, the Government desire to stop it if it be possible in any way, and have already taken some means in that direction, which I hope they may be able to improve in the future, and which may enable them eventually to prevent the disposal of the offal in the way which has been described.

The motion was agreed to.

GOLD IS SCARCE.

There is no joke about it. The gold production of the world is steadily decreasing from year to year, and it will not be very long before the supply is practically used up. Not more than \$100,000,000 worth of the precious metal is now mined annually, and this is not nearly enough to meet the requirements of expanding commerce. Of course new deposits will be discovered from time to time, but they will soon be exhausted.

Why is gold so rare? Simply because it is heavy. There are only two metals that are heavier, namely, platinum and iridium. Remember that at the beginning the earth was a body of gas. By gradual condensation, it became liquid, while now the whole of its mass, save only an outer crust, much thinner in proportion to the whole bulk than is the shell of an egg, would be a fluid but for the fact that it is held together by tremendous pressure. Naturally, in the course of its formation about a center of attraction, the weightier particles composing the globe gathered about that center. Accordingly we find that the earth as a whole weighs five times as much as water, while the rocks forming the crust are only about two and one-half times as heavy as water.

In ancient times, gold was obtained abundantly from the rivers of Asia. The sands of Pactolus, the golden fleece secured by the Argonauts, the yellow metal of Ophir, the fable of King Midas, all illustrate the Eastern origin of gold. Alexander the Great brought nearly \$500,000,000 of gold from Persia. Gold also came from Arabia and from the middle of Africa by way of the Nile. But all of these famous sources of supply were long ago exhausted.

Brazil, which only a century ago was the richest of gold-producing countries, has now ceased to be largely productive. The total output of the metal from that part of the world from the end of the sixteenth century until now is estimated at \$700,000,000. All the famous gold coast of Africa does not at present yield as much as \$400,000 a year. Yet the dark continent was formerly noted as the country of gold. Mummies have been numerous found in Egypt with massive necklaces and other ornaments of the metal.

Herodotus tells of a king who loaded his prisoners with golden chains, that substance being more common than bronze. Copper was even worn for ornament in preference to gold. The treasures brought

by the Queen of Sheba to Solomon's Temple must have been of enormous value. Since the year 1500 Africa has produced about \$500,000,000 worth of gold, but the supply is nearly used up now.

The supplies of gold drawn from the United States are steadily diminishing. It is the same way with Australia, which has yielded for the world's use about \$1,300,000,000 worth of the metal. Not less than \$7,000,000,000 worth of gold has been dug in all countries since Columbus discovered America 400 years ago.

ABOUT ELEPHANTS.

There is a man in California by the name of Newbury who has great hope in the future of the elephant, and he wants to introduce the animal into that state. All African explorers speak highly of elephant steaks. The full grown elephant weighs about seven thousand pounds, and Mr. Newbury estimates that he can count on some three thousand pounds of first-class meat from each animal. In twenty-five years he expects to see elephant meat for sale in all markets.

Steaks as big as mattresses will hang up on all sides, and French elephant chops with handles on them six feet long will lie on the counters. Elephant hides, he thinks, will be found valuable for leather, slightly thick, perhaps, but it can be split. Then there is the ivory, always in good demand. The clip of wool from an elephant will, of course, be small, but there were formerly woolly animals of the elephant kind, and he does not see why careful breeding may not revive the species. Fine all California elephant's wool clothing he considers a possibility of the future. But it is not alone in these ways that Mr. Newbury expects to be able to teach California to profit from the elephant. It is a powerful and intelligent animal, and as a beast of burden will be as successful in California as in India. It can be readily broken to harness, and can draw enormous loads. Nor does he despair altogether of the elephant as a driving animal.

He thinks it is not unlikely that the California trotting elephant may be evolved, as the American trotting horse has been. Cabmen may yet call out: "Keb, sir, keb! Nice closed keb and rapid elephant!" Of course as a saddle beast the elephant has proved his superiority in the Orient. Its gait, however, is at present irregular, but Mr. Newbury sees no reason why it may not be taught a graceful canter and a swinging gallop. But the most practical place where the elephant can be put to immediate usefulness Mr. Newbury considers to be the orange groves.

"In picking oranges," says Mr. Newbury, "the trained elephant would be a great success. He would come as a boon to orange growers. He could readily reach all over the trees with his trunk and carefully pick the fruit and place it in a bag on his back. He could pick more oranges than ten men, and would never strike for higher wages or flirt with the hired girl. If I were asked to name in three words the hope of California for the future, I should answer: Elephants, elephants, elephants."

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D. M. CARLEY EDITOR

L. G. HENDERSON . . BUSINESS MANAGER.
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VICTORIA, TUESDAY, JUNE 14, 1892.

PROVINCIAL SETTLEMENT.

It has been on several occasions explained in the Provincial Legislature that one of the reasons why more vigorous efforts were not being put forth in order to bring in immigrants and settle up the country was that the Government had but imperfect information as to the character of the public domain and its capabilities. It was said that surveyors were busy at work in this field, and that before long there would be something positive on which to go. Already a report has been issued of what was done last year, and this season numerous parties are out in hitherto unknown sections of the islands and mainland, the result of whose joint effort is awaited with interest. The definition of the westerly limit of the Island Railway belt is not yet finished, and towards its completion it is likely that Mr. Rolph will accomplish much this season. Mr. Gauvreau is doing an important work between the Stickeen River and the head of Takou Lake, while in addition to other operations a close survey of the north end of Vancouver Island is being prosecuted. The Kootenay country is in the hands of the surveyors, as is also the Skeena, and of all these accurate maps and plans are in course of preparation.

PROTECTED MONOPOLIES.

The *Dry Goods Review* commenting on the cotton combine recently carried out in Canada, says: "Monopolies seem to be the order of the day on this continent. In the United States, the distance between the poor man and the rich seems to be widening more and more every year, and is becoming the most important problem for the statesmen of that country to solve, a problem that may not be solved without bloodshed and a temporary state of anarchism, and here in this country we are apparently drifting into the monopoly system also. It would be well for our Government and parliament to be watchful in this matter. The general welfare of the people is their special charge, and although it is difficult to legislate to prevent the existence of large joint stock companies, nor perhaps prudent to attempt to do so, the tariff can be lowered whenever these monopolists overstep the mark and attempt to benefit themselves at the expense of the consumers. The voters who enabled our legislators to increase the tariff to protect our struggling manufacturers from the onslaughts of foreign foes will uphold them in pulling down the tariff, if necessary,

to protect the consumers from foes within our borders. Meantime it is right and proper to give the Cotton Syndicate time to show its policy and not condemn it until it deserves condemnation."

