





# WEILER BROS.

Just Received.

## INLAID LINOLEUMS.

A perfect imitation of tile flooring. Pattern goes right through, and colors cannot wear off. The best is the cheapest. A full line of all other grades also always in stock.

## FRUIT JARS.

Mason's Patent Porcelain-Lined Cap and Mason's Glass Top Jars in pints, quarts and half-gallons. Dealers, please write for prices

## ICE CREAM FREEZERS.

Two to fourteen-quart.

## BIRD CAGES.

Japanned, Brass, Breeding and Parrot.

## HAMMOCKS, FOLDING CAMP BEDS AND TABLES.

New Paper Hangings expected daily.

SHOW ROOMS: 51 TO 55 FORT STREET.

# FLOUR.

## LAKE OF THE WOODS MILLING CO., L'D.

REGISTERED BRANDS:

Hungarian Patent and Strong Bakers.

Mills at Keewatin and Portage to Prairie Manitoba.

The Best equipped Mills in the Dominion.

Agent in British Columbia, } **A. McQUEEN**

# NATIONAL MILLS,

MANUFACTURERS OF

*Rolled Oats, Oatmeal, Pearl Barley, Split Peas, Etc.*

ALSO DEALERS IN

*Hay, Grain, Mill Feed, Grass Seeds, Etc., Etc.*

## THE BRACKMAN & KER MILLING CO. LT'D.

VICTORIA, - B. C.

Middleton & Meredith,

MONTREAL.

\* - - RAILS - - \*  
BEAMS.

WIRE-TELEGRAPH AND TELEPHONE.

CABLES-TELEGRAPH AND TELEPHONE.

WIRE ROPES.

RAILWAY AND TELEGRAPH SUPPLIES

## BAKER BROS. & CO.

:: VANCOUVER :: (LTD.)

Commission Merchants  
and Shipping Agents.

IMPORTERS OF

WINES LIQUORS AND GROCERIES.

Any Description of Goods Imported to Order.

HEAD OFFICE:

6 Chapel Walks, Liverpool, Eng.

# TURNER, BEETON & CO

Commission Merchants

-AND-

Importers

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

Orders executed for any description of European or Canadian Goods.

AGENTS FOR

GUARDIAN ASSURANCE CO.,

NORTH BRITISH AND MERCANTILE INSURANCE CO.

LA FONCIER (MARINE) INSURANCE CO. OF PARIS.

## BELL-IRVING & PATERSON

VANCOUVER}

## SHIPPING AGENTS

Wholesale & Commission Merchants

AGENTS FOR THE

Anglo-British Columbia Packing Company, Limited.

North China (Marine) Insurance Company, Limited.

BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

**BANK OF BRITISH COLUMBIA**

Incorporated By Royal Charter, 1862.

Capital Paid up..... (£800,000) \$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, Moisons Bank, Com-  
mercial Bank of Manitoba and Bank of Nova  
Scotia.Correspondents throughout the United  
Kingdom and in India, China, Japan, Austr-  
alia and South America.UNITED STATES—Agents Bank of Montreal,  
59 Wall Street, New York; Bank of Montreal,  
Chicago.Telegraphic transfers and remittances to and  
from all points, can be made through this bank  
at current rates.Collections carefully attended to and every  
description of banking business transacted.

THE BANK OF

**BRITISH NORTH AMERICA.**

Incorporated by Royal Charter.

Paid up Capital... £1,000,000 Stg.  
Reserve Fund..... £275,000

LONDON OFFICE:

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, Gen. Man'gr. H. STRITMAN,  
Asst. Gen. Man'gr. E. STANGOR, Inspector.

Branches and Agencies in Canada.

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

Agents in the United States.

New York—W. Lawson and F. Brown-  
field, Agents.SAN FRANCISCO—H. M. J. McMichael (act-  
ing) and J. C. Welsh, Agents.Have facilities for collection and exchange in  
11 parts of the world.**BANK OF MONTREAL.**

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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

HEAD OFFICE, MONTREAL.

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

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

E. S. CLOUSTON, General Manager.

BRANCHES AND AGENCIES IN CANADA.

Montreal, H. V. Meredith, Manager.  
West End Branch, St. Catherine St.  
Almonte, O Hamilton, O Quebec, Q  
Belleville, O Kingston, O Regina, Assa  
Brantford, O Lindsay, O Sarina, O  
Brookville, O London, O Stratford, O  
Calgary, N.W.T. Moncton, N.B. St. John, N.B.  
Chatham, N.B. Nelson, B. C. St. Mary's, O  
Chatham, O New Westmin. Toronto, O  
Cornwall, O ster, B. C. Vancouver, BC  
Fort William, O Ottawa, O Victoria, BC  
Goderich, O Perth, O Vernon, B. C.  
Guelph, O Peterboro, O Wallaceburg, O  
Halifax, N.S. Pictou, O Winnipeg, ManAGENTS IN GREAT BRITAIN—London, Bank  
of Montreal, 22 Abchurch Lane, E. C.; Alex.  
Lang, Manager, London. Committee Robert  
Gillespie, Esq., Peter Redpath, Esq.AGENTS IN THE UNITED STATES—New York,  
Walter Watson, R. Y. Hebdon and S. A. Shep-  
herd, 59 Wall Street, Chicago, Bank of Mon-  
real, William Munro, Manager.Buy and sell Sterling Exchange and Cable  
Transfers. Grant Commercial and Travelling  
Credits available in any part of the world.  
Drafts issued. Collections made at all points**GREEN, WORLOC & CO.,**

SUCCESSORS TO

GARESCHE, GREEN &amp; 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 &amp; Company.

**CHIPMAN, MORGAN & CO.,**

SHIPBROKERS

—AND—

COMMISSION AGENTS,

632 Cordova Street, VANCOUVER, B. C.

Columbia Street, NEW WESTMINSTER.

AGENTS FOR:

China Traders' Insurance Co., Hong Kong.  
Dominion Cartridge Company, Montreal,  
Dick's Patent Gutta Percha and Canvas Belting,  
Rosendale Belting Company (Hair Belting),  
Merryweather & Co., Fire Hose, Engines, Etc.**STEMLER & EARLE**

(Established 1875.)

Pioneer Steam Coffee and Spice Mills,

MANUFACTURERS OF

COFFEES, SPICES, COCOA, CREAM  
TARTAR, MUSTARD AND BAKING  
POWDER.

Pembroke St., Victoria.

**JOHN EARSMAN & CO**

WHOLESALE

Commission and Insurance

AGENTS

AGENTS FOR

Armour Packing Co., Kansas City.  
Lightbould, Raiston & Co., Montreal.  
James Watson & Co., Dundee.  
Davenport Syrup Co., Davenport, Ia.  
Etc., Etc., Etc.Agents of the New York Life In-  
surance Co. for Vancouver Island.

34 GOVERNMENT STREET.

**J. & T. STEPHENS,**

Manufacturers of

Fine Boots &amp; Shoes,

BEAUDRY ST., MONTREAL.

**Findlay, Durham & Brodie**  
**COMMISSION MERCHANTS**

AGENTS FOR

The Northern Fire Assurance Company  
of London,The British and Foreign Marine Insur-  
ance Company of Liverpool,The Royal Mail Steam Packet Com-  
pany of London,The British Columbia Canning Com-  
pany (Limited) of London.

London Office:

43 to 6 Threadneedle Street.

**WULFFSOHN AND**  
**BEWICKE,**

(LIMITED,)

BANKERS,

Financial, Real Estate, In-  
surance and General  
Agents.

BANKING AND STOCKBROKING DEPARTMENT.

Bills discounted, Checks collected, Exchanges  
effected, Corporation Bonds, Mining Stock, Gas  
and all other Company Shares bought and  
sold, and every kind of Broking Business trans-  
acted.Drafts and Telegraphic Transfers to every part  
of the world. Money advanced on approved  
security.

REAL ESTATE AND INSURANCE DEPARTMENT.

Building Estates financed, Real Estate bought  
and sold, Rents collected, Full Charge and  
Management of Estates undertaken for non-  
residents. Life, Fire and Marine Insurances  
effected with the leading offices of the world.

REPRESENT:

Equitable Life Assurance Society of N. Y.  
Union Insurance Society of Canton (Marine  
Connecticut Fire Insurance Co. of Hartford,  
Lancashire Fire Insurance Co.  
Moodyville Land and Saw Mill Co., Ltd.  
Mercantile Development Co., Ltd., London.  
Hamburg-American Packet Co.

Wulffsohn &amp; Bewicke, Ltd.

524 and 526 Cordova St., Vancouver

—AND—

Dock House, Billiter St., London, Eng.

JOHANN WULFFSOHN,

Managing Director

**A. HOLDEN & CO.,**

Railway Supplies.

AGENTS FOR CANADA FOR

The Babcock & Wilcox Co. Water Tube  
Steam Boilers; Goubrat Water Tube Feed  
Water Heater; The Stratton Separator; "Dry  
Steam;" The "Midland" Gas Engine.

30 St. John St., Montreal.

California Wine Company,  
(LIMITED.)

Wholesale Dealers.

AGENTS FOR THE CELEBRATED CORONADO  
MINERAL WATER.

Pure California Wine a Specialty.

55 &amp; 57 Broad St., Victoria, B. C.

**NICHOLLES & RENOUF**

—DEALERS IN—

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

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82. P. O. BOX. 86.

**VICTORIA. - B. C.**

**ROCK BAY SAWMILL**

(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.

**WOOD, TRAVIS & CO.,**

Public Accountants,  
Auditors,  
Arbitrators,  
Average Staters,  
Commission Brokers,  
Shorthand Writers.

Trader's Books Adjusted and kept  
Periodically, Balance Sheets  
Prepared.

6 BASTION SQUARE VICTORIA, B. C.

**A. O. LEASK,**

Agent and Commission Merchant.  
Customs, Insurance and Shipping  
Agent.

Storage, Bonded and Free.  
Forwarder, etc.

Vancouver, . . . B. C.

52525252 525252525252525252 525252

**MUNROE MILLER**

Printer and Bookbinder

77 JOHNSON STREET

VICTORIA, - - B. C.

2525252525 2525252525252525 252525

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.
- Hiarlock Packing Co's Brand.

**NORTHERN AND SKEENA RIVER:**

- Wannuck Packing Co's Rivers Inlet Clipper Brand.
- Standard Packing Co., Skeena River, Neptune Brand.
- Skeena Packing Co., Skeena River, "Diamond C" Brand.
- Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and  
Judson Powder manufactured and kept on hand.  
Columbia Flouring Mill Co. of Enderby.  
Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

**ROBERT WARD & COMPANY,**

LIMITED LIABILITY.

