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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.

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TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, May 16.

VICTORIA.

Business generally has been steady since the first of the month. The weather during the past week has been warmer, and if it continues hot will be of great benefit to the retail dry goods and men's furnishing trade, who always look for increased business before the Queen's Birthday. There is no improvement to report in collections.

FRUITS AND VEGETABLES.

The following are the receipts of California fruits and vegetables from San Francisco by steamship Walla Walla, May 13, for Victoria: 250 cs oranges, 33 cs lemons, 55 crates cabbage, 29 cs peas, 13 cs beans, 39 sks potatoes, 55 crates bananas, 47 cs asparagus, 6 sks onions, 5 crates cauliflower, 4 cs cucumbers, 1 cs sweet potatoes, 4 sks coconuts, 23 pks cherries, 13 pks strawberries. Small fruits are being received in increased quantities. Cherries are quoted at \$2.50 a box, add strawberries at \$1 a crate of six boxes. Cabbage is about ½c lower. New California potatoes are arriving in large quantities, and the price has dropped from 6c to 3c per lb. Apples are almost out of the market. Common grades of oranges are slightly cheaper this week, but good brands are steady at previous quotations. St. Michael oranges are quoted at \$2.50 and \$3. They are grown near San Diego, and are high land fruit. Potatoes are still scarce, and have been sold for \$15 a ton, while Manitoba potatoes just to hand sold for \$35 and

were quickly taken off importers' hands. Jobbers' quotations for fruits are as follows:—

Oranges	Navel, common to good	3 00 @	3 50
	" fancy	4 00 @	4 25
	Riverside Seedlings	2 00 @	2 25
	" fancy	2 35 @	2 75
	Los Angeles	1 90 @	2 00
Lemons	California	4 00 @	5 00
	Sicily	5 50 @	6 00
Bananas		3 50 @	3 75
Strawberries	per crate	1 00 @	
Cherries		2 50 @	

Vegetables are quoted:

Potatoes	per ton	35 00 @	40 00
	New California	per lb	3 " 3}
Onions	Red California	00 @	0
	Oregon Yellow Danvers	0 @	1 1/2
Cabbage		2 @	2 1/2
Asparagus	per lb	9 @	
Cauliflower	per doz	1 20 @	

GROCERIES AND PROVISIONS.

The following are the receipts of California butter from San Francisco, by ss. Walla Walla, May 13, for Victoria: 18 cs 2,010 lbs; 11 hf cs, 610 lbs; 80 tubs, 3,820 lbs; Total, 6,410 lbs. Receipts May 8, 6,310 lbs; May 3, 11,330 lbs. April 28, 7,715 lbs. April 23, 10,207 lbs; April 13, 12,605 lbs; April 8, 3,830 lbs; April 2, 1,895 lbs.

Jobbers' prices of California butter have been advanced about 2c per lb., all round. The latest advices from San Francisco quote fancy roll butter at 21c per lb., and the market firm. Smoked meats and lard are slightly stiffer but no change in quotations is advised. American canned meats in bond have been advanced slightly since last week. The refinery prices have advanced ½c since last week, and jobbers' prices are up ½c in

sympathy. Mr. B. T. Rogers, manager of the British Columbia Refinery writes: "Present prices for refined are necessitated by the high price refiners have to pay for raws, which are difficult to procure even at present quotations. The world's supply of sugar is over 500,000 tons short this year. Our private telegraphic advices have indicated a steadily rising market during the last few weeks, and the sugar market is reported to us as strong and advancing with all grades of raw sugar very scarce."

The British Columbia Sugar Refining Co. L'td., quote as follows in their weekly price list: Powdered icing and bar, 7½c; Paris lumps, 7½c; granulated 6½c; extra C, 5½c; fancy yellow, 5½c; yellow 5½c; golden C, 5½c. Above prices are for barrels or bags; half-barrels and 100 pound kegs, ½c more, boxes ½c more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows: Finest golden, in 30 gal. bls. 2½c; ditto, in 10 gal. kegs, 3c; ditto, in 5 gal. kegs, \$2.25 each; ditto, in 1 gal. tins, \$1.50 per case of 10; ditto in ½ gal. tins, \$6 per case of 20. Prices cover delivery in Vancouver, and at Victoria, New Westminster and Nanaimo, and are subject to a discount of 2½ per cent. for cash in fourteen days. All prices subject to change without notice.

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. \$3.10; do. 2's, \$6.25. Ar-

BAD BOOK KEEPING.

Appropos of the remarks in a previous issue on this subject, it may be interesting and perhaps useful to some of the members of the trade to touch upon a few common generalities in the hope that by merely showing them to be both unpractical and unreliable, the remedy best adapted to the size and nature of the business in which they exist will suggest itself.

In the first place, then, many people go wrong in over estimating the produce of their undertaking. They put a certain percentage on the cost price of the goods they buy, and reckon that allowing so much for expenses and so forth the result ought to be such and such a net profit. If they would only take the trouble to verify calculations of this kind, all would be well. Their eyes would be opened to the seriousness of the mistake they were making, and the fallacy of guess work would be clearly exposed. But they do not. They take their deductions for granted, and the general consequence is that the actual figures, when they come to be correctly worked out, are far wide of the mark, and that instead of keeping matters well within the limits they had set down and the amount they had supposed their business to be earning, they find very often that they are on the way to place themselves in a very critical situation. So many contingencies crop up which individually can neither be foreseen nor guarded against, and it therefore becomes an absolute duty for every business man—as much to himself as to those connected with him—to devise some comprehensive plan of taking them into consideration beforehand, so as to provide for them as far as he can, and avoid being crippled when they do arise. This can only be done by establishing a thoroughly systematic method of dealing with his transactions throughout. Where the books are kept in an accurate and workmanlike manner, a man is in touch with every detail of his business. He has every facility for arranging with the most scrupulous care and exactitude the thousand and one little items which the careless man overlooks, and of putting money in his pocket which the other has not the means of discovering, and is consequently deliberately letting slip by. He can compare the work of one period with that of another definitely, and beyond the shadow of a doubt can therefore readily and easily make those preparations so necessary and important to meet and provide for any emergency likely to happen in the ordinary course of trade. In a word, instead of being subject to circumstances, he is master of them. It is evident no man can trust to memory in transacting his affairs, and seeing that he is compelled to record them he might just as well do it thoroughly, and gain the full benefit of his work, as to do it in a slipshod way, and get worse than nothing at all. There is another fault very common to the man who is indifferent to his book keeping, and that is of hampering himself by making bigger purchases or of speculating more heavily than he can afford. He is probably at the time under the conviction that he can afford them, but discovers when the contract has been completed that some payment, perhaps, is about to fall

due, which for the moment he has unfortunately quite overlooked. It is no unusual thing, either, to see him obliged to reluctantly relinquish a favorable bargain because, from the sheer muddled state of his books, which only yield information enough to place everybody more or less in doubt, he is unable to see his way clear to meet the liability he would incur. It is self-evident that judicious management—i. e., ordinary commercial tact, with accurate figures to guide it—would in the majority of cases avert, or at any rate greatly mitigate, difficulties such as these.

Now as regards stock. It is no exaggeration to say that six out of ten, or perhaps even a larger proportion of drapers, could not tell off hand within an appreciable amount how much their stock is worth. Nor could they arrive at any really reliable sum until they had been through it all, parcel by parcel, and had thoroughly overhauled it. Here is a great danger, then, which a proper system of book-keeping would entirely do away with. Over-rating his stock has been the cause of many a man coming to grief. It is hard, of course, to have to face inevitable loss from depreciation, unsalable materials, goods going out of fashion, etc., etc., but what is the use of hugging the notion of their being worth what everyone knows they are not? Far better put them down at a price they are likely to realize—or even at nothing at all, if that is their actual value—and get at the true state of affairs.