As was the case with the sugar monopolists, they were by the arrangement into which they had entered enabled to boycott and oppress those whom they saw fit to attack and constituted themselves not only into a close mercantile corporation, but into a trading tyranny, which was most oppressive and in many respects utterly unreasoning outside of itself and unreasonable in its exactions. Without doubt these large concerns can be carried on more cheaply and in many other respects to greater economical advantage than smaller ones, but will they consider the claims of the public and of those whom they employ? The former will be forced to buy from them so long as the tariff fence is kept up and foreign goods are kept out, while the operatives will be at the mercy of their employers, who, having control of the entire product, will be able to close their factories and starve them into submission.

THE REPUBLICAN CONVENTION.

The latest developments in the United States political situation will rather astonish some people. That James G. Blaine should have been thrown out of the Presidential running by so large a vote in the Republican Convention is, to say the least of it, remarkable, since, despite his own silence on the subject, there were many well-informed politicians who were certain that he would make a fight with the best chances of success. However, it would now appear that if the party are strong enough Benjamin Harrison will have a second term. In connection with the resignation of the Secretary of State from President Harrison's Cabinet, there does appear to have been some friction on one or two foreign questions. The President seems to be very firm of opinion, but all the facts are not yet before the public. There is color, however, for the statement that Mr. Blaine was more pacific in the Chilean business than the President, who favored a strong policy from the start. There are some hints, too, of disagreements over the Behring's Sea controversy, which once assumed a very serious aspect. At the opening of the Convention, particularly in view of Mr. Blaine's persistent silence, it is fair to have assumed that he would have been a candidate could he have controlled the delegates. He has now, however, according to the published reports, acquiesced in the decision and thus expressed himself:—

"The resolution, energy and persistence which marked the proceedings of the Convention at Minneapolis will, if turned against the common foe, win the election in November. All minor differences should be merged in the duty of every Republican to do all in his power to elect the ticket this day nominated by the National Republican Convention."

This looks like as if he really desires to see the Republican party succeed, but, like the thimble-rigger's pea, his characteristic has thus far been, "Now you see him and now you don't."

MINISTERIAL POLICY.

Hon. Col. Baker, the new Minister of Education and Immigration, has been elected by acclamation by his old constituents of East Kootenay. His policy was thus defined in his address:—"It has always been my object to deal fairly by each section of the district as far as lay in my power; to open up the country by trails, roads and bridges; to advocate in the Legislature all measures which were in the interests of miners, lumbermen and agriculturists; to adjust the balance between labor and capital, so that both should not suffer through the antagonism of each other; to strenuously promote railway communication between East Kootenay and the markets which are available for its undoubted natural wealth; and, lastly, to do my duty to the best of my ability." That programme is a very commendable one, and though, as the Colonel says, he has not always succeeded in carrying it out, he will no doubt be in a position to do better as a Minister of the Crown in the event, of course, of his not finding that in that capacity his hands are bound more tightly than ever. There was one piece of news in the hon. gentleman's address which would be productive of much satisfaction. That was: "I have much pleasure in announcing that my exertions to open up the southern portion of the district by a railway through the Crow's Nest Pass are at last to be realized, and the road will be commenced this year." Col. Baker ought to know something about this. He was a fellow-traveller with President Van Horne from Vancouver eastward, and before they separated had doubtless ample opportunities of acquainting himself with that gentleman's intentions.

THE PAUPER ELEMENT.

It is now announced that the Conservatives in Great Britain, if returned to power at the approaching elections, will introduce a measure to restrict foreign immigration. This is as it should be. The old world is beginning to feel how the system works there which has long been in vogue with mischievous effects here. Paupers of all names, nationalities and races have been deported from their native land, and to use an expressive term have been dumped here to fare as best they might. Whatever poverty there has been on this side the international and provincial boundary has been imported, and much the same may be said of Eastern Canada. Nevertheless, despite the protests which time and again have been sent across the Atlantic, wholesale shipments have been made of those who were no good either to themselves or to anyone else. Not only did the Societies and indeed the authorities at home work off their surplus population on us; but they were unwilling to assist in preventing the squalor and sloth of the European continent being transported here. For that undesirable element a resting-place had to be found; part of it was landed in Great Britain and now the authorities have been gun to reflect that possibly the people of America were not so far out when they raised their complaints.

IMMIGRATION CHANGES.

It was not matter of much surprise to hear the other day that there had been very considerable reductions made in the Dominion Immigration service and that after July 1st all of the agents between Montreal and Victoria would find their occupations gone. All the provinces have their representative in Great Britain in the Dominion Agent General, while many of them have, in addition, their own special representatives. When the immigrants arrive at Montreal or Quebec, it is only right and proper that the provinces themselves should take them in hand, their future movement being provincial in its nature and reliable special agents of the respective sections are therefore the most competent to assist them in their future course. Each province has its special adaptability to special classes, and the Dominion might in order to facilitate the work of settlement either increase its forces on general work in the old world, or give a special allowance to the provinces out of the Federal funds. In any event, we want none of the pauper or helpless classes which have proved to be even a worse curse to the new country to which they come than to the old one which had been so glad to rid itself of them.

INLAND-OCEAN NAVIGATION.

The recent arrival at and departure from Chicago of the Norwegian ocean steamship Wergeland, though it does not materially affect the trade of British Columbia one way or another, is an interesting development of the transportation question. The circumstance may, however, be pregnant with results for the Canadian wheat fields of the Northwest which, by reason of the possibilities for almost direct shipment, are brought so much nearer to the European consumers of their product. If what has been accomplished in this special instance can be continued—and there would appear to be no reason why it should not be—the cost and delay involved in lighterage and transshipment would be obviated with, it is to be expected, a corresponding reduction in the cost of the breadstuff to the consumer. To perfect this, it will necessitate material expenditures on the St. Lawrence and Canadian canal route and prove to be another justification of the heavy expenses that have been incurred upon the canal system of the Dominion.

