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- Thames & Mersey (Marine) Insurance Co.
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- Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

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TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, July 26.
VICTORIA.

As we anticipated last week, trade has not been seriously endangered by the smallpox scare, in fact, merchants generally do not complain of the volume of business. More particularly is this the case with the retail trade. Of course the wholesale trade is visibly affected by the quarantine, but it is believed that this restriction on commerce will be removed in the course of a day or so, and then trade will resume its normal condition.

The several railway enterprises contemplated by local and foreign capitalists appear to be assured and the feeling is that with the advent of these railways an era of unprecedented prosperity for this province will set in.

It is reported that the output of the New Vancouver Coal Company's mines at Nanaimo will be considerably reduced, as it is said that with the present state of the San Francisco market the output for some time past has been too great.

The seizure of the Coquitlam and the holding of practically the greater part of the coast catch of sealskins off the market is rather awkward for sealers who desire to place their catch on the market and realize on it.

Hong Kong exchange is reported steady and quoted at 70c for the Mexican dollar.

FRUITS AND VEGETABLES.

The receipts of California fruit and vegetables by steamship Walla Walla, July 21, from San Francisco, comprised: For Victoria—74 bxs pears, 165 bxs apricots, 228 bxs peaches, 158 bxs apples, 77 bxs plums, 3 bxs grapes, 2 crts bananas, 4 bxs lemons, 25 bxs oranges, 2 crts melons, 8 bxs cucumbers, 1 bx garlic, 1 bx peppers, 1 bx corn, 67 bxs tomatoes, 61 sacks onions, 223 sacks potatoes; total, 1,100 packages. For Vancouver—114 bxs peaches, 99 bxs apricots, 67 bxs plums, 76 bxs apples, 78 bxs pears, 4 crts bananas, 6 crts melons, 2 bxs lemons, 3 bxs oranges, 1 sack coconuts, 4 bxs cucumbers, 43 bxs tomatoes, 1 bx garlic, 30 sacks onions, 300 sacks potatoes; total, 918 packages. Grand total, 2,051 packages.

The receipts by the last steamer show a considerable falling off from the week before. In fact there has been a considerable falling off in the shipments by each succeeding steamer arriving during the past month. July should be one of the busiest months with fruit importers, but this year it has been a poor one. In August there is generally a falling off in the imports from California, and home fruit supplies the greater part of the demand. Receipts of apricots are falling off, as the season for them is nearly over. Local cabbage has entirely taken the place of imported. Local plums are expected next month, but the early spring frosts injured the crop, which will be very small. The local apple crop is expected to produce a fair yield. Royal Ann cherries from local orchards are quoted for outside shipment at \$2.50 for 20 lb. boxes. The steamship Palmas, which arrived July 24 from Honolulu, brought a large consignment of bananas and pineapples from the Sand-

wich Islands. These are said to be prime fruit, and are being quoted, ex ship—Bananas \$2 a bunch, pineapples \$7 a doz. Local dealers have secured large supplies. The prices of fruit received on the 21st inst. from San Francisco showed an advance on quotations of 25c a box on plums, apricots, pears, peaches and apples, and 50c a box in Sicily lemons, but it is generally expected that they will drop back again to about the old prices this week. An advice received says that good fruit is scarce in San Francisco, and higher prices are probable.

Current quotations for fruits are as follows:—

Oranges—Santa Barbara	\$3 75 @	
Tahiti Seedlings		
Riverside Seedlings	3 00 @	3 50
Lemons—California	5 50 @	6 50
Sicily	7 00 @	0 00
Bananas, crate	2 50 @	
Plums, box	1 25 @	1 50
Apricots	0 00 @	1 25
Peaches	1 35 @	1 50
Pears—Bartlett, large boxes	2 50 @	0 00
Apples—Red Astracan	1 75 @	2 00
Grapes	2 50 @	2 75
Pine Apples, doz.	5 00 @	0 00
Cocoanuts, doz.	90 @	0 00
Cherries—Royal Ann (local) 2-lb box	2 50 @	
Vegetables are quoted:		
Potatoes—California	1 1/2 @	1 1/2
Local	1 1/2 @	1 1/2
Onions—Red California	1 1/2 @	1 1/2
California Silverskins	1 1/2 @	1 1/2
Tomatoes, bx.	1 25 @	1 50
Cucumbers, bx	1 50 @	2 00

GROCERIES AND PROVISIONS.