The object of book-keeping is not only to get the money due for goods delivered, and to prevent too much being paid away for goods purchased, as so many people seem to think. It is to enter, gather up, summarize, and focus every transaction in the simplest and most efficient manner. It would be impossible to enter into the various ramifications of the subject here, but sufficient has been said, it is hoped, to show that it would be infinitely to every man's advantage to have his books placed upon a solid foundation, so that they may be what they are intended to be—the silent monitors ready at a moment's notice to give him every possible advice and information upon every point connected with his trade. He would find that the expense involved would be money well spent, and would very probably be much less than the amount he is content to lose by neglecting such matters. Every business man would do well to bear in mind that there are three most important items which he ought always to be able to have within easy reach—the amount of his income, his liabilities and his assets. Without he knows these, he is likely to cut a very poor figure when it comes to making an important decision at a critical period, and it is clear he can know neither unless his books are in good and proper order.—*London Draper's Record.*

RAILWAY STATISTICS.

The aid furnished to the construction of railways by the different provincial governments from time to time has been as follows: Ontario, \$6,171,181, a rate per mile of \$1,017; Quebec, \$12,033,012, a rate of \$4,323; New Brunswick, \$4,365,355, a rate

of \$3,200; Nova Scotia, \$1,199,695; a rate of \$2,400; Manitoba, \$2,390,600, a rate of \$1,707; British Columbia, \$37,500, a rate of \$33.95. That paid by municipalities, by province is as follows: Ontario, \$10,351,744, a rate per mile of \$1,707; Quebec, \$2,419,219, a rate of \$869; New Brunswick, \$296,500, a rate of \$218; Nova Scotia, \$277,085, a rate of \$331; Manitoba, \$595,600, a rate of \$425; British Columbia, \$37,500, a rate of \$51. The number of miles constructed in each of the provinces and contributed to as above by provincial governments and municipalities is as follows: Ontario, 6,063; Quebec, 2,783; New Brunswick, 1,360; Nova Scotia, 830; Manitoba, 1,400; and British Columbia, 695. From this it will be seen that Quebec has contributed at a rate of \$5,193 per mile; Ontario, \$2,725; New Brunswick, \$3,427; Nova Scotia, \$2,793; Manitoba, \$2,133; and British Columbia, \$107, while that of the Dominion Government has been at the rate of \$9,098 per mile for the total construction of 14,870 miles of railway.—*Shareholder.*

MANIFEST.

British bark *Dochra*, 966 tons, Capt. MacJarrow, sailed Dec. 19, 1892 from Liverpool for Victoria; arrived April 28, 1893. Robert Ward & Co., Ltd., consignees.

For *Victoria*—1,000 bxs tinplates, order; 1,090 bxs tinplates, order; 206 pigs lead, order; 1,350 bxs tinplates, order; 116 pigs lead, order; 28 bars copper, order; 1,350 bxs tinplates, order; 1,187 bxs tinplates, order; 2 pkgs earthenware, 1 cs labels, 1 cs whiskey, 1 cs private effects, order; 1 cs soaps, order; 613 bxs tinplates, order; 1,680 secks salt, order; 10,000 fire bricks, order; 5 crates earthenware, Hudson's Bay Co; 20 cs whiskey, 10 cs do, 20 cs do, 1 cs show cards, Turner, Beeton & Co; 3 qr csks sherry, 2 qr csks do, B Gordon; 40 cs brandy, Fell & Co; 2 hhds brandy, Dixie H Ross & Co; 5 csks brandy, 6 cs do, Harrison & McAllister; 20 bxs tinplates, 19 bdls sheet iron, 20 bxs Canada plates, Canada Paint Co; 2 cs paper, T N Hibben & Co; 15 tons pig iron, 845 bars iron, 63 bdls do, 10 bxs tinplates, 7 ingots tin, 1 cs zinc, 2 csks nails, Muir & Boyd; 20 cs window glass, order of B & S H Thompson & Co; 1,120 secks salt, order; 5 cs mustard, 1 cs show cards, J H Todd & Son; 1,805 cs glass bottles, 4 cs effects, Turner, Beeton & Co; 2 crates earthenware, 8 crates do, 1 crate do, 9 csks tiles, 2 csks chains, order; 622 12-inch pipes, 83 9 inch pipes, 15 special castings, order: 1 hutch containing 13 rabbits, G C Collinson; 50 bxs tinplates, 12 cs galvanized sheet iron, 50 bxs tinplates, 1 cs galvanized sheet iron, 17 do sheet, 4 cs sheet iron, 6 sheets lead, 46 bdls sheet iron, order; 2 cs port, 1 octave whiskey, Naval storekeeper; 3 csks whiskey, C P N Co; 100 cs brandy, 50 cs do, Boucherat & Co; 33 bdls white lead, 100 drums linseed oil, 99 bdls do, 200 bdls do, 15 bdls varnish, Canada Paint Co; 100 cs whiskey, 5 octaves do, 1 cs show cards, Boucherat & Co; 1,498 sashweights, 238 bdls tubes, 691 bars iron, 263 bdls do, 1 cs scythes, 35 bxs tinplates, 12 rolls netting, 126 grind stones, order; 40 bdls linseed, order; 1,120 sacks salt, order; 1 cs picture, Mrs J C Bales; 50 cs whiskey, order; 2 cs stores, 5 csks vinegar, 3 cs do, 21 cs stores, order; 1,500 pkgs gunpowder, Robert Ward & Co, Ltd.

DALBY & CLAXTON

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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 Company, Claxton, Skeena River.

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INFORMATION CONCERNING INDIA.

Some new statistics concerning India and its population were communicated recently by the Census Commissioner of India to the Royal Statistical Society of London. By these it appears that the entire population of that country is a little less than 288,000,000. It is an enormous population, but it inhabits a vast country. The mean density is 184 to the square mile. Forty-six millions of the people who live in the proportion of 600 and over to the square mile, while 36,000,000 are distributed one and a half to the acre. In the latter case there are very material points as to the great fertility of the soil, and the wide variety of occupations to be found upon it, to be considering in instituting comparisons. As to the most densely populated regions, those which, owing to greater resources, afford the easiest means of livelihood, Europe has three countries, Great Britain, Saxony, and Belgium, where there is a density of population not much less. Thirty-eight and a half millions of people in Europe live in the proportion of from 500 to 600 to the square mile. The extraordinary pressure of one and a half heads of population to the acre is confined to some districts of Bengal, that does not affect one-sixth of the whole people.

In the matter of proportion of town to country population, India presents a marked contrast to Europe and the Western countries generally. While in Europe the towns are all the time draining the country of the people, the direct contrary is the case in India. In England, for example, 53 per cent. of the population live in towns of 20,000 inhabitants or over; in India only 47 per cent. of the population are so congregated in cities. Even including the smallest towns, which have been so classed for municipal purposes, only 10 per cent. of India's people are town dwellers.

Another interesting fact shown by the

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census returns is that the Indian people are not migratory. Over ninety per cent. of the people numbered in the last census were enumerated in the place where they were born and 6 per cent. more in the region contiguous to their birthplace. Change of domicile seems to be adopted only where the emigrants can keep within immediate touch of their former home. The people do not migrate to distant tracts. The great capabilities of the country are well shown by the fact that in the most densely populated tracts the increase of population since the last census has been 8 per cent. The greatest increase was 13 1/2 per cent. This shows that the increase of population is quite normal; and the whole results of the census show that the growth is no way in excess of the means of support, as is largely the case in parts of Europe, while there is abundant room for expansion as the pressure becomes locally heavier.