POSTAL BANKS IN FRANCE.

The system of postal savings banks was introduced in France in 1882. During 1890, the 6,817 branch postal banks received 1,919,371 separate deposits, representing \$50,465,833.47, a far larger sum than was handled during the previous year. The number of new accounts received during the year was 348,093, the largest number during any one year since its organization, showing clearly the increasing popularity of the institution. Of the above number of new depositors, 150,787 were women and 199,908 were men; one fourth of the entire number being minors. In 1890, there were 405,862 individual deposits, amounting to \$4 and under, \$30,240 of sums between \$4 and \$20, 165,345 of from \$20 to \$40, 216,030

of from \$40 to \$100 and 41,001 of sums above \$100. Of the entire number of depositors, one half and more are credited with sums of less than \$20. That the system has been of great value to the people of France is indisputable. Indeed it would have been strange had it been otherwise, as in Canada, England and elsewhere, where these banks have been organized, they have always fully met the expectations of their founders.

COGENT ADVICE.

The St. Louis *Grocer*, in a recent number, contained the following cogent piece of advice to the retail trader:—"Bear in mind and act upon the knowledge that if a man cannot pay one week's bill he certainly cannot pay a two weeks' bill." Save, and except in special instances, this remark will also apply to the customer of the small trader here, and in some sense it is pertinent still farther. As a rule a debt is incurred with a definite understanding as to its time of payment, neglect of which ought to be susceptible of proper explanation, or experience is likely to prove the truth of the old saying with reference to that account, "the least said the soonest mended." To some extent the same remark will apply to the relations of the wholesale merchant and the retail trader. In these days of close competition, if the latter is not prompt in his payments and does not live up to his obligations he is hardly worth having on the books. He is a shaky customer, and is one whose business and whose trade are not to be depended on, for frequently he travels to other houses, and it becomes impossible to keep track of him or know what he is doing. A contemporary recently gave the following salutary advice on this subject:—"If every retailer would send out monthly statements, such a revolution would take place in collections that both retailers and wholesalers would be astonished. The small dealer would make more money by discounting his bills, and the jobber would save interest by running his business on less capital."

EDITORIAL NOTES.

It is expected that by this time the run of salmon on the Skeena River will have commenced, and it is almost needless to say that everything is in readiness at the canneries.

The Canadian Dominion reports 36 business failures last week, against 34 the previous week and 32 in the like week a year ago. The general manager of one of the largest Canadian banks, at the annual meeting of shareholders, said: "The chief characteristics of the year have been dullness and disappointment."

A CENSUS bulletin just issued shows that the wealth of the United States has increased during the decade 1880-90 over 45 per cent. No nation in the world can show so tremendous an increase. The figures are hard nuts for free traders, for the dispose of the argument that protection represses production and therefore prevents the rapid accumulation of wealth. American expansion is almost wholly due

to protection, but there are many who fear that, despite this, there is a probability of running it to death.

ONCE more the Dominion Government have blocked provincial railway enterprise, having definitely refused to charter the Nelson & Fort Sheppard and Columbia Southern Railways to build to the boundary line, thus increasing the Canadian Pacific Railway's monopoly and placing this province at its mercy, much in the same way as Manitoba was under the original railway arrangement. Are the interests of this province to be forever sacrificed to the political and other exigencies of the rest of the Dominion?

THE officials of the Winnipeg grain exchange report that in Manitoba vegetation is well advanced and the prospects most favorable. There is a considerably larger area put in crop this spring than over before. In some districts not more than fifteen or thirty per cent. of last year's wheat has been threshed. The reservation of such a large quantity of grain in the country will make summer traffic on the Canadian Pacific Railway unusually heavy. Thus the ensuing season will be exceptionally busy. Every interest will be benefited.

THERE takes place on Thursday the first general meeting of the Board of Trade Building Association, by which time it is hoped that all the remaining stock will have been subscribed. The venture of a few individual members of the Board of Trade was, at first sight, no small undertaking, but it has developed and succeeded to such an extent that more than the highest expectations of the promoters have been realized and, with the funds on hand, there will shortly be seen, in an admirable and central situation, a building that will be worthy of the trade of this growing city of Victoria.

THE leading building contractors of Seattle have organized a Contractors Association. The object of the association is to bring the responsible contractors into a closer alliance, with a view to prevent the letting of contracts to irresponsible men, who take work at unreasonably low figures, collect what they can on it and leave their bills unpaid. It would be well if Victoria contractors would follow those of Seattle in protecting themselves. We believe that one architect of this city insists on the contractor giving bonds for the satisfactory completion of the work before receiving the contract.

A SAN FRANCISCO paper remarks that the trade of Central America is a large one and well worth looking after. It should naturally come this way, but the people of this coast do not seem sufficiently alive to the importance of it. Owing to the peculiarities of the country, it is necessary that the utmost care be taken in packing merchandise, so that while being secure it will not be too heavy or bulky. This is thoroughly understood in Europe, and the Germans have secured a large part of the trade with the Central American republics. If San Francisco can look forward to securing this trade or a part of it, why should not British Columbia?

IMPORTS AND EXPORTS.

MEN WITH BRAINS.

It is not every man who knows his position in life. Some aspire to govern who are only able to serve, and in rare cases we find those serving who are well qualified to govern or lead. A man who can direct and who is yet content to follow the leadership of others is doing himself, his family and his associates a great wrong in remaining in obscurity. On the other hand, a man who cannot direct and who aspires to the management of affairs is doing the business community a great wrong on account of the cost of his experiments and the loss of the plans that miscarry. It was the remark of a veteran in business some time since: "Show me a man who can direct men, who can always select men adapted to different purposes, and I will show you a man who can do anything to which he aspires." When we look over the great industrial and commercial enterprises of the country, the railroad lines, the mining enterprises, the banking houses, the insurance companies, and so on to the end of the chapter, we are impressed with the idea that at the head of each there is one particular man who is able to select subordinates intelligently, and who is able to adequately direct the special business to which his time is given. Without these governing or directing minds these great enterprises would not exist.

MASTS 100 FEET HIGH.