The receipts of California butter from San Francisco by the Walla Walla, July 21, for Victoria, consisted of 2 cases, containing 210 lbs., against 1,020 lbs. received by the previous steamer. A good deal of Manitoba dairy butter is being received on consignment. First quality dairy is in fair demand, but poor grades find a slow sale, as the trade here is not for inferior grades of butter. Extra choice Manitoba dairy is reported as selling for 24c, as it is about equal in quality to creamery. Ordinary selected has declined 1c per lb.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	25 @	00
" " tins	26 @	00
Manitoba Creamery, tubs	25 1/2 @	00
" Dairy choice	18 @	19
" Cooking	10 @	14
Cheese—Canadian, tubs	13 @	14
California	16 @	00
Eggs, doz	15 @	18
Smoked meats and lard are quoted:		
Hams	14 @	15
Breakfast bacon	14 @	16
Short rolls	11 1/2 @	13
Breads	13 @	15
Dry Salt, long clear	11 @	12 1/2
Pure Lard, 50lbs	13 @	13 1/2
" " 20lbs	00 @	13 1/2
Lard Compound	10 1/2 @	11 1/2

Sugar—Jobbers' prices, 1/2-barrels and kegs in each case being 1/4c higher:

Dry Granulated	5 1/2
Extra C	5 1/2
Fancy Yellow	5 1/2
Golden C	4 1/2
Syrups, per lb.	3

The first new season's evaporated apricots have been received from California, and are quoted at 16 1/2c per lb.

The St. Louis Interstate Grocer says: "The late unfavorable reports on the fruit crop have led to some speculative trading

in the leading lines of dried fruits. The reports from California are very promising, but in view of the bad outlook east of the Rockies, Pacific coast growers entertain exalted ideas in regard to prices for their product."

The Toronto Empire says: "Practically all of the pack of lobster in flat tins on the Nova Scotia, Prince Edward Island and Newfoundland shores has been cleaned out, and the pack of tall tins is so closely sold ahead that \$1.85 to \$1.00 here have become close prices for other than inferior goods."

FLOUR AND FEED.

The Hudson's Bay Company have reduced the price of their Manitoba Hungarian flour in car load lots to \$5.35 per bbl., r.o.b. Victoria, and in small lots at \$5.55 per bbl. A big surplus of last year's crop is reported to be still in the hands of Manitoba farmers. Oil cake meal is very firm at quotations, and an advance is probable as prices in Portland are very strong just now. The Saanich crops are reported as looking good; and a large yield is expected in all products.

A recent advice received from Edmonton, Alberta, states "that there is a large surplus there of last season's crop of wheat and oats and they are seeking inducements to ship consignments to this market. The yield for the present season promises to be an abundant one."

There has been a reduction in the prices of feed wheat and oats by local jobbers. Wheat is quoted \$3 a ton and oats \$2.50 a ton below last week's prices. Manitoba oats can be landed here for \$25 a ton, and feed wheat from \$25 to \$28 per ton in car load lots.

The Columbia Flouring Mills quote: Enderby flour in carload lots:

Premier	\$5 40
XXX	5 30
Strong Bakers or XX	5 00
Superfine	4 00

Quotations to the trade are:

Delta, Victoria mills	\$ 5 25 @	0 00
Lion, " "	5 25 @	0 00
Premier, Enderby mills	5 75 @	0 00
XXX,	5 55 @	0 00
XX,	5 25 @	5 50
Superfine,	4 25 @	4 5
Ogilvie's Hungarian	5 65 @	5
" Strong Bakers	5 45 @	0
H. B. C. Fort Garry Hungarian	5 55 @	00
Benton County, Oregon	5 50 @	00
Snowflake	0 00 @	0 00
Portland Roller	5 00 @	0 00
Itoyal	5 35 @	0 00
Wheat, per ton	30 00 @	35 00
Oats	30 00 @	00 00
Oil cake meal	35 00 @	00 00
Chop feed	30 00 @	00 00
Shorts	28 00 @	30 00
Stran	25 00 @	27 50
National Mills oatmeal	3 50 @	0 00
" " rolled oats	3 50 @	0 00
" " split peas	3 50 @	0 00
" " pearl barley	4 50 @	0 00
" " Chop feed	30 00 @	0 00
California oatmeal	4 35 @	0 00
California rolled oats	3 85 @	4 00
Corameal	2 75 @	3 00
Cracked corn	45 00 @	50 00
Hay, per ton	18 00 @	20 00
Straw, per bale	1 25 @	0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$77 50
China rice	70 00
Rice flour	70 00
Chit rice	25 00
Rice Meal	17 50

STEMLER & EARLE

(Established 1875.)

Pioneer Steam Coffee and Spice Mills,

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Alliance Assurance Company (Fire), England.

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THE SALMON OUTLOOK.

There have been no interesting developments in the salmon market during the past week. The same feeling of firmness which has been characteristic of the market for some weeks past is still manifest, and there seems now to be no reason to anticipate any failure of the expectations of packers who have counted on a quick movement for the entire pack of the coast this season.

Several large dealers in salmon who have just returned from the Columbia river confirm the reports that have been published concerning the scarcity of Chinook salmon, and say that it is not probable that the pack of this species will much exceed the estimate of 250,000 cases. The Chinook is the species that constitutes the established standard pack of the river. The deficiency this year will be partly made up by packs of steel heads, sockeyes, bluebacks and other inferior species, but where the demand is for choice Columbia river salmon, of course it is wholly immaterial what quantity of these inferior sorts may be packed. The market for choice goods will not be adversely affected by extraordinary production of off grade goods; however, so much it may be regretted from an industrial standpoint that any of these inferior grades are allowed to be sold without a distinguishing label.

The Alaska pack is going forward and fairly favorable reports have been received by sailing vessel from the north. The pack in Alaska, as is now perhaps quite generally known, will not exceed 400,000 cases. That is to say, "the pool canneries" are limited to a pack of that volume by a compact and it is understood that the pack of the two or three canneries not in the pool will be controlled by the associated packers.

Straight brands of Chinook salmon are firm in this market at \$1.35 for talls, \$1.50 for flats and \$1.60 for key flats.

The shipments of salmon by water from San Francisco for the month of June consisted of 75,817 cases and 131 pkgs, the whole valued at \$343,490. The shipments of canned salmon for the first six months of the year were 69,645 cases foreign and 162,208 cases to New York, making a total of 231,853 cases. The shipments of canned and barreled salmon this year by sea were 75,817 cases. The shipments last month embraced a full cargo of Alaska canned salmon to New York, the first full cargo ever sent from this port to that city.—*Herald of Trade.*

WHERE HE CAUGHT THEM.

It was in the smoker of a parlor car. Four drummers on a five-dollar-a-day allowance were telling tall stories of lavishness in spending money.

"I knew a man who gave a waiter a ten-dollar bill for a tip," said one.

"That's nothing," said a second. "I knew a man who invited his friends to dinner and put a hundred-dollar bill under the plate of each one for a surprise, and do you know where the surprise came in?"

"No," chorused the other drummers. "Where?"

"Why, at that point when the guests

discovered that the hundred-dollar bills were counterfeit."

"Ha! ha!" laughed the chorus.

"Pretty good, that, boys, eh?" said Drummer No. 1. Reckon it put the drinks on me. Well, give your orders and we'll listen to the next lie."

"Gentlemen," said a weak-voiced, mild-mannered representative of the dry goods trade, "I had a brother who used to amuse himself by knocking the diamonds out of his rings and burning them up."

The weak-voiced man paused and the drummers gulped down their drinks, each trying to think of some way of crushing this outrageous little liar.

"Bet you five to one he never burned a diamond," exclaimed one.

"Bet you four to one, diamonds won't burn."