The mass of the people are poor, but when the mode of living imposed on them by the climate and by their religion is considered they are not poorer than the mass of the European peasantry. They have little, but they want little and usually their wants are amply satisfied. They are mainly an agricultural people, each cultivating a piece of land just about enough to produce sufficient for actual present wants, but not enough to afford any surplus against a bad season. This fact is the cause of the famines in India, just as it is in Ireland. Finally, a review of the main revenue and commercial statistics for the last decade shows that the masses of the Indian people are by no means outstripping the resources of their wonderful country, and that it may, indeed, hold a future that shall astonish the Western nations.

The fishery in Maritime Province waters is poor and late.

The plant of the Nanaimo Electric Light Co. is being extensively enlarged and improved, so as to furnish an excellent installation.

DRESS SILKS, VELVETS ETC.

Satin finished weaves grow in favor.
Semi-lustrous peau de soie is in favor for evening wear.

Crepe Mireille is one of the latest things in French crepes.

Surahs are always good. They are never out of style. They are in favor now.

The ombre effect is a general favorite, being found in silks and ribbons of all kinds.

Pansy velvet and Bishop purple are Parisian favorites in both costumes and millinery.

China crepe is being used in large quantities by Parisian modistes, including the great Worth.

Some of the latest productions in white silks have shaded stripes, tiny figures and delicate cross-bars of black.

Small figured brocades, in Empire, Pompadour, Louis XV., and Dresden patterns, in changeable effects, are among the leaders.

In the class "Aqua," or silks with watered grounds, are shown velvet palms, water cresses, sea weeds and like aqueous plants and flowers.

The American Silk Journal says that palm leaf designs, lovely satin brocades of pale clover pink shade, sprinkled with sprays of clover in a deeper shade, and trailing vines, stems and leaves, black grenadines with linen and figures in satin and velvet effects, new style bengalines, cross corded, giving a honeycomb effect; black gauzes sown with small colored dots, diagonal stripes, garnished by tiny sprays of flowers, on a white satin ground, crinkly horizontal cords, shaded effects in various weaves, the shading forming two wide stripes, separated by a large dark stripe in the middle, and with narrower borders of the same color, are among the features of the display of the newest things in dress silks.

The consolidation of the principal belt leather manufacturers of the United States has been accomplished, with a capital of \$120,000,000.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY EDITOR-IN-CHIEF.
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Office No. 77 Johnson Street.

VICTORIA, TUESDAY, MAY 16, 1893

THE TARIFF AND B. C.

It will be remembered that, in the course of his long advocacy of the claims of Ireland, the great Irish Liberator, Daniel O'Connell, declared that the proper course for the people to pursue was to "agitate" and "agitate!" He was no advocate of dynamite or of agrarian outrage, and, to our mind, had his counsels been followed, the Irish problem would have been settled before this without many of those terrible records which have, since his time, been entered on the pages of history. We, in British Columbia, as members of the Canadian confederation, have grievances which ought to be redressed.

We don't talk dynamite, nor do we advocate secession; but we do say that our disabilities cry aloud for redress. Ours is, perhaps, the only province against which the Canadian tariff operates inimically—we might almost say disastrously. We are an importing rather than a producing community—that is as concerns the ordinary necessities of life. Everything we wear and a large proportion of what we eat is the product of other countries. Some of these can be had in the other provinces, but then the cost to us is, owing to the distance they have to be brought, much heavier than to the sister communities. Yet, on the top of this, and all for the benefit of what is termed Canadian industry, we are required to pay a heavy customs tax, whose outlay in no way benefits us. Indeed, we are grudging the few dollars that are allowed to come this way, and still the same levies are made without a moment's relaxation.

No one at Ottawa appears inclined to consider that our position is a peculiar and special one. The protection of native industries is of no avail in our case. In fact, it has the effect of augmenting our burdens, the consequence being that per head of population we are far and away the heaviest contributors to the customs revenue. We are not aware whether the members of the cabinet, who have under taken to investigate the tariff question, propose to come this way. They have visited Montreal and Toronto and taken the sense of the people there, especially from the point of view of the manufacturer. Will they come here and secure the opinions of an almost exclusively consuming community? That is what they ought to do. Cabinet ministers and Government officials flight as shy as possible of this province. They have no idea, we are convinced, of the peculiarities of our position; and they do not want to go into

the matter more than they are forced. While they may not absolutely refuse to listen to what British Columbia members may say in Parliament and in the offices of the different departments, they do nothing for us in this direction; but if it is proposed to readjust the tariff, the condition of things here must, in all fairness, and, we say, in all honesty, be taken into consideration.

The Board of Trade, being now in possession of most commodious and convenient quarters, ought to have and continue to have formal and informal discussions on this tariff question, and from them might were they only persistent—go forth a voice that would compel the people at Ottawa to hear and pay some attention to our complaints. The Board of Trade might be made much more efficient and effective than it now is, if its members met more frequently, both formally and informally, to discuss among other topics the really live question of the Dominion tariff as it affects British Columbia. In any case, that tariff has to be adjusted so as not to oppress us as it now does. We are not the milch cow on which the older provinces must continue to draw without stint and at the same time give us nothing in return.

THE SEALING QUESTION.

There are several features of the sealing controversy which have lately been brought to the front, and as they are of special interest here it may be well to refer to them in detail. A few days since it was announced that the indemnity for the British Columbia sealers had been or was to be at once forwarded to Collector of Customs Milne, of Victoria, for distribution. We have not yet heard of its arrival nor of any special endeavor having been made to secure the further information conditional on its distribution. We have no fancy for these delays, particularly when it is apparent that they are to a greater or less extent due to official red tapeism. Ordinary business men cannot afford delays in the transaction of their affairs, and the hindrances frequently cast in their way by public officials for no other reason than that of an unserviceable routine, are such as cannot be tolerated with any degree of equanimity. All this involves loss and in the case of the sealers it has kept out of their possession moneys which should long ago have been in their hands to put out to the best advantage.

Then again, it may be remarked that Russia seems to have given up her supreme sovereignty of the seas, otherwise an arrangement would not have been made between her and Great Britain by which sealing is prohibited within ten miles of the Russian coast and within thirty miles of the Robbin Islands—the Russian rookeries. This must be felt to be rather hard on the United States, who, last year, as has previously been stated, worked up Captain de Levron, of Zabiaka fame, to seize a number of sealing schooners and imprison their captains and crews. Our neighbors, no doubt, thought it a great coup when, by means of emissaries wearing their naval uniform and attached to some of their police vessels, they furnished

the light-headed captain with charts and other information, and, as was charged, induced him to follow the course which he did. His action and that of the American authorities who utilized him as their tool needs but little further condemnation than that which is deducible from the agreement to which we have just referred, which, if support were previously wanting for claims for damages on the part of the aggrieved British subjects, is found in that very agreement and practical admission of wrong doing.

Here it may be well to again remark upon the inconvenient time at which it has been found convenient for Great Britain and the parties of the other part to determine upon the limits outside of which sealing may be safely prosecuted. The original *modus vivendi* was proclaimed long after the B. C. sealers had left for the North and were difficult, if not impossible, to reach. Its renewal was announced at a period of the year which was quite as inconvenient, and now this last convention comes at a time when all the sealers have long since been away and can only, as it were, be reached by accident. The officer commanding the Navy at Esquimalt has been notified of this agreement within the last three or four days, but he is not likely to reach Russian waters, nor are the other vessels belonging to the North Pacific squadron, while the notification which was sent on Monday to the British consuls in Japan may—but most probably will not—secure the due warning of the sealers.