What would lumbermen say in this day of shipbuilding to masts 100 feet high? But we write of the past, not the present. A writer on the subject of shipbuilding among the ancients says: "Large ships were not unknown to the ancients, and some of the most roomy attained dimensions equal to ships of modern times. Nevertheless they were unmanageable monstrosities, almost at the mercy of wind and wave, and utterly unfit to cope with the fury of a hurricane. Doubtless we are indebted to travelers' tales for the detailed descriptions that survive the lapse of ages. Constantius conveyed to Heliopolis to Rome an obelisk weighing 1,500 tons, and, in addition to this long-cored monolith, the ship carried about 1,200 tons of pulse stowed about the small end of the obelisk in order to bring the ship on an evil keel. In 268 B.C., Archimedes devised a marvellous ship for Hero of Syracuse. Her three lofty masts had been taken from Britain. Luxuriously fitted sleeping apartments abounded, and one of her banqueting halls was paved with agate and costly Sicilian stone. Other floors were cunningly inlaid with scenes from the 'Iliad.' Stables for many horses, ponds stocked with live fish, gardens watered by artificial rivulets, and hot baths were provided for use or amusement. Ptolemy Philopator possessed a nuptial yacht, the Thalamegon, 312 feet long and 46 feet deep. A graceful gallery, supported by curiously carved columns, ran round the vessel, and within were temples of Venus and Bacchus. Her masts were 100 feet high, her sails and cordage of royal purple hue."

Immigration continues to flow into Manitoba and the Northwest.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of May, 1892:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids		\$1,905	\$ 469 35
Agricultural implements		653	241 95
Alc, beer & port wgs	12,479	5,572	2,316 16
Animals		60	18 00
Books, pamphls, etc.		7,557	2,508 30
Brass & manuf's of..		2,139	474 34
Breadstuffs, etc, viz		957	283 30
Grain, of all kinds			
bush	5	5	50
Flour, brls	547	560	76 44
Meal, "	772	3,387	579 00
Wheat and all other breadstuffs		751	315 50
Candles, lbs	6,307	2,980	75
Chicory, lbs	12,979	1,204	315 45
Coal and coke, tons.	3,096	112	147 84
Coffee, from U.S. lbs	7,569	1,451	151 91
Copper and m's of.		8	2 80
Cordage all kinds		299	78 55
Cotton, manuf's of		451	19 20
Drugs and medicines		11,322	3,350 85
Earthen, stone and		34,761	13,681 97
China ware		2,360	792 09
Fancy goods		1,565	474 05
Fish		2,640	335 99
Fruit, dried		1,020	297 73
Green		8,215	881 75
Furs			
Glass, glassware		6,575	1,576 84
Gunpdr, exp subs		751	263 70
Hats, caps, bonnets.		1,257	410 10
Hops, lbs	1,503	282	35 58
Iron and steel m's of		27,246	8,632 12
Jewelry and watches and m's of gold and silver		447	109 35
Lead and manuf's of		609	112 38
Leather and m's of.		3,328	849 42
Marble and stone and manuf's of..		718	200 51
Malt, bush	866	702	129 90
Metals, composition and m's of		1,058	393 54
Musical instruments		1,659	513 95
Oils, coal and kerosene, gal	10,825	2,523	770 40
All other, gals	2,653	1,191	285 44
Paints and colors		903	272 85
Paper and m's of..		1,305	396 05
Perfumery			
Provisions			
Hacon hams, etc..	13,510	3,255	04
Salt, not from Great Britain or British possessions, or for fisheries, lbs	136,100	779	102 10
Seeds		172	19 25
Silk, manuf's of	3,643	1,028	25
Soap of all kinds		296	33 48
Spices of all kinds..		363	62 10

ARTICLES.	QUAN.	VALUE.	DUTY.
Starch, lbs	5,012	156	100 24
Spirits,			
Of all kinds, gals..	4,459	7,358	9,474 14
Wine, other than Sparkling, gals..	2,543	2,214	1,658 21
Wines, sparkling doz	116	1,366	600 00
Sugar above No 14 lbs	5,166	251	41 31
Not above No 14 lbs			
Sugar syrups, cane juice, etc., lbs	17,675	569	265 11
Molasses			
Ten, from U.S. lbs..	1,718	447	49 80
Tobacco and cigars..	1,907	1,314	1,507 09
Wood and m's of.		3,762	1,092 85
Woolen m'n's		11,332	3,432 53
All other dutiable articles		46,032	12,781 59
Total dutiable goods		\$210,773	\$80,748 97
Coin and Bullion ..		866	
Free goods, all other		162,496	
Grand total		\$404,135	\$80,748 97

EXPORTS

From the port of Victoria, for the month of May, 1892—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal	2,100	10,500
Gold dust, nuggets, etc.		21,816
Other articles		50
THE FISHERIES.		
Furs or skins of creatures living in the water		5,950
ANIMALS AND THEIR PRODUCTS.		
Other articles		25,650
AGRICULTURAL PRODUCTS.		
Flour of wheat and rye, bls	250	1,113
Other articles		57
MANUFACTURES.		
Sewing Machines	1	25
Other articles		895
Miscellaneous articles		200
Grand total		\$ 66,265
Goods, not the product of Canada, for the month of May, 1892:		
ANIMALS AND THEIR PRODUCE—		
Swine	1	15
Manufactures—		
Iron—pig and scrap, castings, hardware, &c		502 85
Sewing machines	3	1,633
Wood m's of all kinds		2,382
Other articles		62
Coin—gold		521
—silver		
Grand total		\$ 5,200
Total exports of all kinds		\$ 71,465

THE WAYS OF WALL STREET.

The ways of Wall Street are almost like those which King Solomon attributes to woman—"Past finding out."

Stocks sometimes go up when everything seems in favor of their going down, and either go down or become stagnant when most things are in favor of their going up.

It is this paradoxical phase of Wall Street affairs which has recently puzzled and frightened off the public, out of whom alone speculators and operators can make money.

When room traders go through the formality of buying and selling between themselves, there is no money in the operation. It simply sustains appearances, and when kept up sufficiently long, may serve to inveigle the public to take a venture.

But operators now-a-days are usually

imprudent, and kill the goose that lays the golden egg before that egg gets time to mature.