(Incorporated under the Companies Act 1890.)

Commission - Merchants - and - Importers,

VICTORIA, B. C.,

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

ROYAL SWEDISH AND NORWEGIAN CONSULATE.

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

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.
- Western Assurance Co., Marine)
- London Assurance Corporation. (Marine.)
- Agents for the British Columbia Corporation, Ltd
- Mortgages, Debentures, Trusts, &c.

SOLE AGENTS:

- Curtis' & Harvey's Sporting and Blasting Powder
- Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1885, 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.
- British Columbia Salmon:—Ewen & Co., "Lion," "Bonnie Dundee"; Bon Accord Fishery Co., "onsuls"; A. J. McLellan's "Express."

## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.  
Tuesday Morning, June 20.

## VICTORIA.

There have been no occurrences in commercial circles of special interest during the past week. Trade generally is fair. The fruit business is steadily increasing as the season advances. There is very little building at present going on, and local lumber dealers are complaining. Trading in building materials, hardware, etc., is also very slack. The weather has been such that the local dry goods trade have not done anything like the business expected. Shipping is quiet, but the list of tonnage on the way is a good one. Most of these, however, are at a distance. The salmon canneries on the Fraser River are almost on the eve of their busy season. They expect to commence putting up sock-eyes early next month. Advices from the West Kootenay district report much activity in the towns and mining camps. The district is being developed and substantial progress made. Reports from sealing schooners are, on the whole, favorable, and a good catch will in all probability be the result of the season's work. Coal exports from Nanaimo continue heavy. Collections generally are fair. Mercantile bills are generally paid at the banks, but private collections are not as good as usual.

The Vancouver News-Advertiser says: "Business has been fairly good during the past week, but the backward season and continued bad weather has had a bad effect on trade. In staples, the demand is steady, but trade in fancy goods is dull. Collections are reported as fair. Reports from the agricultural districts are not of a very encouraging nature, as not only will the season be backward, but it is estimated that the crops will be small. Native small fruits will be late in coming in, while they have been considerably damaged by the heavy rains. The past week has been a busy one in shipping circles, and, as pointed out in the last report, there is a great need of more wharfage accommodation. The establishment of the Australian steamship line has given a stimulus to trade that cannot fail to be of much benefit. This is also the commencement of the busy season in the China trade, and the steamer now in port brought one of the largest cargoes ever brought across."

## GROCERIES AND PROVISIONS.

The following are the receipts of California butter from San Francisco, by ss. Umatilla, June 17, for Victoria: 7 cs, 820 lbs., 1 hf cs, 70 lbs. Total 890 lbs. Receipts June 11, 5,200 lbs; June 6, 5,586 lbs; June 2, 5,640 lbs; May 23, 9,695 lbs; May 23, 3,740 lbs; May 17, 21,375 lbs.

Receipts of eastern butter are checking the imports from San Francisco, and in a short time the bulk of our supply will be received from eastern Canada. Prices are the same as last week. The refinery have dropped their prices of sugar  $\frac{1}{2}$ ¢. The Empress of Japan brought 1,000 sacks of dry granulated sugar for Victoria merchants, part of which is carried in warehouse at Vancouver. It is quoted to the trade at  $\frac{1}{2}$ ¢, being  $\frac{1}{2}$ ¢ lower than Refinery prices.

The Montreal Trade Bulletin says:

"Butter receipts during the past week were 1,352 pkgs, against 4,777 pkgs for the week previous. The market is easier all round, choice creamery being offered at 19¢ on the spot and at 18 $\frac{1}{2}$ ¢ to arrive, without finding buyers. One seller offered a lot of creamery to arrive at 18¢. A fair range of prices is from 17 $\frac{1}{2}$ ¢ to 19¢ for creamery, 16¢ to 17 $\frac{1}{2}$ ¢ for Eastern Townships and 13 $\frac{1}{2}$ ¢ to 16¢ for Western. Advices from points west of Toronto state that there will be a good make of June butter, most of which will be creamery, as a number of new factories have gone into operation in the principal dairy sections. Among the sales reported to us this week was a lot of 35 tubs creamery at 19¢, but this figure is not obtainable to-day for a round lot, 13 $\frac{1}{2}$ ¢ being considered an outside figure for quantities. Sales of Eastern Townships have been made at 17¢ to 17 $\frac{1}{2}$ ¢ in 25 to 40 tub lots. A round lot of very choice Western dairy was sold at 16¢ closely selected, and said to be of extra fine quality. A lot was also sold at 13 $\frac{1}{2}$ ¢, but it was a mixed lot with store packed among it. A cable was received from Bristol yesterday quoting a drop of 3s per cwt. in Irish. We quote prices here as follows: Creamery, 17 $\frac{1}{2}$ ¢ to 19¢; Eastern Townships, 16¢ to 17 $\frac{1}{2}$ ¢. Further sales of Western rolls have been made at 13 $\frac{1}{2}$ ¢ to 14 $\frac{1}{2}$ ¢, but the season is about over for this class of butter. Cheese receipts during the past week were 21,740 boxes, against 21,699 boxes for the week previous. The exports will be heavy this week, a large business having been done over the cable for shipment by this week's steamers. There was not the decline that was looked for last week, England being a pretty free buyer, notwithstanding the much larger offerings. Present prices must show farmers splendid profits, and they will no doubt act as an incentive for farmers to take every gallon of milk that can be collected to the factories. A dealer from Ontario who was in the city this week stated that he never before remembered the prospects so good for a heavy make of cheese as they are at present. The cable is down to 49s for colored and white, but private despatches are lower."

American canned meats, staples, are quoted to the jobbers in bond as follows. Roast corned and lunch beef, 1's per doz., \$1.20; do. 2's per doz., \$1.95; lunch tongues, 1's per doz. \$3.25; do. 2's, \$6.25. Armour's white label conserved soups in 2 lb. tins are quoted at \$3 per doz.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 18 $\frac{1}{2}$ ¢ per lb; heavy hams, 18¢; choice breakfast bacon, 18¢; short clear sides, 15 $\frac{1}{2}$ ¢, and dry salt clear sides, 14 $\frac{1}{2}$ ¢. Armour's white label pure lard, 1C lb. pails, 18 $\frac{1}{2}$ ¢ per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 21 $\frac{1}{2}$ ¢, breakfast bacon, 22 $\frac{1}{2}$ ¢.

## Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27	@	00
Manitoba creamery	29	@	00
California rolls, extra choice	26	@	00
" fancy	27	@	00
" squares	28	@	00
" tub	26 $\frac{1}{2}$	@	27 $\frac{1}{2}$

Cheese—Canadian, lb.	12	@	14 $\frac{1}{2}$
California	17	@	00
Eggs, case, per doz.	16	@	20

## Smoked meats and lard are quoted:

Hams	15	@	18
Breakfast bacon	17	@	18
Short rolls	14	@	15
Long rolls	15	@	
Dry Salt, long clear	13	@	11
Pure Lard, 50lbs	16	@	17
" 20lbs	17	@	17 $\frac{1}{2}$
Lard Compound	14 $\frac{1}{2}$	@	15

Sugar—Jobber's prices  $\frac{1}{2}$ -barrels and kegs in each case being  $\frac{1}{2}$ ¢ higher:

Dry Granulated	6 $\frac{1}{2}$
Extra C	5 $\frac{1}{2}$
Fancy Yellow	5 $\frac{1}{2}$
Yellow	5 $\frac{1}{2}$
Golden C	5 $\frac{1}{2}$
Dry Granulated (China)	6 $\frac{1}{2}$
Syrups, per lb.	4
" 1 gal. tins, American	6 50
" 1 " Vancouver	6 00
" 1 $\frac{1}{2}$ " "	5 50
" 1 $\frac{1}{2}$ " "	7 00

## FLOUR AND FEED.

Demand continues steady, with no changes in quotations. The market is featureless.

The Portland Commercial Review says "A fair local business in flour has been done throughout the week at steady prices; standard brands being quoted at \$3.40 per barrel. There is no movement towards Europe, whatever foreign demand exists being confined to British Columbia and China. Contracts for considerable stock to latter country are said to exist but owing to the detention on the Sound of our connecting steamer shipments have been delayed. Receipts are liberal and for the week amounted to 8,000 bbls., from the Valley, and 2,250 bbls., from east of the mountains."

The Columbia Flouring Mills quote Enderby flour in carload lots delivered at Victoria:

Premier	\$4 75
XXX	4 65
Strong Bakers or XX	4 25
Superfine	3 65

## Jobbers' quotations to the trade are:

Delta, Victoria mills	\$4 75	@	00	
Lion	4 75	@	00	
Premier, Enderby mills	5 00	@	00	
XXX	4 90	@	00	
XX	4 50	@	00	
Superfine	3 90	@	25	
Ogilvie's Hungarian	4 90	@	50	
" Strong Bakers	4 85	@	00	
H. B. C. Fort Garry Hungarian	5 00	@	00	
" Strong Bakers	4 85	@	00	
Oak Lake Patent Hungarian	4 80	@	00	
" Strong Bakers	0 00	@	00	
Regina Hungarian	4 80	@	00	
" Strong Bakers	0 00	@	00	
Benton County, Oregon	1 65	@	00	
Portland Roller	4 75	@	00	
Snowflake	4 75	@	00	
Royal	4 60	@	00	
Wheat, per ton	28 00	@	35 00	
Oats	32 50	@	40 00	
Oil cake meal	40 00	@	50 00	
Chop feed	28 00	@	32 00	
Shorts	30 00	@	35 00	
Bran	27 50	@	30 00	
National Mills oatmeal	3 50	@	00	
" " rolled oats	3 50	@	00	
" " split peas	3 50	@	00	
" " pearl barley	4 50	@	00	
" " Chop feed	26 00	@	28 00	
California oatmeal	4 25	@	00	
California rolled oats	4 00	@	50	
Corn, whole	per ton	37 50	@	40 00
Cornmeal	2 75	@	3 00	
Cornmeal-feed	per ton	40 00	@	00 00
Cracked corn	40 00	@	00 00	
Hay, per ton	18 00	@	20 00	
Straw, per bale	1 00	@	00 00	



# — ∞ ( SAYWARD ) ∞ —

Situated Exactly Opposite the Historical Fort Sheppard, on the East Bank of the Columbia River at the Mouth of Beaver Creek, about Four Miles North of the Pend D'Oreille River and International Boundary Line.