Then another point which has recently arisen and is worthy of notice is the manifest abandonment before the Court of Arbitration of some of the American pretensions and the endeavor to repudiate liability for damages in the event of an adverse decision being rendered. The proceedings of the last two days of the arbitration have amply justified the apprehension expressed in these columns that, were the findings adverse to the United States, the latter would endeavor to wriggle out of all responsibility. What do we now find? That when Lord Hannen made a pointed observation, counsel for the Americans announced that after the arbitrators had settled the facts of the seizures the further questions of liability and the amount of damages must be settled by the two Governments.

Very naturally Lord Hannen interposed "then the whole arbitration is useless," American arbitrator Morgan replying that "it would be impossible even for the President of the United States to give guarantees regarding the result of further negotiations, as when such negotiations are completed they must be confirmed by a two-thirds vote of the Senate in their favor." The American report from which the lines quoted are taken adds "This terminated the incident which evidently left a deep impression on all concerned." No doubt it did. The Americans were forced to show their hand, and the Board of Arbitrators must fully realize how they have been forced to take leading parts in a solemn farce intended by the Yankees to outwit the British.

QUARANTINE MATTERS.

Something has been done, but by no means enough, towards putting quarantine matters on a better footing. Dr. Macnaughton Jones has been appointed superintendent of the province. We can not say that we are in favor of this nomination. It was past him that smallpox slipped when Vancouver and Victoria were first visited by it, and upon numerous occasions the C. P. R. steamers have passed through his hands, even when they had smallpox on board, with, it is alleged, the smallest amount of detention, the disease having been more than once directly traceable to those whom they brought out. Then, moreover, other Oriental steamships had, it is said, greater obstacles placed in their way than had the Empresses. Dr. Macnaughton Jones, it occurs to us, ought to have been replaced by a younger man who is in closer touch with the very latest sanitary developments, and were this done we as well as many of our readers would feel a greater amount of security.

We observe, too, that Dr. Duncan, medical health officer of Victoria, has been appointed quarantine officer for the special purpose of inspecting vessels which arrive at this port from Puget Sound. The record of this officer speaks for itself; but it is to be remarked that upon more than one occasion, when in the exercise of the duty he owed to the city, he was resisted by the Dominion medical quarantine officer, who, though he may be open to blame for not longer detaining certain Oriental steamships, is, we must admit, certainly not censurable for not detaining Sound passenger steamers when he was too busily engaged otherwise to find time to attend to them.

ERASTUS WIMAN.

Mr. Erastus Wiman used to be regarded as a man of more than ordinary ability and smartness, too. These qualities combined enabled him to make a mark of considerable prominence, commercially and politically—the latter in his own specialty, the promotion of Commercial Union between Canada and the United States. In deed, he was until it was destroyed at the last general elections the leading light in that political enterprise. It was unquestionably by his own force of character and real quality that he made himself the leading feature of the Dun, Wiman Commercial Agency and became a proprietary magnate and a financial power in the city of New York. However, it would appear that he has become a living illustration of the ill effects of the too common practice of an individual attending to other people's business at the expense of his own.

The *Monday Times* with whose inception he had, if report be true, much to do, after paying tribute to his personal and general qualities—which are of a very high order—says: "that he was led away to dismal lengths by an ardent temperament, and of late years by an inordinate ambition, seems now but too plain. His devotion to impracticable schemes of continental free trade, in which we must grant him to have been a conscientious believer, conflicted with his position in the Mercan-

tile Agency, as his restless, pugnacious policy in other matters has already cost him friends and influence here and at home. It remains to be seen how far Mr. Wiman's own estimate of the value of his various properties may be realized in the future. But, meanwhile, it is unfortunately true that 'having neither money nor commodity to raise a present sum,' he is at the mercy of his creditors. His total liabilities are variously stated at from \$600,000 to \$1,000,000, and his assets consist largely of real estate on Staten Island, stock and plant of electric light works, and various stocks and bonds. True it may be that if he had the means he has lavished to help others, he might not be in the present strait. Still, it is sad to find an influential man, with surroundings of authority and comfort, plunged suddenly into difficulty and disfavor."

EDITORIAL COMMENT.

THE Provincial surveys for the present year have been mapped out and show a very considerable amount of work to be under contemplation, by means of which it is expected, that some very important information will be obtained.

THE report presented at the recent annual meeting of the Canadian Pacific Railway seems to have been a very satisfactory one, and to all appearances important improvements and extensions are under contemplation. It is announced in the Sound cities that the line is to be extended to Puget Sound, and that with this object in view the British Columbia and Burlington Bay Railway will be absorbed.

"CLEAN UP!" is the word now-a-days. The city is, taking it altogether, in a filthy condition, and if we are to be saved from an invasion of disease or the breeding of it at our own doors, now is the time to take vigorous action. Cholera is, we may add making headway in eastern countries, and how soon it may come over here, as smallpox did in the Oriental steamers, no one can say. "Clean up!" we again repeat, and let there be no mistake about our quarantine arrangements.

NEWFOUNDLAND is not yet ready to become part and parcel of the Dominion, a proposition looking to a reconsideration of the subject having recently been rejected in the legislature of that Colony. The premier declared that he believed a majority of the people were opposed to confederation and that the present time was by no means opportune to deal with it. We may therefore expect to see that the same old trade and fishing misunderstandings will continue, the latter being aggravated by the French shore question. Not only are both the Newfoundland and Canadian fishery interests prejudiced by the French possessions on the shore, but the inlets and adjacent islands are the home of smugglers who

materially interfere with the collection of customs revenue.

WE notice that the members of the City Council have—what they ought to have done long ago—resolved to make further inquiries into the affairs of the Victoria and Sidney Railway, whose bonds were endorsed upon the vote of the citizens, the first interest upon which has already been paid out of the civic treasury. There has unquestionably been some sleight-of-hand business, by which the Company's shares have found a new owner or owners, and for our part, under all the circumstances, we are inclined to think that there is a grave legal question involved as to the relations of the city of Victoria, and the enterprise as it really exists. Light is wanted on the entire subject, and plenty of it before another dollar is paid out or any further responsibility—moral or otherwise—assumed.

THE Winnipeg Board of Trade has appointed a delegation to the International Convention to be held in St. Paul, in June, to discuss questions of interest affecting the United States and Canada. Their instructions are to co-operate with and heartily support any movement with the aim of improving the water ways or any movement likely to cheapen and improve transportation between the northwest of both countries, and the seaboard. They are, moreover, instructed as to their attitude on the tariff question. At the same meeting it was further resolved that the board communicate with the premier of the Dominion and urge that some of the cabinet ministers visit Winnipeg, as they have Montreal and Toronto, to enquire on the spot into the working and effects of the present customs tariff.

THE *News-Advertiser*, whose editor sat on the fence until he saw he could gain nothing by remaining there any longer when he concluded to take his legitimate place as an opponent of the Government, accuses the BRITISH COLUMBIA COMMERCIAL JOURNAL of being a ministerial organ. Moreover, it insinuates that in the interest of the Davie administration this paper holds out a bribe to the people of the Mainland in the matter of the construction of the Parliamentary Buildings at James Bay. It is needless to repudiate the idea. We have never been in the counsels of the James Bay people nor have we ever placed ourselves in a position to render it possible for us to be connected with any project to administer the affairs of either the Island or the Mainland by others than the duly constituted authorities. Possibly it is on this account that the endeavour is made to put a brand of some kind upon us, and to make us wear a collar that would be an extremely irksome one. We have no individual axes to grind, and have no townsites to boom; albeit we hold it to be within our Province to express an opinion upon any public matters without asking the permission of those who profess independence as the most convenient way of gratifying their own personal predilections or of avenging their disappointed ambitions.