Hence the increasing feeling of trepidation in recent times on the part of that class of speculators and investors who were formerly the very life and soul of Wall Street business.

In former times, the "lams" were permitted to acquire a pretty thick fleece prior to shearing; but the modern operator begins his clipping too soon, and is so hastily greedy and unscrupulously cruel, that he is not satisfied with the wool, but takes a portion of the hide with it.

This avaricious and barbarous practice has been amply illustrated in many of the deals that have been engineered during the past winter. It is the most potent cause of the present dull market, which should be booming under the influence of many favorable circumstances, among which cheap money is one of the most prominent and powerful.—*Court Journal.*

MANIFEST TO ARRIVE.

British ship Ben Nevis, 1,000 tons, Capt. J. W. Gliddell, from Glasgow Feb. 13 for Victoria and New Westminster, Robert Ward & Co., Ltd., consignees.

For Victoria—15 pkgs paper, T N Hibben & Co; 553 8 inch cast iron pipes, 1,200 6-inch do, 1,455 5-inch do, 2,777 4-inch do, order; 20 kegs red lead, 4 csks color, 08 csks whitening, 14 cs color, 8 csks lead pipes, Nicholles & Renouf; 14 crates earthenware, order; 1 csk manufactured zinc, Albion Iron Works Co; 125 cs whiskey, 20 csks do, 1 cs advertising material A B Gray & Co; 50 cs whiskey, H Saunders; 20 csks wines and spirits, order; 50 cs whiskey, 3 cs show cards, Hudson's Bay Co; 50 cs whiskey, 1 cs samples, A B Gray & Co; 1 csk spirits, order; 100 cs whiskey, Hudson's Bay Co; 3 qr csks whiskey, order; 50 cs lemon juice, A Phillips & Son; 10 qr csks rum, 10 qr csks whiskey, 10 octaves do, 65 cs spirits (various), Bouchérat & Co; 2 qr csks whiskey, order; 50 cs whiskey, Jas. Crawford; 100 cs whiskey, Hudson's Bay Co; 3 cs galvanized sheet iron, order; 14 bxs, 1 csk and 2 bales settler's effects, order; 25 bbls linseed oil, Nicholles and Renouf; 11 csks soda ash, order; 25 bbls linseed oil, 10 drums colza oil, 1 roll sheet lead, 2 bags copper nails, order; 42 steel boiler plates, 410 steel angles, 5,000 fire clay bricks, order; 50 cs whiskey, Bouchérat & Co; No. 3 Gleggarnock pig iron, loose coke, order; 3 pigs lead, 1 cs ingot tin, 65 bbls tubes, 156 bbls tubes, 61 single tubes, Thos Robertson & Co; 185 cast iron pipes, 250 cast iron connections, 1 bag connections, 1 crate earthenware, 3 saddle boilers, Thos Robertson & Co; 1,500 pkgs gunpowder, Robert Ward & Co, Ltd; 81 steel plates, Thos Robertson & Co; 5 pkgs settler's effects, A R Johnston; 10 bbls linseed oil, order; 12 cs whiskey, care J W Gliddell;

For New Westminster—4 sheets lead, 2 cases and 5 csks lead pipes, 1 cs color, 58 csks color, 1 csk pumice stone, 10 csks red lead, 25 csks whitening, T J Trapp & Co; 57 csks color, 11 cs color, 1 csk chalk, 5 csks red lead, 5 sheets lead, Campbell & Anderson; 18 csks and 1 cs color, order; 11 crates earthenware, Campbell & Anderson; 2 sheets and 5 pigs lead, 1 cs ingot tin, 52 bbls and 90 single tubes, Thos Robertson & Co; 5 sheets and 10 pigs lead, 1 cs ingot tin, 51 bbls tubes, Thos Robertson & Co; 4 bbls and 40 single tubes, 2 pigs lead, Thos Robertson & Co.

FRUIT GROWING IN AUSTRALIA.

The Manchester (Eng.) *Grocers' Review* says: The fruit productions of the current season at the new irrigation settlements in Victoria and South Australia are considerably in advance of the previous year, both in quantity and quality. A small consignment of dried apricots has just been received, and is now on view at the London offices, 35, Queen Victoria street, E.C. They have been inspected by experts, and, we understand, pronounced to be of very fine quality, superior, it is believed, to any which have yet been sent to the English market from any quarter. The output of raisins this year will amount to several hundred tons. The general progress of the settlements continues to be

most satisfactory, and there is a steady increase in the number of persons—mostly of the well-to-do classes, and possessed of more or less capital—leaving this country weekly by the various steamship lines; the highly profitable character of the fruit farming industry, where, as at these irrigation colonies, the most valuable fruits of commerce are producible in great abundance and perfection, being now thoroughly established.

The area in progress of cultivation at the mildura settlement alone is some 20 miles in circumference, and is now, after only four years from the commencement of these undertakings, largely covered with orange and olive groves, vineyards and fruit orchards, etc., interspersed with settlers' homesteads, and embracing one town already containing churches, colleges, schools, institutes, stores, banks, etc., while a second has been prepared for occupation, and is rapidly being taken up. It is anticipated that within a few years a very large population, numbering tens of thousands, chiefly engaged in the business of fruit farming, will be found on the banks of the river Murray, thus realizing the anticipations of its promoters as expressed by Governor Sir Henry Loch, at the opening of the Victorian Parliament in 1887, that a new province would be added to that colony, and by late distinguished visitors, that in a few years the previously arid district now occupied by the irrigation settlements, founded by the Canadian Brothers Chaffey, would be "the fruit garden of the universe."

THE LATE ROBERT TESKEY.