**SAYWARD** is a typical site for a large city, it is level bench land, perfectly adapted for building purposes, and is the Selected Junction of the River and Railway Transportation.

**SAYWARD** Is the only natural location for a centre of supply for the great Placer and Hydraulic Mines on the Pend D'Oreille and Salmon Rivers, and the Gold and Silver Mines of Trail Creek, now supplied by wagon road from the United States.

**SAYWARD** Is the Headquarters of the Contractor of the Nelson & Fort Sheppard Railway, now under construction. The main Railway Line runs through the Company's property, and a spur is to connect with the Steamboat Landing, where all supplies are now being delivered for over One Thousand Railway Navvies.

Commissariat Stores, Hotel Offices and Wagon Road now in course of construction, and an increasing daily business is being transacted. Alternate daily communication from Revelstoke, B. C., via Canadian Pacific Railway, and Northport, U.S., from all points south by the Spokane Falls & Northern Railway.

PRICES—\$150 for Corners; \$100 for Inside Lots. TERMS—One-third cash, one-third in two months, one-third in four months, with interest at 8 per cent. per annum on deferred payments.

## For the West Kootenay Land Company, Ltd. L'y,

JOSHUA DAVIES, Manager, - - - No. 7 Board of Trade Building.

### IS ALL BUSINESS SPECULATIVE?

All commercial business is in its nature essentially speculative, because the prices of merchandise vary incessantly with time and in different places. The merchant is, therefore, in carrying on his business, exposed to the risk of depreciation of value in the goods bought, in order to keep up his stock. In actual affairs the retailer, to some extent, avoids this risk, consumers being for various reasons less able to secure the declines in market prices than the merchant is. This condition, however, tends gradually to be effaced by the keener competition of modern business methods. The wholesale dealer may avoid some of this risk, but not all of it. The speculator, on the other hand, takes all of this risk.

But there are other risks involved in carrying on so-called legitimate business. Calculation is required of the means to attain the desired end, that is to secure a profitable trade for the goods purchased; expenses have to be incurred and met; capital is required, miscalculation may therefore occur and disaster follow. In fact, as expressed by Burns,

"The best laid schemes o' mice and men  
Gang aft aglie."

Speculation enters into all the details of industrial life. Those who declaim against it are "in it all the same." The farmer who carries his crop over a season; the capitalist who buys stocks or bonds hopes for and expects a rise in price, and will sell when he obtains the rise, expecting later on to repurchase at a lower price than he sold. They are speculators—a social condition in which no one would place any of

his capital at risk, in the hope of increasing it, but would invest only to secure absolute safety at 3 or 4 per cent. interest. Such society would have no industrial activity, and would be doomed to live in a state of monotonous routine.

Joseph is the first speculator we read of. He "cornered" the grain market, and managed to secure in this way for the king of Egypt not only the cattle of the Egyptians but their lands beside, which he leased back to them for a rental of 5 per cent. of the crops. In modern times, such an operation would be regarded with horror, and would have ruined both the king and his prime minister.

We must avoid risk of every kind, if we can. This is, perhaps, done best by concentrating all our effort on the business selected, working it with all the energy and the best judgment we possess, till the limit of that particular business is reached—if it can be said to be ever reached. This will give the average man about all the speculation he can do judiciously, and therefore successfully with the means at his command.

Speculation in grain, coffee, cotton, stocks, etc., on organized markets, is legitimate business enough, but had better be left to those trained in it, or especially engaged in the import or export of the commodity. It is useful and necessary, and differs altogether from gambling, inasmuch as these operators seek for gain, in the appreciation or depreciation in values, that are caused by the actual occurrences affecting the markets. Whereas, the gambler seeks for profit in the mere working of chance. In his will, the late Rufus Hatch enjoins

his sons not to play any games for money, as their father had had experience sufficient to serve for all his posterity, and it is certainly good advice. Speculative selling or buying on organized markets benefits the producer and consumer of the commodities dealt in; it steadies the market values by bringing into it sufficient capital to carry the visible supply or stock by anticipating the coming rise or fall, and preventing the producer being sacrificed to the greed of the local buyers that are certain to be better informed and more acute in their judgments of the future prospects than the country producer. In such markets, however, the outsider is the lamb and he is very often shorn.—*Chicago Grocer.*

The Chinese Government has notified the Government at Washington that if the Geary exclusion law be permitted to take effect, China will bring to a close all relations, diplomatic and commercial, with the United States.

The Philadelphia *Record* reports that among the millions of small coins which have mysteriously disappeared, are 110,000,000 old copper pennies; 4,500,000 bronze two cent pieces; 3,000,000 three cent nickel pieces; and 800,000 of the old copper half cents, of which not one has even been returned to the government. Samples of these coins turn up once in a while, but they are extremely rare. Making all possible allowance for the quantity of small coin that children swallow, it is hard to imagine what has become of all this money.

**DALBY & CLAXTON PAINTS, VARNISHES, ETC.,**Real Estate, Insurance,  
Mining & Financial**AGENTS.**

—AGENTS FOR—

The Yorkshire Guarantee and Securities Corporation, England.  
Alliance Assurance Company (Fire), England  
The British Columbia Fire Insurance Company, Victoria.  
The Great West Life Assurance Co., Winnipeg and Victoria.  
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."  
The Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

**64 YATES ST., VICTORIA.**

Under new management. The well known favorite hotel,

**"COLONIAL METROPOLE,"**

31, 33, 35, 37 and 39 Johnson St.,

**H**AS re-opened on an entirely new plan. Having secured the very best assistants in all departments, we feel confident of being able to please our patrons. The BAR will be supplied with the very best, and will be in charge of the most able dispensers. The TABLE will be provided with everything the market affords, and polite attention will be paid to guests.  
THOS. TUGWELL, Manager.

**WRECKERS IN CANADIAN WATERS.**

A proclamation has been issued by the Governor-General bringing into operation the provisions of the Act of the Canadian Parliament respecting aid by United States wreckers in Canadian waters, which was assented to in May, 1892. The Act referred to provides that United States vessels and wrecking appliances may save any property wrecked, and may render aid and assistance to any vessels wrecked, disabled or in distress, in the waters of Canada contiguous to the United States. It was also provided that the Act should come into force from and after a date to be named in a proclamation by the Governor-General, which proclamation might be issued when the Governor-in-Council was advised that the privileges of salvaging any property wrecked, and of aiding any vessels wrecked, disabled or in distress in United States waters contiguous to Canada will be extended to Canadian vessels and wrecking appliances to the extent to which such privilege is granted to United States vessels and wrecking appliances. It was also provided that the Act should cease to be in force from and after a date to be named in a proclamation to be issued by the Governor-General to the effect that the said reciprocal privilege had been withdrawn, revoked or rendered inoperative with respect to Canadian vessels or wrecking appliances in United States waters contiguous to Canada. The Act was based on the simple claims of humanity. An American vessel in Canadian waters or a Canadian vessel in United States waters in distress could not obtain assistance from any American wrecking vessel in the former case or any Canadian wrecking vessel in the latter case, even though others were not available. The restriction was not a one-sided one, but was reciprocal. The disadvantages of this was frequently felt, and Canadian and

**PAINTS, VARNISHES, ETC.,**  
*MIXED PAINTS, DRY COLORS, CALSOMINES,*Coach Colors in oil and  
Japan, Coach Varnishes,  
Window Glass, Plate GlassOrnamental Glass and  
all kinds of Painters' and  
Artists' Requisites.**A. RAMSAY & SON.**ESTABLISHED  
1812.**MONTREAL****VICTORIA.****VANCOUVER.**

The only paint manufacturers in the Province, with the best known brands in Canada.  
Factories: MONTREAL, QUE., TORONTO, ONT., VICTORIA, B. C.  
PEERLESS WHITE LEAD, GENUINE ELEPHANT WHITE LEAD, PEERLESS VARNISH, SUN VARNISH, DECORATORS' PURE WHITE LEAD.

**THE CANADA PAINT COMPANY, LTD**

WE GUARANTEE EVERY PACKAGE. OXIDE MINES AT ST. MALO, QUE.

Lacquer for Salmon Canneries Gold and Blue, Paints, Varnishes, White Lead, Putty, Carriage Colors, Japans, Kalsomine, Glue, Castor Oil, Linseed Oil

American shippers made strong representations on the subject which resulted in the adoption of the measure referred to. But although the Act was passed over thirteen months ago no action was taken on the part of the American Government, under ex-President Harrison regime, to give the assurances required by the Act. It was only when President Cleveland came into office that the offer of the Canadian Parliament was appreciated. That it should have remained so long unacted upon is not creditable to the boasted intelligence of the American people. We are not aware what the cause of the delay was, but we are justified in ascribing it to the indisposition of the ex-President to deal with Canada on fair and equal terms. There was no advantage to American vessels in Canadian waters over Canadian vessels in United States waters, and this was foreign to Mr. Harrison's policy. The proclamation which was issued by the Governor General on Saturday last declares that the privilege thus referred to will now be extended to Canadian vessels to the extent defined in the Act. Such a result is one which we hail as an indication of a better feeling between the two governments. It is one which shows the triumph of humanitarian principles, and we trust that neither country will ever have the slightest cause to regret the arrangement entered into. The first of June was the date fixed for the bringing into force of the Canadian Act. We hope that the asperities which have been indulged in towards Canada by the chief ruler of the synagogue to the south of line 45° will no longer be heard of, and that the people of the two countries will have the example set to them from high places of dwelling together in unity. Canadians cannot throw in their lot with the United States, but they desire to cultivate feelings of amity for their estranged brethren and to assure them that the fatted calf awaits slaughter whenever the prodigals feel disposed to return to their mother's house. The proclamation referred to above is an excellent indication of the

existence of this feeling of amity.—*Share holder.***THE COMMERCIAL MAN.**

The commercial man in the beginning is selected for the position he occupies because of the peculiar ability he possesses of adapting himself to any circumstance, coupled, of course, with the necessary amount of shrewdness and business tact. He is selected because he is able to associate himself with all kinds of people, and make them feel that he is one of them. He must be a man of judgment and a judge of character. He must be able to tell at a glance whether to approach his customer in the common, ordinary, agreeable way, or whether to take off his hat and do the "Queen Anne act." In other words, he must be a man capable of approaching all sorts of people under all sorts of circumstances without offense to any. He is by education if not by birth, a gentleman. There is no better school than the road, if there is the right kind of stuff in him, and from this school are graduated every year scores of our brightest and most progressive business men. The internal organism of travelling men should be a mixture of mule, ostrich and camel. Part mule that he may be able to sleep on his feet, if no better accommodation be at hand; part ostrich, that he may be able to eat and digest anything set before him; and part camel that he may go, if necessary, a long time between drinks. Physically, as a rule, the travelling man is a handsome fellow, and the best of company; he is bright and witty, and capable of conversing on any subject. If a single man, he is in great demand among the ladies, the smiles and blandishments of rural beauties. If he be married, he commands the respect of his neighbors, and the love of his wife and babies is all his. And as we love those things best of which we get the least, the home of the travelling man is a sacred joy and a haven of rest.—*The Canadian Traveler.*