"Bet you three to one he never knocked a diamond out of a ring."

"I'll take odds you never had a brother."

"Gentlemen," answered the weak-voiced drummer, in even a weaker tone than usual, "I accept all your bets, the unit being \$5. Here is my roll," and he pulled forth a well-stuffed wallet. "Kindly put up yours."

The drummers "put up" in silence.

Then their mild-mannered comrade continued: "Gentlemen,—My brother is the professor of chemistry in Stevens Institute.

Every year in the course of his lectures he is allowed \$50 for the beautiful and interesting experiment of carbonizing a diamond by heat. In order to make this experiment more impressive my brother buys the diamond in advance and has it set in a ring, which he wears conspicuously during the previous lectures.

Then when the day comes for carbonizing the gem he loosens it from its setting before the class, and burns it to a dead and worthless mass of black cinders in an oxy-hydrogen flame. I assure you the experiment, as my brother performs it, is well worth seeing, and I will now trouble you for twenty-five, twenty, fifteen, ten and five, which makes seventy-five dollars in all. Thanks! You will now see, gentlemen, the advantages which even a drummer may derive from having received a liberal education."

The territory of Alaska extends to within 500 miles of Japan.

Water has been struck at Deloraine, Manitoba, at a depth of 1,840 feet.

Montreal subscriptions in aid of the St. John's destitute amount to \$18,000.

Counterfeit \$10 bills of the Ontario Bank are in circulation in Montreal.

The Hamilton Street Railway Company have decided to pay their men by the hour.

The Toronto council has let contracts for asphalt paving to the amount of \$200,000.

The city council of Toronto has sent \$5,000 to the sufferers by fire at St. John's, Newfoundland.

The population of Alaska is 40,000, of which 7,000 are educated and civilized, and many more partly civilized.

A Toronto *Globe* cable of July 19 says: "At Islington cattle market to-day the supply included 750 Canadian animals. The rates were firm at the start, but slacker towards the close of the market: Best Canadians fetched 5½."

THE WEAKEST LINK.

In no part of the mercantile round is the true business instinct more in request, or more essential to success, than in the treatment of stock that shows a tendency to become a fixture in the place. The twin tests of a merchant's sagacity, especially a merchant who purchases must be of a novel character, are his selections in the first place and the condition of his stock at the day of reckoning. In the former respect, the best talent finds itself frequently at fault; failure in the latter, however, is oftener due to weakness, irresolution or inattention to important details. Fancy furnishings, for instance, are perishable, but they seldom die a sudden or violent death. They are subject to lingering diseases, the symptoms of which are hardly visible at first, and they need to be closely watched, even when in apparent health. Some goods, like some children, come into the world sickly and never thrive. As soon as the fact is discovered, they should be done for, without waiting for them to mature on our hands—the goods, we mean, not the children.

To sell for cost, or less than cost, goods that possess real beauty or other excellence, is not agreeable to one's feelings, but the merchantable quality is the only one that can be considered in such cases. A dealer cannot wear all his own goods, be they ever so fine or handsome. If they don't sell this week, will they be any more likely to sell next week? Will the price advance, think you, as the season wanes? The sacrifices often made by wholesale men to clean out their stocks would make many a retailer shudder.

Here and there we find a man who can truthfully say that his entire stock is saleable without loss. Every one knows the necessity of keeping clear of old stock, but few really accomplish it. Old stock is a ravenous devourer. Every day it consumes shop rent, clerk hire, insurance, it eats a share of every dollar in the business and gives nothing back; every day its merchantable value becomes less as the day of its former popularity—if it ever had any—recedes into oblivion.

Some men seem to become so warmly attached to the goods they buy as to be unable to part with them, however old and superfluous they become, unless the prices fixed upon them in the heyday of their youth be realized: Samuel Johnson said: "It is natural for man to listen with credulity to the whispers of fancy and to indulge the illusions of hope." Men who do that, however, would best not monkey with the dry goods trade, but a good many of them do. We have known more than one who walked the broad road that leadeth to bankruptcy, laden like Sinbad with the delusion that he would realize good money some day from his superannuated wares. What ought to be is not always what is. "It is a good thing and it ought to sell some time." Have we not heard this over and over? And the good thing is tucked away in case or drawer to await a more appreciative customer, who, alas! never comes. If the frost of public disfavor or indifference has bonumbed an article of fancy stuff, or a newer style has put its nose out of joint, the only question is, how cheap must I sell it to make sure

of its quick despatch? The thought of its cost must be wholly ignored.