The Carleton Place, Ont., *Herald* records the death, at his daughter's residence, Brockville, of Robert Teskey, the oldest of Appleton's old residents, at the age of 89. Deceased was one of the pioneer settlers of Ramsay, having come from Ireland in 1823. He and his brother saw in the Apple Tree Fall (so called from the number of apple trees in the vicinity, supposed to have grown by seeds dropped by Indians, as this locality was a favorite camping ground) an excellent water power, and purchased the land on both sides of the river, thus securing the site. Here the brothers erected a grist- and saw mill, and in 1862 Robert built the Mississippi Woolen Mill, which was at first operated by Wm. Bredin and J. A. Teskey, and later on by his two sons, J. A. and Rufus, who bought the property, and it is now owned and operated by Mr. J. A. Teskey. About 1870, Mr. Teskey retired from active business, and, for the last thirty years has enjoyed the fruits of a hard earned competence. He was a man of sterling integrity and excellent character, and had the courage of his convictions. In religion, he was a Methodist, and had been a member of that church for 60 years. He never courted public honors, although he might have had them had he been so disposed. He was a magistrate for over 40 years.

A Berlin shoemaker has invented an artificial stone sole for footwear. It is made of a solution of some kind of patent cement and pure white quartz sand. A pair of such soles will last for years on any pavement, and are said to be elastic and easy on the feet.

HAWAII ALL RIGHT.

Mr. R. P. Rithet, consul for the kingdom of Hawaii for British Columbia, has recently received from the Foreign Office of that country some official advices as to the reported uneasiness in the political world. The letter reads:—

DEPARTMENT OF FOREIGN AFFAIRS,
HONOLULU, May 23, 1892.

SIR,—You will notice in the Honolulu paper received by this mail that on Friday last, the 20th inst., arrests were made of certain parties here whose conduct and language led the authorities to believe that they were acting to the detriment of the best interests of the kingdom.

Prompt and decided action was regarded by Her Majesty's Government as a necessity to prevent any injury to the country's credit and standing abroad by the circulation of prejudicial statements in the foreign press, presumed to have emanated from the same source.

No undue excitement or disturbance has resulted from this action, and political matters are in a most quiet and orderly state, especially so in view of the fact that the Legislature of the kingdom meets on the 28th inst.

You will be kept fully informed of the course of events, and it will be your duty, as I feel sure it will be your pleasure, to assist Her Majesty's Government in preventing in your locality the circulation of untruthful statements.

To this end you may, if you deem it necessary, hand to the directors of the press in your jurisdiction a statement, over your consular signature, compiled from the information contained in this circular.

With assurances of my high consideration, I have the honor to be, sir,

Your most obedient servant,

SAMUEL PARKER,

Minister of Foreign Affairs.

HOW THIMBLES ARE MADE.

Dies of the different sizes are used, into which the metal, whether gold, silver or steel, is pressed. The hole-punching, finishing, polishing and tempering are done afterward. Celluloid and rubber are moulded. The best thimbles are made in France, where the process is more thorough. The first step in the making of a Paris gold thimble is the cutting into a disk of the desired size a thin piece of sheet iron. This is brought to a red heat, placed over a graduated hole in an iron bench, and hammered down into it with a punch. This hole is in the form of the thimble. The iron takes its shape, and is removed from the hole. The little indentations to keep the needle from slipping are made in it, and all the other finishing strokes of the perfect thimble put on it. The iron is then made into steel by a process peculiar to the French thimble maker and is tempered, polished and brought to a deep blue color. A thin sheet of gold is then pressed into the interior of the thimble and fastened there by a mandrill. Gold leaf is attached to the outside by great pressure, the edges of the leaf being fitted in and held by small grooves at the base of the thimble. The article is then ready for use. The gold will last for years. The steel never wears out, and the gold can be readily replaced at any time.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	Feb. 23
Br bark	Callio	978	James	Oct. 6	Victoria	London	41,610	\$212,090	March 17
Br bark	Lobu	726	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,421	April 6
Br bark	Rothsay Bay	750	Partridge	Nov. 18	A Westminster	Liverpool	32,690	159,553	April 5
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	April 19
Br ship	Titanic	879	T. W. Selby	Jan. 15	B Westminster	London	22,366	107,919	May 16
Br bark	City of Carlisle	823	Kendall	Feb. 13	Victoria	London	21,574	113,885	

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

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	A 959,733	8,263	March 18	47s 6d
Nor. ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	B 942,986	9,193	March 25	60s
Am bark	Hesper	661	Sodergren	Feb. 20	Vancouver	Shanghai	C 716,183	7,781	April 23	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	D 834,457	7,023		42s 6d
Nor bark	Czar	1331	Christopher'n	March 4	Vancouver	Adelaide	E 1,017,147	10,476		57s 6d
Nor bark	Agnes	810	Hofgaard	Feb. 20	Chemainus	Antofagasta	F 440,939	6,413		40s
Norship	Kathinka	1033	Klevenberg	March 12	Vancouver	Melbourne	G 1,142,212	9,251	May 28	60s
Chil. bark	India	853	Funk	Feb. 22	Vancouver	Valparaiso	H 787,496	7,018		owners ac
Br bark	Glenbervic	890	Groundwater	March 21	Vancouver	Valparaiso	I 429,897	7,689		37s 6d
Br ship	British India	1199	Lines	March 31	Vancouver	Valparaiso	J 680,372	9,315		37s 6d
Am schr	W. H. Talbot	776	Blumh	March 14	Vancouver	Tientsin	K 959,845	10,272	May 28	67s 6d
Am schr	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	L 416,386	3,176	March	Private
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	M 1,079,156	9,873		47s 6d
Br bark	Misdetoe	183	Smith	April 21	Vancouver	Wilmington	N 61,275	7,986		\$16 00
Br bark	Craigend	2218	Lewthwaite	April 18	Vancouver	Iquiqui-Callao	O 1,616,000	10,351		27s 6d & 30s
Br bark	Toboggan	676	Porter	May 20	Vancouver	Wilmington	P 605,328	9,330		\$15.00
Br bark	Thermopylae	918	Winchester	June 2	Vancouver	Yokohama	Q 328,576	8,919		Private
Nor bark	Fritze	1078	Rolfson	May 29	Chemainus	Melbourne	R 902,544	8,072		45s
Br ship	Burnah	1617	Newcombe	June 2	Moodyville	Valparaiso	S 1,284,019	9,883		35s
Br ship	Crown of Denmark	2029	Smith		Vancouver	Melbourne				37s 6d
Nor. bark	Urus Minor	705	Johnson	June 1	New Westminster	Sydney	T 462,019	4,333		37s 6d
Br ship	Earl Granville	1149	Frack		Cowichan	Sydney				62s 6d
Chil. bark	Antonietta	889	Stack		Chemainus	Valparaiso				owners ac
Ger. bark	Palawan	967	Van Heuvel		Vancouver	Iquiqui				33s 9d
Chil. bark	Leonor	801	Harken		Moodyville	Valparaiso				