The Grant locomotive works, Chicago, have failed.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

D. M. CARLEY . . . . . EDITOR-IN-CHIEF.

L. G. HENDERSON . . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, JUNE 20, 1883.

## MINING ENTERPRISE.

In a recent number, the *Mining Journal*, of London, England, has an article entitled "Current Investments in Mining and Railways." Having glanced at the situation generally it observes: "One of the morals which the present aspect of the stock and share markets cannot fail to suggest is the necessity of some reform in our procedure of limited liability enterprise. The depression now prevalent is largely the result of the loss by investors of heavy sums which have been squandered through the dishonesty, the recklessness, the inaptitude, or the mere neglect of the directors of joint-stock concerns." It is remarked as being discouraging that in the numerous failures of public companies many millions have been lost without any fair opportunity being afforded to those who have provided the money—the failures having been many of them the consequences of preventable causes. The present law in Great Britain, it is observed, is hardly severe enough in its view of what constitutes an offense against the interests of shareholders in Limited Liability Companies, judges having been compelled to declare themselves powerless to deal with the conduct of a director of a public company, which would be considered flagrantly dishonorable on the part of a partner of a private concern. By this it is explained is meant not that any restrictions are wanted upon the action of the boards of management of Limited Liability Companies, but that a due degree of legal responsibility should be attached to the conduct pursued in that capacity.

Referring to certain unsavory developments it is said to be undesirable that the whole system of industrial and commercial enterprise should proceed upon so imperfect a basis as that to which those developments are due. The following remarks we reproduce as indicating the better footing that mining enterprises—those of British Columbia included—are not unlikely to occupy in the future.

"The conditions under which mining is pursued have made so much progress of late, the professional standing of those associated with the practical work of its development has improved so greatly, and the main technical facts of the industry are so much more widely disseminated, that company promoters of shady character are finding in other classes of securities a much more available means of securing exorbitant profits. . . . There is a much

readier means of gaining access to trustworthy information respecting mining and metallurgy than has ever before been available, and the public is showing signs that it is beginning to appreciate the reform which has been effected in this branch of enterprise. \* \* \* In Canada, mineral resources of enormous wealth are only just beginning to be seriously worked, and there is a fine opening for British capital and industry in connection with the coal, iron, nickel, petroleum, and gold deposits of the Dominion. There is good reason to believe that Canada has reached a new stage in its developments, and that its progress is likely to be far more rapid in the future than it has been in the past."

It is remarked that enterprise in the Mother country is so congested in all its established channels that the opening up of new countries offers undoubtedly a very attractive source of investment to the moneyed classes. "The only way," it is said, "in which new consuming centres can be treated is by means of railways and mines. The former is an indispensable condition of development; the latter is nearly as essential a factor in the opening up of a new country. Mining and railway enterprises are likely, therefore, to attract their full share of the attention of investors for some time to come. It will be only after they have entered upon an active and healthy revival that we can hope to look forward to any conspicuous development in industrial undertakings generally." British Columbia's enterprises have numerous and influential friends and advocates in the Mother land and there can be no doubt that they will take every advantage of the favoring opportunities which now appear to be present. We are making an unquestionably first-class impression at the World's Fair, and, if our Colonial Institute exhibit in London were only all that we could make it, we might rest assured that we were being well advertised; but until we appear in the world's metropolis to the very best possible advantage, our people should in no way rest satisfied. The capital is waiting to come here provided we only do our best to attract it.

## MINING LEGISLATION.

There are certain classes of legislation in this as well as in other provinces—the municipal law and the mining law, for instance—which are subjected to such alteration and amendment session after session that it requires an individual of greater legal acumen than even the Philadelphia lawyer to find out what it means. To refer to our mining system, the *Times*, commenting on a communication to the *Nelson Miner* from Mr. G. M. Sproat, says: "Men never know what the spring may bring forth. One year the miner finds all extra-lateral rights done away with; another year, an extraordinary change of the law regarding surface rights, and so forth—matters which go to the root of his business. These changes may be good or bad, but the procedure in the legislature is certainly bad, and is unusual in any other industry." This law ought to be so clear that even the most uneducated miner shall not be in constant fear of in-

fringing upon some one's rights or having his own rights interfered with and prejudiced.

According to Mr. Sproat—and he wrote in the interest of parties most deeply affected—the mineral act of 1891 was a failure, the worst defects being partly removed by the amendments of 1892; but they did not go far enough, the recognized faults being in no way met during the session of 1893. It is recommended that a legal commission be formed to revise and in effect codify the law, their report on which should be prepared and circulated among the parties primarily concerned, in order that their views might be had before the House next meets. The suggestion is evidently a good one, and it is to be hoped will have due consideration on the part of the Government. The Minister of Mines is, however, absent in Europe. Meantime, an agitation in this direction should be undertaken, in order that the views of those concerned may be properly ventilated.

## THE ARBITRATION.

It seems to us that the British counsel before the Behring's Sea arbitrators are making an argument which is fully borne out by the facts that the great diminution—if such is really the case—in seal life is the constant drivings and wholesale slaughter upon the islands which are legalized and licensed by the American authorities in the interests of United States capitalists. This led to the explanation on the part of U. S. Arbitrator Morgan that "it was on the recommendation of Mr. Elliot, made in 1876, that the yearly killing of one hundred thousand seals, was decided upon, and the following out of this recommendation had led to the present paucity of seals." However much the Americans may now seek to go back on and depreciate Mr. Elliot, they cannot go back on the fact that he was at one time "their guide, philosopher and friend," and that they did those things which are now so severely reprobated even by themselves.

In its discussion of the preposterous claims of the United States to ownership in the individual seals bred on the Pribyloff Islands, the *Monetary Times* describes the pretension as "their last ditch," observing that "if national property in wandering seals, buffalo, deer and salmon can be established, why not in fowls of the air, which, with the varying seasons, move from one country to another?" The *Colonist* caps this with the claim which is no more absurd than that of the Americans, that they must be compelled to pay the Government of the Dominion for the salmon devoured by the American seals in their semi-annual migration to and from Behring's Sea. Our contemporary remarks that it is calculated to require sixteen pounds of salmon to satisfy the needs of a full grown seal daily, and asks "is the Government of the Dominion of Canada to establish salmon hatcheries and to enact laws for the preservation of the salmon for the sole purpose of feeding and pampering United States seals?" The more one looks at the absurd situations which may grow out of the maintenance of Counsel Carter's pretension, the more one is compelled to conclude that the tendency is to convert the proceedings of that august tribunal into a solemn farce.

## OUR PILOTAGE LAWS.

Next to improving the buoying and lighting of the British Columbia coast and, indeed, bettering its approaches, is the adoption of material alterations in our pilotage regulations. Port charges and heavy pilotage dues are prominent among the disabilities of which British Columbia shipping agents have to complain. They materially enhance the heavy costs of freightage, superadded to which are the costs of underwriting, which must always remain high until the ameliorations which we mention are brought about. The charge per ton to a port in this Province is higher than to any of those lower down the Sound, though we are much more accessible. One of the reasons is as a matter of course the uncertainty of securing a return cargo. But an important element in the calculation is the cost of pilotage, towing and insurance.

As concerns pilotage, serious complaint is made of divided authority. There are pilotage boards at Victoria, Vancouver and Nanaimo, having as it were concurrent authority, so that if a pilot be suspended at Victoria it is possible for him to obtain a license to navigate in the waters within the special purview of one of the other Boards. This makes the pilots practically irresponsible to any authority and, in consequence, it is said there has been more or less negligence—not to say utter carelessness—that has resulted in disaster to ships. It will be remembered that, in connection with the wreck of the *Romulus*, there was at first some controversy as to jurisdiction, and every one is aware that, owing to local influences, it not infrequently happens that the individual who is responsible for a disaster gets off with far less punishment than is his due.

What is wanted is a provincial board that is amenable to no local influences, which shall issue "branches," and with respect to their retention shall be in a position to act in a judicial capacity. Being accountable to a really responsible head which does not owe its existence or composition to local influences, it would be impossible for a suspended pilot to navigate a ship until he had purged himself of the offence for which he had been punished. This would tend to make our pilots far more careful than at least some of them are. This and a variety of other matters in connection with pilotage might occupy the attention of the B. C. and other Boards of Trade, who should not hesitate to attempt to secure the reforms of which so many of them feel the necessity.

## INTERNATIONAL MARITIME CONGRESS.

Next month, the International Maritime Congress, whose first meeting took place in Paris four years ago, will hold its second session in Paris. On this occasion, papers will be submitted and discussed on the equipment of ports, harbors, breakwaters and docks, shipbuilding, lighthouses and other matters relating to the promotion and security of maritime traffic and commerce. The work of the congress is to be distributed among four sections, of which one will deal with harbors, breakwaters and the protection of coasts,

another with docks and their equipment, the third with shipbuilding, marine engines and auxiliary machinery on board ship, and the fourth with lighthouses and their illumination, the electric connection of lighthouses and lightships with the shore, and fog signals.

We are not aware whether or not the great maritime province of British Columbia, whose importance is so rapidly increasing, will be represented. We should like to hear of some really good man being sent there, who is able to talk and who at the same time knows what he is talking about. We know of no one who to our mind could do the trade better service in this direction—if, indeed, it would be possible to do as well—than Mr. Robert Ward, who, if he could be induced upon short notice to cross to the other side, would worthily represent our interests. No blatherskites are wanted there any more than at other business conventions, but, if British Columbia could do no better, it would be well for her to forward a memorial, among other things, on the disastrously proven inadequacy of the Pacific coast survey—a matter which affects all the nations of the world.

## EDITORIAL COMMENT.

It is reported that the Behring's Sea arbitration case, so far as concerns the argument, will be concluded within a week, and that the decision will be announced by August 1st.