AUSTRALIAN BANK FAILURES.

The cable announces another Australian bank failure. This time it is the Bank of Victoria, with liabilities away up in the millions. These failures have naturally directed attention to that part of the world, and financial men are investigating the banking methods which have prevailed in Australia. It appears that banking business in that country is very different from what would be considered conservative banking in Canada, inasmuch as the banks there promote speculation in land, building, etc., by making loans on real estate. The natural consequence is that building has been overdone and the rental does not even pay a fair interest on the cost. British capital has been lavishly invested in that country, especially since the failure of the Barings and the losses incurred in the Argentine collapse two or three years ago. The necessities of the hour do not appear to have been taken into consideration and the colonists have, without reflection as to the consequences, expended large sums on railroads and other improvements, which, while they may not prove ultimately unproductive, are beyond present requirements. Large sums have been spent in costly buildings, which have depreciated in value beyond all expectation. Public confidence has been impaired in the banks which are known to have advanced money to promote wild real estate schemes. Deposits have been withdrawn, and the consequence is the wholesale suspension of banks. Manitoba, in the early days, afforded another lesson of the evil consequences of attempting to inflate values of property by speculation, and increasing facilities beyond the requirements of the people.

THE ORIGIN OF LIFE INSURANCE.

It is a curious fact that the "doctrine of probabilities," or the scientific basis upon which all insurance rests, had its origin in a game of cards. That is to say, the foundation upon which this great economy depends, and upon which it owes its claims to the confidence and patronage of the community, originated from investigations regarding games of chance. It happened in this way: About the year 1650 the Chevalier de Mere, a Flemish nobleman, who was both a respectable mathematician and an ardent gamester, attempted to solve the problem of dividing equitably the stakes when a game of chance was interrupted. The problem was too difficult for him, and he sought the aid of the famous Abbe Blaise Pascal, a Jesuit priest, author of "Night Thoughts," and one of the most accomplished mathematicians of any age. Pascal solved the problem, and in doing so enunciated the "doctrine of probabilities," or laws governing so-called chances. Upon this depends not only the laws governing insurance of all kinds, but also the laws governing the motions of planet in space, and, in fact, all astronomical science. This doctrine or theory Pascal illustrated by the throwing of dice. When a single die is thrown the chance of turning up an ace is precisely one out of six, or one out of the

total number of sides or faces. But if a large number of throws are made, it will be found that each face will be turned up an equal number of times. From this Pascal laid down the proposition that results which have happened in any given number of observed cases will again happen under similar circumstances, provided the numbers be sufficient for the proper working of the law of average. Thus the duration of the life of a single individual is one of the greatest uncertainties, but the duration, or rate of mortality, of a large number of individuals may be predicted with great accuracy by comparison with the observed results among a sufficiently large number of persons of similar ages, occupations and climatic influences.

COST OF WAR.

The meeting of the peace congress at Berne, Switzerland, has served to call out facts in relation to the cost of wars in men and money. A member of the French academy has presented some interesting statistics in relation to the number of men France has lost in war during the century. During the fifteen years ending in the fall of Napoleon, a million of men died in the field and as many more in the hospitals. Of the 309,268 French soldiers who took part in the Crimean war, 10,210 died in battle and 82,375 in hospitals. In the Franco-Prussian war, 1,000,000 men were called from their homes, of which number 491,905 never returned. Sweden still suffers from the wars of Charles XII., as France does from those of Napoleon. In some of the small republics of South America, a much larger proportion of the people have been killed in wars than in any country in Europe. In times of peace, as the present, it is well not to prepare for war, as the old adage advises and so many countries are doing, but to take measures to settle difficulties without resort to arms. Publishing statistics like those presented to the peace congress may have a wholesome effect in hastening the time when nations "shall learn war no more."

SAN FRANCISCO COAL TRADE.

J. W. Harrison, under date May 6, reports as follows of the San Francisco coal market: "During the week there have been the following arrivals from the Northern mines, 9,619 tons, from Newcastle, N. S. W., 3,070 tons. The quantity coming to hand this week is very light, which leads to our reserve being eaten into, still there is a large fleet of vessels loading at our Coast mines, hence there is no possibility of a famine. Our imports of foreign coals have been but nominal for the past month, which has largely increased the demand for our local output, and has caused a hardening of values. Our jobbers are now receiving remunerative profits on their sales of cargoes contracted for by them a few months ago, this to them is somewhat of a novelty, as there is no branch of trade in the city, involving the handling of so much money, where the profits are cut so fine as in the coal trade. There is no unity of interests, the seeming raving desire of each, is to divert trade from a competitor, if to succeed it

is necessary to handle the coal at absolute cost. Prestige, not profits, is what is sought, volume of business, regardless of profit and loss account being benefitted. Latest cable freight rates from Australia are thirteen shillings from Newcastle, more vessels offering than are wanted. Liverpool and Cardiff rates are stiffer than last week. Owners will not charter unless they are paid fair rates for transporting coal, so long as present outward grain freights remain unchanged, the coal and grain rates added together must gross a certain amount."

GUIDES FOR THE WORLD'S FAIR.

The World's Fair management is arranging to provide guides for visitors. As yet the plan for the assignment of guides has not been completed, and, in fact, it is not likely to be until actual service shows what is most needed by the visitors to the fair. One plan contemplates that those who desire the service of a guide shall purchase a ticket entitling them to such a service. The rate for this ticket has not been determined, but it is thought this system will be adopted to avoid the pernicious system of tipping. A visitor who has such a ticket when he arrives at the terminal station, or at any of the main entrances to the ground, will find a detachment of guides under command of a sergeant. The visitor presents his guide ticket to the sergeant, who details a man to accompany him to any building that he may wish to visit. When they enter the building the guide will turn the visitor over to the sergeant in charge of the detachment of guides in that building, who will assign a man to show him through the building. At the conclusion of the visit to this building the visitor will be taken to the next building that he wishes to visit, and turned over to another sergeant at the entrance, who will assign one of the men of his detachment to take him through the building, and so on the plan will work the same in all parts of the grounds. This plan is subject to modifications and improvements, but in a general way it is determined that the guides who wait upon visitors shall be specialists in the particular department where they are on duty. By this method much better service will be given than if one man were detailed to explain the immense variety of exhibits that are to be seen.

A NEW INDUSTRY.

There is being erected at Lily Lake, Nova Scotia, a drying house heated with wooden furnaces, for the purpose of drying the water out of fossil fluor spar, a large deposit of which is found at the lake. The spar is a white powder, chemically is nearly pure silica, and is supposed to have an animal origin—the remains of animalcula. The spar is a valuable substance in the arts. It is an absorbent of water and other substances and a non-conductor of heat. It is used in the manufacture of explosives, in surgery, in place of asbestos, in place of whiting in rubber shoes and many other purposes. Should the attempt prove successful, large quantities of the mineral will be gathered and shipped to the United States.—*Chignecto Post*.

COMMERCIAL SUMMARY.

The French are beginning to make artificial silk from wood pulp. The pulp is by chemical treatment reduced to a viscous substance from which the silk thread is produced. Silk goods have already been made from it, and though there are yet some difficulties to be overcome, it is believed that silks produced by the new process will figure largely in the commercial world.