A—Also 2,389 bbls lath and 5,550 bbls pickets. B—Also 44,170 ft pickets and 913 bbls laths. C—Also 38,741 ft t and g flooring. D—Also 1,053 bbls laths. E—Also 157,070 ft t & g flooring and 59 bbls laths. F—Also 8,269 ft pickets and 127,170 laths. G—Also 61,633 feet pickets and 25,020 feet laths. H—Also 49,816 feet t & g flooring and 1,015 bundles laths. J—Also 183,491 feet t & g flooring. I—Also 201,913 feet t & g flooring. K—Also 77,559 laths and 75,100 feet pickets. L—Also 60,000 shingles. M—Also 192,000 feet t & g flooring. N—Also 275,000 shingles. O—Composed of 64,187 feet t & g flooring, 9,809 feet deck plank, 1,210,033 feet rough and 31,860 laths. P—Also 85 spars and 306 tons coal for Hong Kong. Q—Also 697 bbls pickets and 1,190 bbls laths. R—Also 7,000 pickets and 72,810 laths.

SHIPPING INTELLIGENCE.

The Empress of Japan sailed from Yokohama June 6 for Victoria.

The Antonietta is expected to finish loading lumber early this week, for Valparaiso.

The steamer Bert went north on June 10 to Skeena River, under charter to the Balmoral cannery for the fishing season.

It is reported that the British steamship Wisconsin, 2,380 tons, is coming to the coast to go into the Oriental trade in the N. P. line. She has lately been in the New York and Liverpool service.

The German bark Palawan, 967 tons, Capt. Van Heuvel, from San Francisco, May 21, arrived at Royal Roads, June 10, under charter to load lumber at the Hastings Mills for Iquiqui at 33 9d.

Capt. "Whaleback" McDougal's patent rights for Canada expire in July next, unless he builds a whaleback of his design on the Canadian side before that date, and

there is scarcely time to do so now with existing facilities.

PROVINCIAL TRADE NOTES.

During May, 140 miners' licenses were issued at Ainsworth.

The Davies-Sayward Sawmill Company, Pilot Bay, will be drowned out if the water rises another two feet.

Many Vancouver manufacturers are very angry at the insufficient supply of water, owing to the defective pipe in the Narrows and other places. It is estimated that business has suffered to the extent of many thousands. The pipes will soon be fixed up. The city is sparing no expense to have them again in good order.

It is learned that very large sales of canned salmon—about 100,000 cases—have been made during the past eight or ten days, for English account, and at good prices, ranging from 21s 6d to 23s for falls and 23s to 25s for flats cif; and that the demand is good, market good and advanc-

ing for choice fish. There are plenty of poor salmon on hand in England, but for prime sock-eye salmon, such as Fraser and Skeena Rivers turn out, the demand is unlimited, as the consumers find they are quite the equal of the best Columbia River spring salmon.—Colonist.

At the Winnipeg Industrial Exhibition, which is to be opened on July 25, \$15,000 in prizes are offered for competition, and in addition to the features proper of the show, there is to be a specially attractive programme of games and other amusements.

An Ottawa despatch says: "Samuel Wilnot takes great credit to himself for the new fishery regulations this year. In addition to the licenses specified, one license will be issued to each farmer and bona fide settlers so desiring at the price of \$2. The regulation respecting the pollution of the streams by the fish offal will be rigidly enforced. Inspector McNab has been notified to prosecute all violators of the law, and Messrs. Drake, Jackson & Helmcken were notified to assist him in every particular."

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOIL.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ss	Bushmills.....	188	Denning.....	April 13.....	H Liverpool.....	Vancouver	Baker Bros. & Co., (dd)	62
Br ship	Ben Nevis.....	1161	Gildell.....	Feb. 13.....	B Glasgow.....	B. C. ports	R. Ward & Co. and C. G. Johnson & Co.	122
Br bark	Martha Fisher.....	111	Fisher.....	Feb. 27.....	Liv. rpool.....	Victoria.....	R. P. Rithet & Co (Ltd)	109
Br bark	Fernbank.....	150	Boyd.....	April 21.....	A Glasgow.....	Vancouver	Bell-Irving & Paterson.....	50
Br bark	Chill.....	678	McKenzie.....	May 27.....	E London.....	Victoria.....	Turner, Beeton & Co.....	18
Chil. bark	Eritrea.....	1069	Serra.....	Dec. 7.....	P Iquiqui.....	Burrard Inlet.	R. P. Rithet & Co., Ltd.....	190
Br ss	Empress of Japan.....	3003	Lee.....	May 28.....	D Hong Kong.....	Vancouver.....	C. P. S. S. Co.....	17
Br ss	Batavia.....	1628	Hill.....	.....	K Hong Kong.....	Vancouver.....	R. P. Rithet & Co., Ltd.....	.....
Chil. ship.	Hindustan.....	1513	Welch.....	May 7.....	L Valparaiso.....	Moodyville.....	R. P. Rithet & Co., Ltd.....	38
Br bark.	River Ganges.....	612	Rudgo.....	.....	F Rio de Janeiro	.....	Findlay, Durham & Brodie.....	.....
Chil. bark.	Guinevere.....	960	Glennie.....	April 13.....	L Antofagasta.....	Chemainus.....	.....	62
Br SS.....	Palmas.....	1570	Taylor.....	June 2.....	G Kobe.....	Victoria.....	F. C. Davidgo & Co.....	12
Br. SS.....	Phra Nang.....	1640	Watton.....	May 21.....	I Hong Kong.....	Victoria.....	R. P. Rithet & Co., Ltd.....	22
Chil. ship	Atacama.....	1235	Caballero.....	May 13.....	V Valparaiso.....	Moodyville.....	R. P. Rithet & Co., Ltd.....	32
Chil. bark.	Leonor.....	801	Harken.....	May 9.....	A Antofagasta.....	Moodyville.....	R. P. Rithet & Co., Ltd.....	36
Br. SS.....	Mascotte.....	2113	Ross.....	.....	J Kobe.....	Victoria.....	F. C. Davidgo & Co.....	.....
Br bark	Lebu.....	726	Worrall.....	.....	L Liverpool.....	Vancouver.....	.....	.....
Br SS.....	Empress of China.....	3003	Archibald.....	.....	C Hong Kong.....	Vancouver.....	C. P. S. S. Co.....	.....