ALD. BAKER in the City Council, a few evenings since, undertook to reflect upon the British Columbia Agricultural Association and its managers, whom he accused of the next thing to dishonesty. President W. H. Ellis has, we notice, very promptly replied, and has amply vindicated the claim of the association to a grant from the city.

For some time past, the fruit and vegetable canning industry of the United States has been considerably depressed, arising principally from the large stocks which had accumulated. It appears that supplies generally have been materially reduced, and, in consequence, extensive preparations have been made for a far heavier pack, something in the direction of a boom being anticipated.

THE British House of Commons has, we notice, in the last few days adopted a resolution in favor of the reference of international disputes to arbitration. As Mr. Gladstone pointed out it will be difficult, if not impossible, to apply this principle to every international dispute, particularly to those which have their origin in the mere desire for territorial aggrandizement. On such occasions it will always be found that as the proverb has it "the right of the strongest is always the best."

THE Provincial Government has recently issued a handsome pamphlet of upwards of a hundred pages, in which are set forth the resources of the Province of British Columbia. It appears to have been carefully written and does not seem to have given way to the not unfrequent

mistake in such publications of unduly magnifying the good things that it is possible to say. It rather errs on the other side; but those who are acquainted with this Province realize that a plain unvarnished tale is not only all that is necessary, but is the best that can be told.

THE mails from Australia direct by the Canadian liner *Miowera*, so far have passed the various points in their transit to England as to give rise to the expectation that they will reach their ultimate destination three days ahead of the time ordinarily made by the San Francisco route, and in less time also than by the Suez Canal. This looks well for the enterprise particularly when it is remembered that the *Miowera* is at her best but a fifteen or a fifteen and a half knot boat. The advantage of the Canadian route is thus fully demonstrated despite the endeavoring of the Americans to run it down. In the first place the *Spreckel's* steamship *Alameda*, was, in point of time, handsomely beaten from port to port.

ALTHOUGH the *Miowera* brought out a large and varied quantity of Australasian products of what the colonies in the Southern Seas could exchange with Canada, it is noteworthy that her return cargo was not nearly as extensive or as representative as it might have been. It is possible that this was because the Antipodeans had more time than the Canadians in which to make their preparations. It is to be hoped, however, that the next steamer, due to sail in not much more than three weeks' time, will have a better freight. Possibly the merchants and manufacturers of Eastern Canada will take more interest in the matter than they seem to have done so far. It is for them to display some public spirit so as to encourage the enterprise which has been displayed by the vessel owners and the Governments concerned.

REFERRING to the recent Reciprocity Convention, the *St. Paul Free Press* remarks that a real advance has been made toward the actual legislation that must consummate the idea. The principle it says is one that will not down, the conventions that have been held having been marked by an advance in the sentiment. We are told that every argument which tells in favor of reciprocity with the other peoples of the American continent applies with tenfold force to the relation between this country and Canada. The issue is purely commercial, and therefore it cannot count upon the impulse of political self-interest. It is, says our contemporary, time for earnest undivided effort. The *Winnipeg papers* are some of them possessed of views much the same as those we have reproduced. If we say the time for earnest effort has not come for us in this province it certainly is for some sound, solid thinking, as we all feel that our trade relations with our neighbors are not what they ought to be. It is, as the *Free Press* says, not a matter of political connection but one of substantial, commercial interest.

## THE ADVERTISING MAN.

The following very sensible paragraph is taken from an interview with a large manufacturer, published in the *American Grocer*, and they are worthy of the thoughtful consideration of business men:

"No, I don't consider an advertising solicitor a nuisance," said one of our most progressive and successful manufacturers, the other day. "While there are many different publications that we have to make selection from, and sometimes, advertising salesmen, like others, come at inopportune times and we have to postpone them, I consider that my fortune is founded on placing the merits of my goods before the public, and this would be an impossibility, but for the press. I am indebted to the development of the publishing business for the development of my own business; hence, advertising men are welcome callers at my office, even if I cannot do business with them all."

## SHIP BUILDING IN ENGLAND.

Lloyd's returns show that there are 351 vessels of 621,668 tons gross under construction in the United Kingdom at the close of the year ending March 31st, 1893, as compared with 433 vessels of 813,078 tons at the close of the corresponding quarter in 1892, thus showing that the work has diminished by over 220,000 tons, or 26 per cent. Of the vessels now being built, there are 236 steel steamers, 20 iron steamers and seven wooden and composite steamers, the total steam tonnage being 535,291; while, as regards sailing vessels, there are 51 being constructed of steel, 2 of iron and 38 of wood and composite, the gross tonnage being 86,377. The returns show that only Belfast and Hartlepool have held their own, all the other rivers suffered alike from the recent depression. The number of vessels being built abroad affords no room for the suspicion that shipbuilding is leaving Great Britain, the principal figures being: Trieste, 2 vessels of 4,900 tons; Antwerp, 1 vessel of 2,600 tons; Copenhagen, 7 vessels of 8,141 tons; Nantes and St. Nazaire, 9 vessels of 15,240 tons; Bremerhaven, etc., 8 vessels of 10,091 tons; Dantzig, 2 vessels of 7,500 tons; Hamburg, etc., 16 vessels of 21,438 tons; Rostock, etc., 8 vessels of 7,725 tons; Amsterdam, 2 vessels of 3,630 tons; Kinderdijk, 2 vessels of 3,510 tons; and Philadelphia, etc., 9 vessels of 14,010 tons.

## NEED OF COMMON SENSE VIEWS.

In reviewing United States financial affairs, the *New York Financial Chronicle* gives expression to the following suggestive observations: "Confidence in Stock Exchange values is at low ebb. Prices have further declined, and it almost seems as if all hope of recovery had been given up, and the market had entirely lost its power of recuperation as if every one believed the only end in sight was the utter extinction of all value. The rallies have been fitful and short-lived, and after each reaction prices have touched a lower depth. Of course operators for a decline are in part responsible for the extreme depression which prevails. At a time like the present, when confidence is so deeply

disturbed, it is easy enough to bring about a decline—a mere suggestion of something wrong, or of possible trouble, answers the purpose, for people are ready to lend their ear to any tale, no matter how ridiculous or ill-founded. As a consequence the best and strongest share in the discredit attaches to the weakest. For the moment, men are taking counsel of their fears, instead of being guided by their good judgment. What is needed now more than anything else is a return to common sense views, a discrimination between the good and the bad, between investments that have value and those that are without value. Because a few properties have been mismanaged, it does not follow that the whole body of railroad corporations is tainted in the same way; because there have been some bank failures, we must not imagine that all the banks are in danger of insolvency; because business disasters have, under the existing strain and pressure, become rather numerous, we are not justified in assuming that our entire mercantile trade is in an unsound state; and because efforts to repeal the silver law have heretofore failed, we must not give up hope that the remedy will yet be applied, and before it is too late. We are now paying the penalty for some of our follies, but, if we only heed the lesson, the future will not be doubtful. This is a young country, and our powers of recuperation are marvellous."

## COMING STYLES IN LADIES' WEAR.

Very durable and pretty shirt waists are made of cotton chevrons, which are produced in dainty colors much resembling wool basket cloth in appearance.

Among the furs which will be fashionable for trimming the fall wraps are seal, mink, skunk and opossum, angora and thibet will also be seen in abundance.

Brocade waist-coats worn in conjunction with plain face cloth gowns are coming to the fore. They are made with large flap lapels, have the latter made to fall over the coat reverse.

Some of the new toques are seen with jeweled effects forming an incrustation on net or gauze. Such a capote has a brim in gold braid or jet and tip over the front somewhat drooping.

The long blazer jacket has a formidable rival in the smart little zouave jacket of black velvet made stiff with beads and gold embroidery which promises to eclipse all other wraps for summer outing.

Other toques have the oddest look imaginable. Wings of silk passementerie or gauze are perched up above the brow and held in place by stick pins with dragons' heads and great goggle eyes.

Peau-de-cygne has largely superseded China silk; this material is far softer and quite as cool; it has a satiny luster and shows beautiful color schemes in the ground and unites the same hues in the designs. Small cloverleaves, floral wreaths and fanciful rings are among the favored designs.

Blazer suits of pique or duck are greatly improved by shirt waists or blouses of wash or surah silks. These silks show a great diversity of patterns; they are plain, checked, striped and dotted in red, blue

and many other bright colors, and are being sold in great quantities.

The sailor this season has scored a greater triumph than ever before. It is shown in all kinds of straw and in the glazed material known as tarpaulin. The tarpaulin, which will be worn both for walking, yachting and lawn tennis, is now trimmed with flowers and ribbon in profusion. Violets are much in demand for trimming these hats and so are the mottled or black quills which, thrust vertically through the velvet bow at the back, lends a jaunty air to the hat.

## UNITED STATES PATENTS.

The following list of United States patents granted to Canadian inventors June 6, 1892, is reported for THE COMMERCIAL JOURNAL by James Sangster, Solicitor of Patents and Expert in Patent Cases, Buffalo, N. Y.:

Edward Batters and Micheal Duggan, Toronto, Ontario, stove pipe-airing and drying rack.

Romaine Callender, assignor of two-thirds to Edward Hart and Edward L. Gould, Brantford, Ontario, electro-motive device.

James A. Gowens, Toronto, Ontario, street-rail-cleaning brush.

Total issue for the week, including designs, trade marks and re-issues, 495.

## SAN FRANCISCO COAL TRADE.

J. W. Harrison reports, June 13, as follows: "During the week, there have been the following arrivals from the Coast mines, 7,385 tons; from foreign ports, 15,700 tons. The shipments recently from our Northern collieries have been very light; coal freights are low enough, as shipowners claim that dividends are not dreamt of at going rates, and no great advance is expected in prices, so that there cannot be much profit on coast coal products in the near future if the present conditions to them are unfavorable. The Australian arrivals this week were needed, as stocks of those grades were running very light; the steamer is just at hand from the Colonies with only such information as had preceded her by cable despatches; freight rates from that section are firmly maintained. Cardiff is fast becoming a favored shipping point for coal shipments to this port, as the character of that section's output is of a very high order, and the pit quotations have been marked down materially for the past year—besides some of our large fuel consumers were not aware of the efficacy of Cardiff products (both bituminous and anthracite) until the past few months, during which time practical tests have been successfully made."

T. G. Shaughnessy, vice-president of the Canadian Pacific Railway, says: "We expect to complete our line from Vancouver to St. Paul (the "Soo" extension) by August 1. We shall make the run in less than seventy hours, and expect to develop a large business, as the line will be first-class in every respect. We will build through the Crow's Nest Pass, but that will be later on."