The railway statistics of Canada for 1892 show that during that year 233 persons were killed in the Dominion as follows: Falling from cars or engines, twenty-seven; getting on or off trains in motion, twenty; at work in making up trains, five; coupling cars, ten; collisions and derailments, twenty-two; striking bridges, two; walking or being on track, eighty-nine; explosions, one; other causes, fifty-seven. Total, 233.

According to the bulletin issued by the Ontario Bureau of Industries dealing with the crops and live stock of the province, the winter, on the whole, has been favorable to fall wheat, though smothering by too much snow in some quarters is reported. The prospects are reported as above the average. Cattle suffered more or less from exposure. Spring work is reported late in the western part of the province owing to the weather.

The estimated quantity of standing timber in British Columbia is something over 1,000,000,000,000, feet. Of the 190,000,000 acres in British Columbia 170,000,000 are put down by the Canadian Pacific Railway as timber and grazing lands. Computing half of this area as either grazing or inaccessible land and lumping the balance off at the very low average of 15,000 feet to the acre the unauthentic estimate of 1,275,000,000,000 is reached.

Mr. Edward Atkinson, of Boston, the well known authority, estimates that the fire loss in the United States for 1893 will reach \$150,000,000. As the management expenses of insurance companies will be about \$65,000,000 more, and the cost of maintaining fire departments about \$35,000,000, he places the total cost to the community on account of fires at \$250,000,000, a tax equal to between ten and twenty per cent. of the whole net profits of the country for a year.

The staple trade of Belfast is quiet. Prices are still getting firmer, and the prevalent opinion exists that raw flax will be scarce and dearer before the next season's crop has been reached. Fine sets of Ballymenas are not in high demand, but white linens are growing firm. There are now commencing to arrive some of the United States buyers, with instructions for the autumn requirements. Canadian business has somewhat improved. Other markets are unchanged, the home trade showing no visible improvement.

Speaking of the cattle export trade prospects for the present season, the *Canadian Trade Review* expresses the opinion that it will, this year, be cautiously conducted and restricted in volume. The trade, it says, is trembling upon the verge of a radical change, and, until the direc-

tion of the new trade is ascertained, shippers will not act on so large a scale as they have done heretofore. Apart from the en bargo, the dead meat trade is assuming proportions not to be despised, and this, it seems to think, will be considerably increased this year.

Now that the members of the Board of Trade have got into their new quarters, it is to be expected, that with their better accommodations they will find greater facilities for talking over business matters which concern them all in connection with which reforms are required. Among these are, as we have frequently pointed out, an efficient Dominion Insolvency Act, which shall have among others the following features as insisted upon by the Board of Trade, of Montreal: Complete doing away with preferences; equitable distribution of the assets of all insolvent estates; a reasonable discharge clause for honest debtors; and no class of official assignees.

In the last report of the factory inspectors of New York, the fact is brought out that not only the cheaper grades of clothing, but nearly all the better kinds, are made in the tenement house workshops of that city—in other words, by the sweating system. Of 350 wholesale manufacturers of clothing in New York, only 10 do not get work done by sweaters. The sweating system is carried on to a not inconsiderable extent even in Canada, as can be shown in cities like Montreal and Toronto, and it has increased especially in the province of Quebec in the last ten years. One of the functions of the new labor bureau will be to see to it that the sweating system does not get a footing here.

The late sealing season has been most unfortunate for Newfoundlanders. The estimated catch is short of 100,000 seals, which is not one-third of the average yield. Last year, 350,000 seals were taken, and, in 1891, still more, while, in some years, the number of seals killed has exceeded 500,000. Twenty-two steamers went to the resorts this spring. Of these, nineteen had returned at last advices, and seventeen were either without cargo, or had insignificant catches. The harp seals, which furnish the best quality of fur, escaped altogether, and none of the ships got any. All the furs of the fleet are hood seals. Some 6,000 men are employed in this industry, and it is feared that this will completely paralyze trade in the colony.

The *Monetary Times* thus refers to the recent establishment in Victoria of a Retailers' Credit Agency. "An unexpectedly large number of business men came together in Victoria on April 17th, in order to effect a combination of the credit-giving business men of Victoria. The system of the Merchants' Retail Commercial Agency of Chicago was adopted and a branch of that agency organized. By this method every delinquent debtor is given a fair opportunity to be heard. A list of the unsettled claims is furnished to each member periodically after debtors have been notified, and each member refuses credit to all delinquents who will take no steps toward adjustment of their obligations. The debtor is re-instated when he settles up, and every member is bound to notify the agency of the adjustment of a claim."

The *Iroquois News*, a Conservative paper, charges that though the contractor who had the contract for dredging the channel at the Galops rapids, St. Lawrence river, did not complete his work, he has received his money from the government, amounting to more than \$360,000. It adds that it believes "that the day will come when the Connolly-McGreevy scandal will pale into significance beside the greater one that is just rising into sight on the jobbery horizon. Connollys anyway always did their work well." It seems that the channel was to be dredged to a uniform depth of 11 feet, but owners of vessels say there is no such depth in places, and the *News* affirms that vessels drawing only 11 feet of water have grounded in the channel. Mr. Gilbert, the contractor, has replied that the government engineer has approved his work. Here is surely an occasion for the most thorough investigation.

Recently the Toronto and London Commercial Travelers' Associations represented to the Ontario government that the closets and lavatories, as well as the apartments, in a large proportion of the hotels of the province are in an unsanitary and sometimes filthy condition, and asked that the license inspectors be instructed to see that reforms are made by the hotel keepers. They also complained of the sample rooms being badly lighted and heated. Filthy closets, unsanitary kitchens and ill-ventilated or unventilated rooms are the disgrace of a large proportion of hotels throughout Canada, and the trouble is not confined to one province or to village and third rate city hotels, but to very many houses who claim to be the best in their town. The government of Ontario at once took up the question of the sanitary conditions of the hotels, and issued instructions to the license inspectors to see that the evils be remedied. The possibility of a visit of cholera this summer renders the case urgent, and if it were possible for some such action to be taken here a large section of the country would be benefited.

The *Canadian Journal of Fabrics* complacently makes the following remarks: "Chinamen are gradually taking the place of whites as help in the woollen mills of California and adjoining states, and one superintendent praises them highly. The Chinese have for some time been employed in the western boot and shoe factories with great success, but the adoption of that class of labor in the textile trades is an innovation, and its extension will be watched with interest, although that interest may not be very sympathetic on the part of mill hands." Our contemporary, manifestly, is in ignorance of the Chinese question in all its repulsive and disadvantageous features, and has apparently yet to learn that there are others than the vital labor interests concerned which, upon this Pacific coast, strongly protest against the introduction of Chinese who, with their exclusive characteristics and relations, have no *raison d'être* in countries where it is possible to do without them, there being countries other than white men's in which there is yet plenty of room for them and with, at the same time, more congenial associations,

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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	\$163,451	pr April 11
Br bark	Glengarry	802	Davidson	Nov. 3	Westminster	Liverpool	37,352	186,700	pr April 15
Br bark	Chilli	678	McKenzie	Dec. 12	Victoria	Liverpool	30,033	163,061	
Br bark	River Ganges	612	Budge	Dec. 19	Victoria	London	29,461	147,305	
Br bark	The Frederick	812	Simpson	Dec. 18	Victoria	London	32,403	167,836	