P—Via Lebu. To load lumber for Valparaiso on owners' account. A—Chartered to load grain on Puget Sound. E—Passed Deal May 29, chartered for salmon to London. F—Chartered for salmon to London. To arrive in September. H Via Corinto, Nicaragua. G—Via Honolulu, due Victoria June 22 for Portland. I—Due Victoria June 11, for Tacoma. J—To sail June 26. C—To sail June 18. D—Via Yokohama June 6. K—For Tacoma. L—To load a return cargo of lumber to Valparaiso on owners' account.

VESSELS IN PORT.

(June 13, 1892)

VICTORIA.

British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 21 from Liverpool, laid up. R. P. Rithet & Co., Ld., consignees.
Br. bark Ariadne, 1,167 tons, Capt. Croot, from London, arrived May 4, laid up. Robert Ward & Co., L'td, consignees.
Br. bark Irvine, 665 tons, Capt. Jones, from Liverpool, arrived May 8, laid up, Turner, Beeton & Co., consignees.

VANCOUVER.

Br. ship Crown of Denmark, 2,029 tons, Capt. Smith, arrived April 25, loading for Melbourne.
Ger. bark Palawan, 967 tons, Capt. Van Heuvel, arrived June 12, to load lumber for Iquiqui.

MOODYVILLE.

Chil. bark Leonor, 801 tons, Capt. Harken, to load lumber for Valparaiso.

CHEMAINUS.

Chil. bark Antonietta, 999 tons, Capt. Stack, arrived May 18, loading lumber for Valparaiso.

COWICHAN.

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

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. ship Oriental, 1,625 tons, Capt. Parker.
Am. bark Carrollton, 1,390 tons, Capt. Lewis.
Am. ship J. B. Brown, 1,473 tons, Capt. Cameron.
Am. ship Commodore, 1,975 tons, Capt. Davidson.
Am. bark Oregon, 1,364 tons, Capt. McCarty.
Am. bark Fresno, 1,178 tons, Capt. Hanson.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammons.

WELLINGTON SHIPPING.

Am. bark Matilda, 918 tons, Capt. Swanson.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	3	2,868
Vancouver.....	2	2,096
Moodyville.....	1	801
Nanaimo.....	3	11,420
Chemainus.....	1	999
Cowichan.....	1	1,149
Total.....	16	20,233

FREIGHTS.

Lumber freights from British Columbia or Puget Sound are unchanged. While up till recently owners have been pressing their vessels on the market for the West Coast of South America, they have now almost entirely withdrawn, and vessels are hard to obtain for that particular voyage. Quotations are:—Sydney, 30s; Melbourne, Adelaide or Port Pirie, 40s; West Coast South America, 32s 6d to Valparaiso for orders; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 47s 6d; and Yokohama, 42s 6d, both nominal.

Grain freights from San Francisco to the United Kingdom have shown but little activity. The latest charter of note is the ship Vildanden, 1,495 tons, for wheat, to Cork, U. K., Havre, Antwerp, or Dunkirk, at 23s 6d, which shows a slight advance over previous quotations. Rates may be quoted to Cork, for orders. From Portland, 30s; Tacoma, 25s immediate loading and 32s 6d September loading.

Coal freights are quoted: Nanaimo or

Departure Bay to San Francisco, \$2 to \$2.25; to San Diego or San Pedro, \$2.25 to \$2.50.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending June 11:—

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
4	Wanderer, str., Port Townsend...	70
6	Sea King, bk, San Francisco.....	2,385
7	Mogul, str., Port Townsend.....	49
8	Discovery, str., Port Townsend... ..	35
9	Kennebec, ship, Wilmington.....	3,504
11	Wanderer, str., Port Townsend... ..	60
Total.....	.....	6,102

SHIPPING INTELLIGENCE.

The bark Colorado will probably load lumber for South America when she returns from San Francisco.

Mr. F. M. Yorke, stevedore, has recovered from a severe illness, and is attending to business again.

The Chilean bark Leonor, 801 tons, Capt. Harken, from Antofagasta, May 9, has arrived at Moodyville to load lumber.

The bark Guinevere, 960 tons, Capt. Glennie, is expected this week from Antofagasta. She will load a return cargo of lumber at the Chemainus mills for Valparaiso on owner's account.

A. Sewall & Co., of Kennebec, Me., will soon begin preparations for laying the keel of the first steel sailing ship ever constructed in the United States. They estimate that the steel ship will cost about ten dollars a ton more than the wooden hull



The Largest Factory of its Kind in the Dominion.

LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Supervision of the Inland Revenue Dept. Mixed Pickles, Jams, Jellies and Preserves

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A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Estimates for Marine and Stationary Engines furnished on application.

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Robert Ward & Co., Victoria. Chemainus Saw Mill Co., Chemainus. Hastings Saw Mill Co. Turner, Beaton & Co., Victoria. Metaren, Ross, Westminster. Michigan Lumber Co., Vancouver.

BRITISH COLUMBIA LICENSED STEVEDORING COMPANY.

F. M. YORKE, MANAGER.

Doing business at all British Columbia ports. The only concern with a complete stevedoring plant. Head Office: CORDOVA ST., VANCOUVER, P.O. Box 816. Victoria Office: WHARF ST., P.O. Box 774. Cable Address: Yorke, Vancouver.

Ballast Supplied.

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J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.
Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.
British Columbia Salmon:—Ewen & Co., "Lion," "Bonnie Dundee"; Bon Accord Fishery Co., "Consuls"; A. J. McLellan's "Express."

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HEAD OFFICE, CO'S BUILDINGS, TORONTO, ONT
J. HERBERT MASON, PRESIDENT & MANAGING DIRECTOR.

Subscribed Capital.....\$ 5,000,000
Reserve Fund.....1,562,252
Total Assets.....P. 12,091,772

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Harbor Master,
Port Warden,

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