## THE TARIFF INVESTIGATION.

In connection with the tariff inquiries which have been conducted by the Hon. Messrs. Foster and Bowell, it is remarked by the *Monetary Times* that there has been nothing to show that any effort is made to ascertain how much the price of protected articles is enhanced by the duty; how much more the consumer has to pay in consequence of the tariff; what is the average rate of profit in protected and non-protected industries; what it is on the capital owned by persons who carry on the enterprise, whether farmers or manufacturers, and on the portion which is borrowed; what would be the effect of a given reduction of duties, or what proportion the price of protected articles has borne to the varying cost of materials and the cost of labor. These are all most important considerations and most certainly ought to have due weight in connection with any tariff modifications that may be undertaken.

## SALMON.

The run on the Columbia river has averaged from seven to nine to the boat weighing around twenty-four pounds to the fish. The pack so far is considerably short of the output in the corresponding time, 1892. It now looks as if it will be out of the question to catch up for with higher water—and it is said that with higher temperature the water in the rivers will rise—the catch by nets will be light for the fish can and will dodge under the nets not touching bottom. The traps on the Columbia river will soon be a thing of the past, and that day can not come too soon for the good of the industry. From the outside rivers we are not able to get definite and reliable information. It is reported that the Alaska Packing Co., has named \$8.50 per barrel in quantities delivered here. The *London Globe*, May 29 says: "Salmon is not in particularly lively request, and purchases have been rather light, a little unevenness in quotations, which not only vary with the description of fish sold, but also with the conditions on which the business is done, whether it is inside or outside the "ring" or combination of importers, who are in closest communication with packers and agents on the Pacific coast." It is contended that if England buys the usual quantity of Columbia river salmon, prices will advance.—*S. F. Herald of Trade.*

## THE CANADIAN PINE LUMBER TRADE.

Wm. Little, in the *Canada Lumberman*, writes as follows: "You have no doubt observed in the discussion that recently took place at Ottawa on the subject of the re-imposition of export duties on sawlogs that Mr. John Charlton, M. P., referred to the present prosperous condition of the Canadian pine lumber trade as a reason for not re-imposing the export duties, and many Canadian lumbermen, misled by his remarks, fancy that in some unaccountable manner, he has contributed towards bringing about this condition, whereas a know-

ledge of the circumstances will show that the free export of sawlogs would have completely prostrated the Canadian pine lumber trade but for the scarcity of pine timber in Michigan.

"That it has caused a veritable boom of prosperity to the log exporting trade is no doubt correct, and to this extent it has of course been injurious to the Canadian pine lumber trade, as every board manufactured from these sawlogs comes directly into competition in the United States markets with our home manufactured lumber.

"Even the reduction in the rate of duty on white pine lumber made by Americans wholly in their own interest from \$2 to \$1 per thousand feet has hardly anything whatever to do with it.

"The present prosperous condition of the Canadian pine lumber trade is simply due to the fact that the supply of white pine lumber both in the United States and Canada in the season of 1891, fell greatly short of the prospective demand—that in the United States alone in the three great white pine producing states—Michigan, Wisconsin and Minnesota, according to the published returns, being about 721,000,000 feet short that season, as compared with the supply of the previous year; this shortage, as you will observe, being about fifty per cent., more than our whole export of white pine lumber to the United States.

"It is this fact that has brought the Canadian pine lumber trade into a prosperous condition, not the reduction in the rate of the American lumber duty on white pine, and as I have said above, in spite of the injurious effects of the export of sawlogs.

"Last winter the American lumbermen with their usual heedlessness made every effort to gain overstock the market, but they were unable to do so from the scarcity of white pine timber in Michigan, the result being that they succeeded in securing only an ordinary season's supply, even with more than 200,000,000 feet of sawlogs gratuitously thrown in from Canada, which left the shortage of the previous year still existing; and but for these Canadian sawlogs sawn last year in Michigan the United States stock last fall, instead of being about the same amount short as in the previous year, would have then been near 1,000,000,000 feet short of an ordinary supply, which would have at once placed the Canadian lumber trade where it ought now to be, in the highest degree of prosperity, no matter what the American duty might be on our pine lumber, for since they want the lumber they would simply have to pay the duty.

"And here I may say that if the sawlogs which have already been, as it were, bonused away to Michigan, and the 400,000,000 to 500,000,000 feet that are to be rafted over there this year, remained as they should for the profits and industry of our own people, the Canadian pine lumber trade, which is simply fairly prosperous, would now be in the most prosperous condition ever known in its history.

"But, unfortunately for the prosperity of Canada, so imprudently has our Government acted in this matter, in granting these exceptional privileges to foreigners

that, now when large profits should be made by Canada and Canadians out of our pine timber resources, it will be found nearly the whole timber, tributary to waters entering the Georgian Bay and Lake Huron, our last really valuable pine timber reserve, is held by Americans, who have acquired it at prices less than one-third what they would have to pay for similar timber in their own country, and not one-tenth what it would be worth five years from to-day. And great as is this loss to Canada, it is not the whole loss that we must sustain, for most of it has been purchased with the intention of transferring its manufacture, shipping and other advantages from Canada to the United States, so that our people are not to derive from it a tithe of the benefits that a proper governmental policy on this subject would give us. And even now, when these conditions must be well known to every member of the government possessed of any intelligence, as if it was determined to prevent our people from realizing the advantages to be derived from a scarcity of timber in Michigan, our chief competitor in the white pine lumber trade, is hesitating about re-imposing even the \$2 rate of export duty on pine sawlogs, a rate in no way even protective, as it only offsets the United States duties on the spruce, red pine and other lumbers of Quebec, New Brunswick and Nova Scotia, and the spruce, fir and cedar lumber of British Columbia and the west."

## COMMERCIAL SUMMARY.

The Dominion revenue for the eleven months ending May 31 amounts to \$34,222,900, and the expenditure to \$28,689,514, leaving a surplus of \$6,143,286. The revenue shows an increase over the corresponding period last year of \$1,138,520, while the expenditure is less by \$533,455. The net debt on May 31 was \$237,443,216, an increase of \$462,937 for the month. The expenditure on capital account for the eleven months amounted to \$3,162,645, as against \$2,788,715 last year.

A bill establishing eight hours as a legal day's work for miners was recently passed to a second reading in the British House of Commons by a large majority. Mr. Gladstone, in commenting upon the probable effect of the measure, said that he did not believe that a diminution of the output would bring about an increase of wages. All were agreed, he said, that it was not a party question, and the government could not be identified with it. He was personally unwilling to interfere with the freedom of adult labor, but the present case seemed to justify an exception to the general principle, since the majority of the miners were in favor of the proposed restriction. He would therefore support the bill under reservations. Since the action of the House of Commons above referred to, the annual demonstrations in favor of an eight-hour day have been held in the principal cities throughout the United Kingdom. At all the meetings held resolutions in favor of the eight hour day were passed, and the success of the eight-hour bill for miners was hailed as an earnest of further progress.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Martha Fisher	811	Meadowcroft.	Oct. 18	Victoria.....	Liverpool.....	31,002	\$163,151	pr April 11.....
Br bark...	Glengarry	802	Davidson...	Nov. 3.....	Westminster..	Liverpool.....	37,352	189,760	pr April 15.....
Br bark...	Chill	678	McKenzie	Dec. 12.....	Victoria.....	Liverpool.....	30,043	163,061	May 5.....
Br bark...	River Gauges	612	Budge	Dec. 19.....	Victoria.....	London.....	29,161	147,305	.....
Br bark...	The Frederick	812	Simpson.	Dec. 18.....	Victoria.....	London.....	32,103	167,896	.....

## B. C. LUMBER FLEET, 1893.

Br bark...	Geo. Thompson	1128	Young	Jan. 13	Westminster..	Sydney.....	806,948	7,814	March 21	owners ac
Br bark...	Mark Curry	1256	Li-well	Jan. 1.....	Vancouver...	Queenston Uk	923,058	9,882	.....	528 6d
Nor. bark...	Fritzoe	1078	Rolsen	Jan. 10.	Vancouver...	Callao.....	879,290	8,031	March 3.	368 3d
Am. bark...	Colorado	1036	Gibson	Jan. 19	Cowichan....	Valparaiso f.o.	822,657	.....	April 27..	378 6d
Br bark...	Highlands	1236	Owen	Jan. 26	Vancouver...	Montreal.....	895,663	15,537	.....	Private. .
Chil. bark...	India	953	Funke	Jan. 11.	Moodyville..	Valparaiso..	798,782	7,169	March 30	owners ac
Br bktn...	Bittern	389	Stronach	Jan. 20	Vancouver...	Fremantle, Au	302,950	4,201	.....	owners ac
Ger. ship...	Katharine	1630	Spille.	Feb. 7	Moodyville..	Iquiqui.....	1,328,879	11,058	May 6.	358
Br. ship...	County of Yarmouth	2151	Swanson	March 23	Vancouver...	C. K. f. o.	1,628,530	17,500	.....	508
Chil. ship...	Hindostan	1512	Welsh	March 6.	Moodyville..	Valparaiso..	1,196,826	10,212	.....	owners ac
Am. bark...	Seminole	1139	Weeden.	March 19	Moodyville..	Santa Rosalia,	1,010,913	7,966	.....	Private. .
Am. ship...	Ivy	1181	Lovell	April 22	Vancouver...	Wilmington.	.....	.....	.....	Private. .
Br bark...	Assel	735	Gilmour.	March 6.	Moodyville..	Antofagasta	631,165	6,577	.....	358
Br. ship...	Natuna	1166	Grain	April 20	Vancouver...	Port Pirie...	964,868	7,718	.....	428 6d
Am. bark...	Blairhoyle	1313	Hughes..	April 19	Moodyville..	Shanghai....	928,219	8,900	.....	458
Haw. bark...	John Ena	2600	Schnauer	June 2.....	Cowichan....	Port Pirie....	2,580,797	19,500	.....	408
Br bark...	Blairhoyle	1291	Gray	June 1.....	Vancouver...	Sydney.....	913,685	7,804	.....	318 3d
Br bark...	Mary Low	813	Robertson.	May 21	Vancouver...	Piscagua.....	663,000	5,296	.....	458
Nor. bark...	Sigurd	1530	Anse	May 21	Vancouver...	Port Pirie....	1,126,000	10,693	.....	408
Chil. ship...	Atacama	1235	Caballero..	May 13	Moodyville..	Valparaiso..	967,361	7,762	.....	owners ac
Br bark...	Wythop	1218	Edwards..	May 26	Vancouver...	Sydney.....	1,019,667	8,365	.....	318 3d
Br ship...	Gryfe	1028	Roberts.	.....	Vancouver...	Cork f. o	.....	.....	.....	508
Ger bark...	Heinrich	921	Henne.	June 7.	Vancouver...	Holland.....	577,537	.....	.....	558
Br bark...	Doehra	965	MacLarrow..	.....	Vancouver...	Adelaide....	.....	.....	.....	388 9d
Br ship...	Kinkora	1739	Lawton	.....	Vancouver...	Callao.....	.....	.....	.....	308

### AUSTRALIAN PRODUCE.

Nearly all the fruit and other produce brought from Australia and Honolulu, by the ss. Miowera, have now been disposed of by the commission men, and from all appearances a large trade will be transacted between the Australasian Colonies and Honolulu, and Canada. The fruit arrived in a very fair condition on the whole, a few oranges and bananas being however, over-ripe. The wholesale prices at which the fruit and produce were sold were as follows:

Oranges—From \$1.40 to \$2 per box. As the season for Californian oranges is now about over, they were in very fair demand, and most merchants considered them superior in quality. The mandarin oranges were pronounced far superior to those received from Japan.