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	1,495,128	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	1,001,171	9,133	March 25	60s
Am bark	Hesper	664	Sodergren	Feb. 20	Vancouver	Shanghai	754,924	7,781	April 23	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	834,937	7,095	May 20	42s 6d
Nor bark	Czar	1324	Christophersen	March 4	Vancouver	Adelaide	1,016,611	10,476	June 7	52s 6d
Nor bark	Agnes	811	Holgaard	Feb. 20	Chemainus	Antofagasta	602,569	6,413	June 11	40s
Nor ship	Kathinka	1163	Klevenberg	March 12	Vancouver	Melbourne	1,228,925	9,251	May 28	60s
Chil bark	India	953	Funke	Feb. 22	Vancouver	Valparaiso	803,291	7,018	May 10	owners ac
Br bark	Glenbervie	800	Groundwater	March 21	Vancouver	Iquiqui	631,810	7,639	June 8	37s 6d
Br ship	British India	1190	Lines	March 31	Vancouver	Valparaiso	865,866	9,315	July 11	37s 6d
Am schr	W. H. Talbot	776	Blum	March 14	Vancouver	Tientsin	1,024,876	10,272	May 28	67s 6d
Am schr	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	416,386	3,476	March	Private
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 28	47s 6d
Br bark	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	70,275	7,986	Aug. 31	\$16 00
Br bark	Craigend	2218	Lewthwaite	April 18	Vancouver	Iquiqui-Callao	1,808,000	12,351	July 11	27s 6d & 30s
Br bark	Toboggan	676	Porter	May 20	Vancouver	Wilmington	632,823	9,330	Sept. 11	\$15.00
Br bark	Thermopylae	918	Winchester	June 2	Vancouver	Yokohama	323,576	8,949	July 22	Private
Nor bark	Fritzo	1078	Rolfson	May 29	Chemainus	Melbourne	983,124	8,072	Aug. 7	45s
Br ship	Burma	1647	Newcombe	June 2	Moodyville	Valparaiso	1,289,359	9,883	Aug. 23	35s
Br ship	Crown of Denmark	3029	Smith	June 24	Vancouver	Melbourne	1,350,725	15,435	Sept. 23	37s 6d
Nor bark	Ursus Minor	965	Johnson	June 1	New Westminster	Sydney	481,214	4,333	Aug. 3	37s 6d
Br ship	Earl Granville	1149	Flack	June 16	Cowichan	London	833,337	12,303	Nov. 5	62s 6d
Chil bark	Antonietta	929	Stack	June 27	Chemainus	Valparaiso	836,358	9,015	Dec.	owners ac
Ger bark	Palawan	967	Van Heuvel	July 8	Vancouver	Iquiqui	688,831	7,521	Sept. 27	33s 9d
Chil bark	Leonor	801	Jenatsch	July 8	Moodyville	Antofagasta	637,375	6,520	Oct. 13	owners ac
Chil bark	Guinevere	960	Glemie	Aug 6	Chemainus	Valparaiso	762,062	7,612	Oct. 28	owners ac
Am bkn	Robert Sudden	553	Uhlberg	Aug. 3	Vancouver	Valparaiso	771,140	8,797	Nov. 26	40s
Chil ship	Hindostan	1543	Walsh	Aug 7	Moodyville	Valparaiso	1,232,586	11,471	Oct. 23	owners ac
Br bark	Zebina Gowdy	1037	Manning	Sept. 5	Vancouver	Wilmington	833,218	10,125	Jan. 1	\$13.00
Chil ship	Atacama	1235	Calallero	Aug 21	Moodyville	Valparaiso	994,491	9,089	Nov. 1	owners ac
Br ship	City of Quebec	708	Carnegie	Sept 6	Vancouver	Adelaide	517,409	4,048	Nov. 30	40s
Br bark	Nivech	1174	Broadfoot	Sept 3	Vancouver	Sydney	951,900	9,287	Nov. 8	owners ac
Am schr	Robert Searles	570	Piltz	Sept. 8	Vancouver	Port Pirie	815,321	5,962	Nov. 23	41s 3d
Am ship	George Skottfield	1276	Dunning	Sept. 20	Vancouver	Valparaiso f.o.	931,346	81,781	Dec. 21	40s
Chil bark	Lake Lemna	1035	Bozzo	Sept. 22	Moodyville	Valparaiso	763,839	6,610	Dec. 15	owners ac
Br bark	Scammell Bros.	1218	McFarlane	Oct. 15	Vancouver	Philadelphia	907,554	11,753	Feb. 16	\$11.00
Am schr	Alice Cook	732	Penhallow	Oct. 5	Vancouver	Sydney	919,800	8,338	Dec. 19	30s
Nor ship	Morning Light	1310	Johansen	Nov. 3	Vancouver	Liverpool	939,193	10,009	April 1	58s 9d
Br bark	Columbus	691	Melhuish	Nov. 16	Vancouver	Adelaide	565,270	4,539	Feb. 3 pr	37s 6d
Am schr	Lyman D. Foster	730	Dwyer	Nov. 5	Moodyville	Sydney	892,558	7,809	Jan. 13	30s
Nor bark	Benj. Baugs	1118	Rijonness	Dec. 20	Vancouver	Halifax	786,085	10,015		45s 3d
Br bark	Fernbank	1338	Boyd	Nov. 25	Moodyville	Iquiqui	500,300	4,728	Feb. 13	36s 3d
Br bark	Grasmere	1246	Carter	Dec. 25	Vancouver	Valparaiso f.o.	911,688	10,370	March 23	36s d
Am ship	Edward G'Brien	1725	Taylor	Dec. 10	Vancouver	London	1,257,635	11,229		58s
Nor bark	Fortuna	1332	Mikelsen	Dec. 17	Moodyville	Valparaiso f.o.	1,263,729	12,088	March 5	36s 3d
Br ship	Abcoma	979	Black	Dec. 29	Vancouver	Port Pirie	775,140	6,425		37s 6d

B. C. LUMBER FLEET, 1893.

Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,348	7,844	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 1	Vancouver	Queenston UK	923,058	9,882		52s 6d
Nor bark	Fritzo	1078	Rolfson	Jan. 10	Vancouver	Valparaiso	879,260	8,031		30s 3d
Am bark	Colorado	1036	Gilson	Jan. 19	Cowichan	Valparaiso f.o.	832,657		April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	826,663	15,537		Private
Chil bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,409		owners ac
Br bkn	Bittern	393	Stronach	Jan. 20	Vancouver	Fremantle Au	302,450	4,201		owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,324,879	14,058		35s
Br ship	County of Vermont	2151	Swanson	March 23	Vancouver	U. K. f.o.	1,628,590	17,500		50s
Chil ship	Hindostan	1542	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,242		owners ac
Am bark	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,926		Private
Am ship	Ivy	1181	Lowell	April 22	Vancouver	Wilmington				Private
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577		35s
Br ship	Natuna	1106	Grub	April 20	Vancouver	Port Pirie	964,868	7,718		42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900		45s
Haw. bark	John Ena	2800			Cowichan	Port Pirie				40s
Br bark	Blairholme	1201	Gray		Vancouver	Sydney	913,685	7,804		31s 3d
Br bark	Mary Low	813	Robertson		Vancouver	Pisagua				35s
Nor bark	Sigurd	1530	Asse		Vancouver	Port Pirie				40s
Chil ship	Atacama	1235	Calallero	May 13	Moodyville	Valparaiso	967,361	7,762		owners ac
Br bark	Wythop	1218	Edwards		Vancouver	Sydney				31s 3d
Br ship	Gryfe	1028	Roberts		Vancouver	Cork f.o				50s
Ger bark	Heinrich	923	Henne		Vancouver	Cork f.o				55s
Br bark	Doehra	966	MacJarrow		Vancouver	Port Pirie				38s 9d