Lemons—From \$1.60 to \$2.50. The demand for lemons is never very great here, but the Australian fruit is much larger than either the Californian or Sicilian.

Apples—From \$2.50 to \$2.75 per box. Although the apples are not equal to either British Columbian or Ontario apples, they were in good demand at this season of the year, as the market is almost entirely bare of this fruit. All the apples were sold immediately.

Bananas—From \$2 to \$2.50. The whole sale prices of bananas dropped as soon as the shipment by the Miowera arrived, and the market has been rather glutted. The quotations has been reduced from \$1 to \$1.50 per bunch, while the fruit is in better condition.

Pine-apples—From \$2 to \$5.25 per dozen. Pines were in very fair demand as hereto they have been almost a luxury.

Melons—From \$1 to \$5.50 per dozen.

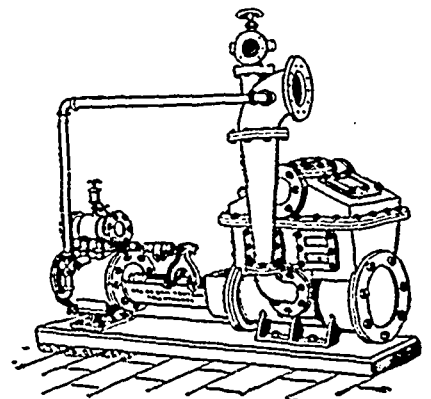
At this season of the year, there will be a good market for melons here.

Butter—Only two packages were received, and they brought 28 cents per lb. The butter is of splendid quality, quite equal, if not superior, to the best creamery made in Ontario. During winter months when creamery is as high as 28 cents per lb., it would undoubtedly pay to ship Australian butter. Whether it would pay to ship during the summer is doubtful, as 25 and 26 cents are then the ruling quotations.

Mutton—The few sample carcasses of Australian mutton were soon disposed of, and the general opinion was that the meat was quite equal to Oregon or Northwest mutton. The shipment was sold at the same price, viz., from 14 to 16 cts per lb. Local butchers are, however, doubtful as to whether it will pay to ship Australian mutton. In the first place, a cold storage warehouse would have to be built here and kept running, which would mean a considerable expense, and, as the wholesale price of mutton averages from 12 to 14 cents per lb. all the year round, it is doubtful whether it would pay to ship from Australia. Australian shippers have figured that it would cost them 4 cents per lb. laid down on the ship, 4 cents freight and 3 cents duty, making 11 cents, to which insurance must be added.

Mr. F. W. Ward informed a representative of the *News-Advertiser* that a leading freezer in Queensland had told him he would lay down mutton on the ship at 5 farthings or 2 1/2 cents per lb. Four cents per lb. Mr. Ward said, would be the outside price, while he also thought the freight could be reduced when the vessels were fitted with proper accommodation, but that would be arranged when Mr. Huddart came over.

The local butchers are, however, still



ONE OF OUR

Independent  
Condensers  
and  
Air Pumps  
will help  
Profits.

**NORTHEY M'FG CO., LD.,**  
TORONTO, ONT.,  
FOR PARTICULARS.

considering the matter, and it would probably pay them to ship during the winter months.—*News-Advertiser*.

The ss. Mogul is expected early this week from Hong Kong and Yokohama,

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Blair Athole	1697	Taylor	March 3	R Samarang.	Vancouver	B. C. Sugar Refinery Co.	109
Br bark	Formosa	915	Kahn	March 16	H Liverpool	Victoria	R. P. Rithet & Co., Ltd.	50
Br bark	City of Carlisle	823	Hughes	March 1	K Newcastle	Victoria	Turner, Beeton & Co.	
Br ship	British General	1751	Tulloch		A Samarang.	Vancouver	B. C. Sugar Refinery Co.	
Br ship	Candida	1222	Whettem	May 31	L London	Victoria	Turner, Beeton & Co.	19
Br ship	Drumcraig	1919	Swarring		F Liverpool	Vancouver	Evans, Coleman & Evans	
Br ship	Rathdown	2058	Morrissey	April 1	C Maryport, Eng	Vancouver	Turner, Beeton & Co.	80
Am ship	A. J. Fuller	1782	Wallnut		Y Yokohama	Vancouver	C. P. R. Co.	
Br bark	Thermopylae	991	Winchester	May 1	E Hong Kong	Victoria	Victoria Rice Mills	35
Br bark	Ladstock	816	Williams	March 21	J Liverpool	Westminster	Bell-Irving & Paterson	87
Nor bark	Fortuna	1332	Bryde	March 17	L Valparaiso	Vancouver	Robert Ward & Co., Ltd.	95
Br ship	Earl of Dunmore	2205	Kay		M San Francisco	Victoria	Robert Ward & Co., Ltd.	
Am schr.	Carrier Dove	672	Brandt	June 15	N San Francisco	Cowichan	Robert Ward & Co., Ltd.	5
Br ship	Gunford	2118	Wier		O San Francisco	Vancouver	Hastings Mill Co.	
Am schr.	Puritan	581	Warner		S San Francisco	Moodyville	Moodyville Saw Mill	
Ger ship	Sirene	1437	Saermich		T Yokohama	Vancouver	C. P. R. Co.	
Br ss	Warrimoo	1597	Arthur	June	P Sydney	Vancouver	C. P. S. S. Co.	
Br bark	Archer	789	Dawson		L Liverpool	Victoria	R. P. Rithet & Co., Ltd.	
Br ss	Mogul	1827	Johnson	May 27	B Hong Kong	Victoria	Dodwell, Carlill & Co.	23
Br ss	Empress of China	3093	Archibald		D Hong Kong	Vancouver	C. P. S. S. Co.	
Br ship	Dunboyne	1380	Neill		L London	Vancouver	Evans, Coleman & Evans	
Am bark	St. Katharine	1193	Frazier		Y Yokohama	Vancouver	C. P. R. Co.	
Am bark	Seminole	1370	Weeden	May 21	G Santa Rosalia	Moodyville	Moodyville Saw Mill	27
Br bark	Jessie Stowe	615	Blanche		Y Yokohama	Vancouver	C. P. S. S. Co.	
Br ss	Victoria	1992	Panton		V Hong Kong	Victoria	Dodwell, Carlill & Co.	
Br ss	Empress of India	3003	Marshall		W Hong Kong	Vancouver	C. P. S. S. Co.	

ii Cargo of 2,300 tons raw sugar. Chartered to load lumber at Vancouver for Cork Co. at 18s 9d. H—March 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F—To sail during May. K—Via Santa Barbara. Chartered for salmon to Liverpool or London. A—Cargo of sugar. E—Cargo of paddy. I—June 2 passed Dover. Chartered for salmon from Victoria to London or Liverpool by R. P. Rithet & Co., Ltd. B—Via Yokohama June 7. J—Via Honolulu. Chartered to load salmon for U. K. at 25s. C—Cargo of steel rails for C. P. Railway. L—Chartered for lumber to Port Pirie at 36s 3d and Sydney at 27s 6d. N—Via San Francisco. Chartered for lumber to Adelaide at 39s. O—Chartered for lumber to Port Pirie at 37s 6d. P—Via Brisbane and Honolulu. S—Chartered for lumber to Tientsin at 55s. T—Chartered for salmon to London or Liverpool, by Robert Ward & Co., Ltd., cancelling date Nov. 15. U—To sail July 10. D—To sail June 14. Via Yokohama June 23. G—To load a return cargo of lumber; terms private. V—To sail June 17. Via Yokohama June 28. W—To sail July 5. Via Yokohama July 11.

### VESSELS IN PORT.

(June 19, 1893.)

#### VANCOUVER.

Br ship Gryfe, 1,069 tons, Capt. Roberts, loading lumber for Cork f. o.  
Haw. schooner Americana, 850 tons, Capt. McLellan.  
Br ship Kinkora, 1,799 tons, Capt. Lawton, loading lumber for Callao.  
Br bark Dochra, 966 tons, Capt. McJarrow, loading lumber for Adelaide.  
Br ss. Empress of Japan, 3,003 tons, Capt. Lee.

#### NANAIMO.

##### NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship J. B. Brown, 1,473 tons, Capt. Maguire.  
Am. ship Tacoma, 1,672 tons, Capt. Gaffry.  
Am. ship Sea King, 1,436 tons, Capt. Reed.  
Am. ship Llewellyn J. Morse, 1,325 tons, Capt. Clapp.  
Am. ship Jabez Howes, 1,581 tons, Capt. Henry.  
Am. ship Occidental, 1,470 tons, Capt. Morse.

#### WELLINGTON SHIPPING.

Am. ship America, 1,952 tons, Capt. Harding.  
Am. ship Big Bonanza, 1,399 tons, Capt. Bergman.  
Am. ship T. F. Oakes, 1,898, Capt. Reed.  
Am. bark Alex. McNeill, 1,088 tons, Capt. Jorgensen.

#### EAST WELLINGTON SHIPPING.

Am. bark Melrose, 914 tons, Capt. Kalb.  
Am. ss. Empire, 526 tons, Capt. Jessen.