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	Morayshire.	1128	Mowatt.	Oct. 21.	Q Samarang.	Vancouver.	B. C. Sugar Refinery Co.	207
Br ship	Blair Athole	1627	Taylor.	March 3.	R Samarang.	Vancouver.	B. C. Sugar Refinery Co.	74
Br bark	Formosa.	915	Kain.	March 16.	H Liverpool.	Victoria.	R. P. Rithet & Co., Ltd.	61
Br bark	City of Carlisle.	823	Hughes.		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.		L London.	Victoria.	Turner, Beeton & Co.	
Br ship	Drumcraig.	1919	Sparring.		F Liverpool.	Vancouver.	Evans, Coleman & Evans.	
Br ss	Miwera.	1911	Stott.	May 18.	P Sydney.	Vancouver.	C. P. R. Co.	
Br ship	Rathdown	2058	Morrisey.	April 1.	C Maryport, Eng.	Vancouver.	Mellon, Smith & Co.	45
Am ship.	A. J. Fuller	1782	Wallnut.		Y Yokohama.			3
Br bark	Thermopylae.	991	Winchester.	May 13.	F Hong Kong.	Victoria.	Victoria Rice Mills.	
Br ss	Empress of India.	3063	Marshall.	May 3.	B Hong Kong.	Vancouver.	C. P. S. Co.	13
Br ss	Tacoma.	1662	Hill.	May 6.	D Hong Kong.		Dodwell, Carhill & Co.	10
Br bark.	Ladsteek.	816	William.	March 21.	J Liverpool.	Westminster.	Bell-Irving & Paterson.	53
Br ss	Empress of Japan	3003	Lee.		G Hong Kong.	Vancouver.	C. P. S. Co.	
Nor bark	Fortuna.	1332	Bryde.		L Valparaiso.	Vancouver.	Robert Ward & Co., Ltd.	
Br ship	Earl of Dunmore.	2205	Kay.		M San Francisco.	Victoria.	Robert Ward & Co., Ltd.	
Am schr.	Carrier Dove.	672	Brandt.		N Hilo.	Cowichan.	Robert Ward & Co., Ltd.	
Br ship	Gunford.	2118	Wier.		O San Francisco.	Vancouver.	Hastings Mill Co.	
Br ss	Tacoma.	1662	Hill.	May 6.	S Hong Kong.	Victoria.	Dodwell, Carhill & Co.	10
Am schr.	Puritan.	581	Warner.		S Honolulu.	Moodyville.	Moodyville Saw Mill.	

Q - Cargo of 2,100 tons raw sugar. Chartered to load lumber at Vancouver for West Coast of South America. R - Cargo of 2,300 tons raw sugar. Chartered to load lumber at Vancouver for Cork f.o. at 18s 9d. H - May 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 - To sail before May 10. B - Via Yokohama May 12. D - Via Yokohama May 17. J - Via Honolulu. Chartered to load salmon for U. K. at 35s. C - Cargo of steel rails for C. P. Railway. G - To sail May 21. Via Yokohama June 2. L - Chartered for lumber to Port Pirie at 37s 6d. M - Chartered for lumber to Port Pirie at 36s 3d; option 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 Honolulu. S - Via San Francisco. Chartered for lumber to Tientsin; terms private.

VESSELS IN PORT.

(May 15, 1893.)

VICTORIA.

Ger. steamship Romulus, 1,722 tons, Capt. Berendt, in Esquimalt dock.

Br. ship Kinkora, 1,799 tons, Capt. Lawton, arrived April 25, from Liverpool, with general cargo; Robt. Ward & Co., Ltd., consignees.

Br. bark Doehra, 966 tons, Capt. MacJarrow, arrived April 28, from Liverpool, with general cargo; Robt. Ward & Co., Ltd., consignees. Chartered for lumber from Vancouver to Port Pirie.

VANCOUVER.

Br. bark Blairhoyle, 1,291 tons, Capt. Gray, arrived March 27, loading lumber at Vancouver for Sydney.

Chil. ship Atacama, 1,235 tons, Capt. Caballero, arrived March 31, loading lumber at Moodyville for Valparaiso.

Nor. bark Sigurd, 1,530 tons, Capt. Aase, arrived April 2, loading lumber for Port Pirie.

Br. bark Wythop, 1,248 tons, Capt. Edwards, arrived April 5, loading lumber for Sydney.

Br. bark May Low, 813 tons, Capt. Robertson, loading lumber for Pisagua.

Ger. bark Heinrich, 973 tons, Capt. Heine, loading lumber for Cork f. o.

Br. steamship Empress of China, 3,003 tons, Capt. Archibald, arrived May 1.

Br. ship Gryfe, 1,069 tons, Capt. Roberts, loading lumber for Cork f. o.

Br. bkn Tacora, 911 tons, Capt. Thornton, arrived April 15, chartered by C. P. R. to take Chinese to Portland.

Haw. schooner Americana, 839 tons, Capt. McLellan, arrived April 20, from Liverpool, with general cargo; Baker Bros., & Co., Ltd., consignees. Will load coal for Honolulu.

COWICHAN.

Haw. bark John Ena, 2,600 tons, arrived March 26, loading lumber for Port Pirie, on account of Robt. Ward & Co., Ltd., consignees.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
Am. bark Gen. Fairchild, 1,356 tons, Capt. Boyd.

Am. ship Eclipse, 1,536 tons, Capt. Peterson.

WELLINGTON SHIPPING.

Am. ship Columbia, 1,399 tons, Capt. Nelson.

Am. ship John A. Briggs, 2,033 tons, Capt. Balch.

Am. ship America, 1,952 tons, Capt. Harding.

Am. ship Big Bonanza, 1,399 tons, Capt. Bergman.

Am. ship T. F. Oakes, 1,893, Capt. Reed.

Am. bark Alex. McNeil, 1,088 tons, Capt. Jorgensen.

EAST WELLINGTON SHIPPING.

Am. ship Guardian, 1,073 tons, Capt. Marden.

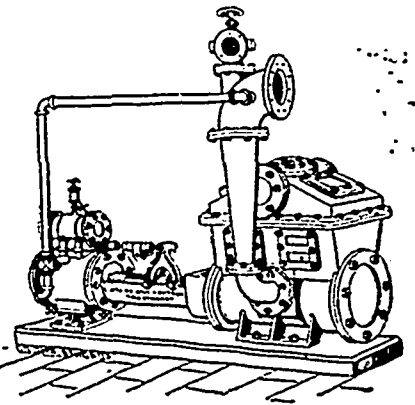
RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	3	4,487
Vancouver.....	9	11,627
Nanaimo.....	9	13,737
Cowichan.....	1	2,600
Total.....	22	32,451
Previous week.....	27	38,638
Correspond'g week last year	24	30,198

FREIGHTS.

Rates are practically unchanged except for grain and the market generally is dull. Orders for lumber are very few and consequently the enquiry for ships is very limited. But grain vessels are wanted at Portland and Tacoma, and freights from these points have advanced about 5s per ton.

Freights from British Columbia or Puget Sound are quoted as follows: - Valparaiso for orders, 27s 6d; Sydney 27s 6d; to 30s; Melbourne, Adelaide or Port Pirie, 36s 3d to 37 6d; United Kingdom, calling at



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Condensers
and
Air Pumps
will help
Profits.

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TORONTO, ONT.,
FOR PARTICULARS.

Cork for orders, 50s; Tientsin 55s to 60s; Grain freights from San Francisco to U. K., Cork for orders, 20s to 22s 6d; from Portland, 27s 7d; Tacoma, 25s. 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.



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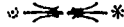
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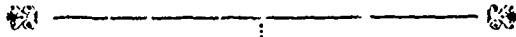
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