#### RECAPITULATION.

Ports.	No.	Tonnage.
Vancouver	5	7,676
Nanaimo	12	16,761
Total	17	24,440
Previous week	19	26,899
Correspond'g week last year	15	19,820

### B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of May, 1893:

#### IMPORTS.

	VICTORIA	VANCOUVER	WESTMINSTER	NANAIMO	TOTAL
Dutiable Goods	\$251,812 00	\$ 97,471 00	\$ 19,853 00	\$ 12,935 00	\$385,151 00
Free Goods	210,715 00	56,199 00	5,463 00	1,569 00	303,916 00
Total Imports	\$462,527 00	\$153,670 00	\$ 25,316 00	\$ 14,504 00	\$659,067 00

#### REVENUE.

	VICTORIA	VANCOUVER	WESTMINSTER	NANAIMO	TOTAL
Duty Collected	\$ 81,397 24	\$ 26,080 09	\$ 7,187 11	\$ 1,146 11	\$121,910 61
Other Revenue	8,301 76	5,339 10	12 65	677 00	14,063 83
Total Collections	\$ 92,802 00	\$ 32,019 19	\$ 7,229 79	\$ 1,823 11	\$136,871 12

#### EXPORTS.

	VICTORIA	VANCOUVER	WESTMINSTER	NANAIMO	TOTAL
The Mine	\$ 18,901 00	\$ 3,095 09	\$ 387 00	\$211,813 00	\$234,199 00
The Fisheries	9,639 00	389 00	3,970 00		14,018 00
The Forest	21,165 00	39,373 00	1,655 00	1,200 00	63,393 00
Animals and their produce	23,003 00	1,091 00	5 00	120 00	24,229 00
Agricultural	5 00	1 00	25 00		31 00
Manufactures	1,031 00	7,883 00	5:6 09	161 00	12,854 00
Miscellaneous	*10,730 00	101 00			10,831 00
Total Exports	\$ 78,502 00	\$ 51,599 00	\$ 6,568 00	\$213,297 00	\$350,366 00

\*\$1,175 gold coin and \$85 silver coin.

### FREIGHTS.

The market is unchanged. Charters being few and far between, rates are a little difficult to quote but they may be taken practically at the same as quoted last week.

Freights from British Columbia or Puget Sound are quoted as follows:— Valparaiso for orders, 27s 6d; Callao direct, 30s to 32s 6d; Sydney 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 36s 3d to 37 6d;

United Kingdom, calling at Cork for orders, 50s; Shanghai, 45s; Tientsin 55s.

Grain freights from San Francisco to U. K., Cork for orders, 20s to 22s 6d; from Portland, 27s 6d; Tacoma, 25s, but these figures are nominal as there is nothing doing.

Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.



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

—PREPARED BY—

**Michel Lefebvre & Co**  
**MONTREAL.**

Established 1849. Gold, Silver and Bronze Medals. 20 1st Prizes.

REGISTERED TRADE MARK.

**THE WM. HAMILTON**  
**MANUFACTURING CO., LD.**

HASTINGS STREET, NEAR CARRALL, VANCOUVER, B. C.

Saw, Shingle and Planing Mill Machinery, Engines and Boilers and Canning Machinery.

Telephone 381. P. O. Box 791.

ROBERT HAMILTON, MANAGER, Vancouver.

**J. E. CRANE & CO.,** Victoria Iron Works

Real Estate, Commission and Insurance Agents, Merchants, Brokers, Etc.

VICTORIA, B. C.,

AND  
11 BOW LANE, CHEAPSIDE, LONDON, E. C.

ENGLAND.  
Telephone: 27. Cables and Telegrams: Cranett.

SOLE AGENTS (WHOLESALE) FOR  
Dr. Jaeger's Sanitary Woolen Clothing Co., London, Eng.; Wiggins, Teape & Co., Ltd. - Lanch and Bond Papers - London, Eng.; Marcus & Co. - Washable Cashmeres - Bradford, Eng.; Scott & Co. - Special Scotch Whiskies - Glasgow, Scot.; Ceylon Tea Plantation Co. - Ceylon and English Breakfast Teas - London, Eng.; Grossmith & Co. - Perfumery, Etc. - London, Eng.; Whight & Co. - The "Prima Donna" Sewing Machines - London, Eng.; New York Piano Mfg. Co. - Piano - New York; Brinsmead & Sons - Pianos - London, Eng.; Miller et Cie. - Cigars - Grand Canary Is.; La Saldana Mfg. Co. - Havana Cigars - Havana, C. J. & E. Lewis - Boots and Shoes - Northampton, Eng.; Allen & Sons - Chocolate Goods - London, Eng.

**KERR & BEGG,**  
Booksellers and Stationers

45 GOVERNMENT ST., VICTORIA.

NEWCOMBE PLANOS.

**THE WAVERLEY HOTEL,**

Cor. Seymour and Georgia Sts.,

Nest to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc JOHN WHITTY Prop

COMPANY, (Lt'd.)

Pembroke Street, near Government

**VICTORIA**

Machinists, Iron and Brass Founders.

Architectural Work a Specialty.

P. O. Box 151.

Telephone 209

**STEEL RAILS**

[New and Best Seconds]

Cement, Waste, Steel and Iron, Files, Etc.

**WALTER TOWNSEND,**

MONTREAL.

Agent for Bolling & Lowe, London, (Eng.)

**LEITCH BROS.**  
**OAK LAKE**  
**ANCHOR BRAND FLOURS**

FROM

No. 1 Hard Wheat.

Patent Hungarian, \* \*

Strong Bakers,

Imperial Bakers,

Extra and

Low Grade,

\* \* BRAN, SHORTS.

—AND ALL KINDS OF—

CHOPPED FEED AND GRAIN.

MAJOR & ELDRIDGE, AGTS,  
VANCOUVER.

**THE WESTERN MILLING CO.,**

(LIMITED.)

**REGINA, ASSA.,**

DEALERS IN

Seed and Feed Grain

OF ALL KINDS, ALSO

Flour, Chop Feed, Bran and Shorts.

PARTIES REQUIRING

Seed or Feed Oats or Wheat

WILL DO WELL TO

Correspond With Us, or Major & Eldridge, Vancouver.

**PACKARD LAMP CO.,**

LIMITED.]

MANUFACTURERS OF THE

Paekard High Grade

Incescent Lanips.

96 TO 100 KING STREET,  
MONTREAL.

CHAS. C. PAIGE, MAN'G DIRECTOR.

**A. LEOFRED,**

(Graduate of Laval and McGill.)

MINING ENGINEER.

MAIN OFFICE: Quebec. BRANCH OFFICE: Sherbrooke. Montreal, 17 Place d'Armes Hill.

MINES, MINERAL PRODUCTS'

# GREENE & SONS

COMPANY, MONTREAL.

WHOLESALE  
HATS, CAPS  
AND  
FURS  
MEN'S  
Furnishings.

**BRITISH COLUMBIA FALL TRADE, 1893**

*Merino and Woollen Underwear, Scarfs,  
Ties, Shirts, Collars and Waterproof Coats.*

WAREHOUSE:  
517, 519, 521, 523 AND 525 ST. PAUL STREET, **MONTREAL.**

## Victoria Brewing and Ice Company

(LIMITED.)

### LAGER BEER.

P. O. Box 216. Telephone 436 Office: Cor. Government and Discovery Sts.

## PACIFIC VARNISH.

Manufactured expressly for the  
Coast Trade.

MELLON, SMITH & CO.,  
AGENTS.

Office: 303 Cordova St., Vancouver

## W. J. PENDRAY,

25 HUMBOLDT STREET, VICTORIA.

MANUFACTURER OF

Lanndry, Toilet and Shaving

## SOAP,

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

DEALER IN

CAUSTIC SODA AND ROSIN

## J. & T. BELL,

MANUFACTURERS OF

## FINE BOOTS AND SHOES

WHOLESALE.

1667 NOTRE DAME STREET

MONTREAL.

## JOHN LECKIE,

524 Granville Street, Vancouver.

IMPORTER OF

SHING SUPPLIES,

COTTON DUCKS

AND TWINES,

OILED CLOTHING,

ROPES, BLOCK

FLAGS, BUNTING, Etc

*All Full Stock Always on Hand.*

AGENT FOR

## W. & J. KNOX'S

celebrated Double Knot and Cured Salmon  
Nets, Twines, Etc.

## 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.

## W. R. CLARKE,

Harbor Master,

Port Warden,

—AND—

## Lloyd's Surveyor.

40 YATES ST., VICTORIA.

IMPORTANT TO Patentees, Manufactur-  
ers, Brewers—in fact to all who have their  
trade at heart.

Messrs. NETTROLLOLL DAY & CO.,  
Agents for European and Foreign  
Manufacturers.

1 Old Court House Lane, Calcutta,

Announce that they undertake, on very moder-  
ate terms, the Agency of all kinds of British and  
Foreign Manufactures, with a view to their  
introduction into India.

Messrs. NETTROLLOLL DAY & Co. are established  
for about one hundred years in this city, are  
well known and enjoy a high reputation.

Messrs. NETTROLLOLL DAY & Co. own the Uni-  
versal Advertiser. Though a monthly magazine,  
its name suggests that it is also an advertising  
medium. It is circulated far and wide, and  
"gratis." It is devoted to the interests of dealers  
and manufacturers.

Apply to Messrs. NETTROLLOLL DAY & Co. and  
they will have much pleasure in sending you a  
copy of the Universal Advertiser.

## VICTORIA STEAM BAKERY.

### M. R. SMITH & CO.

WHOLESALE AND RETAIL

CRACKER BAKERS,

VICTORIA, . . . B. C.

Office: 57, Fort St. Factory: 91 Niagara St.



# 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

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.**

# OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

	Daily Capacity.....	7,500 Barrels.
ROYAL—Montreal	2,500 Barrels	SEAFORTH—Seaforth, Ont..... 500 Barrels
GLENORA " "	2,500 " "	GODERICH—Goderich, Ont..... 1,000 " "
	WINNIPEG MILLS.....	1,500 Barrels.

STANDARD BRANDS :

## OGILVIE'S HUNGARIAN, OGILVIE'S STRONG BAKERS

# HUDSON'S BAY CO'Y,

VICTORIA, - - - B. C.

IMPORTERS :

WINES,  
LIQUORS,  
CIGARS,  
CIGARETTES,

CANNED GOODS,  
ENGLISH GROCERIES,  
CANADIAN GROCERIES,  
AMERICAN GROCERIES,

STAPLE DRY GOODS  
BLANKETS,  
FIRE ARMS,  
AMMUNITION.

AGENTS FOR:

Fort Garry Flour Mills, Benton County Flouring Mills.