Clearing out stock is not a labor belonging exclusively to the close of the season, much less to the beginning of the next. Constant attention must be the rule. It is a work of every day in the year. The accumulation of "hard" styles "loud" colors, odd sizes, trash, ragtag and bobtail, occupying valuable room and keeping fresh goods out, the bete noir of clerks, the eyesore and weariness of heart to proprietors, must be anticipated and guarded against. If a style, a pattern, a color lags in sale from day to day it must be pushed, if necessary, by a reduced price at once, but certainly by taking care never to forget or overlook it when there is a chance for a sale.

Every one likes best to show the full box of the newest goods, but to ignore the scraps and sorts is mercantile suicide. All trades are top heavy with an insane glut of varieties, and if one is to keep abreast of the popular drift, he must not let his craft become waterlogged with unsaleable duff. — *West Coast Trade.*

THE HIGHWAY OF COMMERCE VIA CANADA.

Of the various subjects referred to in the recent annual addresses of Canadian bank managers, and in all cases treated with marked ability and with that thorough grasp of facts and breadth of views that distinguish the utterances of our leading bankers to day, none exceeded in importance two particular points discussed by Mr. Walker, the able general manager of the Bank of Commerce, says the *Shareholder*. We refer to his remarks on the water-way from the great lakes to the ocean, and the necessity for an improved Atlantic steamship service. Mr. Walker said, "We have the greatest system of lakes and canals in the world, but this great water-way will never be complete until vessels of large capacity can steam from the head of Lake Superior to Great Britain." And further on he said, "We should carry almost all of the wheat destined for Europe from the United States and the Canadian North-West down the St. Lawrence, while as a matter of fact we carry very little." On the second subject, he mentioned the feat accomplished by the C. P. R., by a special effort via New York, by which mails were carried from Japan to England in 21 days, and said, "We should be able to beat that record without deflecting from the straight path, and without the special effort. By the establishment of a first-class line of fast-going steamers between Canada and England, we can carry the bulk of the merchandise and the majority of the travellers between Eastern Asia and Western Europe through our Northwest country." We draw special attention to these remarks, the subjects being, in our view, two that affect vitally the Dominion's future. We do not think that the annual statements of bank managers receive that wide attention which they deserve. By some they are apt to be regarded as only interesting to other bankers, a sort of annual self-glorification, to show how well they have managed. This is a great mistake. People in Canada

read political speeches and party newspapers, and, strange to say, believe what they read, and yet numbers of these readers pass over bank statements and bankers' addresses as dry and dull and only intended for active business men. Now, there is nothing so clearly shows the condition of the country as these annual bankers' deliveries, and there is no set of men so thoroughly posted on the subjects dealt with by them as these very bankers. Mr. Walker has given prominence, as we have said, to two matters of immense consequence, and they must be accomplished if Canada is to forge ahead as she should do. With Canada as the great highway from Asia to Europe, population will come with a rush, and the land will be made to yield the increase of which it is so richly capable. Our C. P. R. is an instance of what can be done. Similar determination, similar enterprise will supply the wants pointed out by Mr. Walker.

AN OLD LEGEND.

Once there was a man—so the legend runs—who had had on his hands for many years some goods of which he could not possibly dispose. He grew weary of seeing them, until it seemed to him that they were a heavier burden than the Old Man of the Sea, and that he was in sorrier straits than Sinbad. When the burden became greater than he could bear, he shifted it to the shoulders of the auctioneer, a resource from which poor Sinbad was debarred. A few days later, walking up the street and wondering with what he should fill the space left by the sale of his goods, his eye lit upon a shop window which impressed him as containing a choice selection of articles of exactly the quality and quantity suitable to his purposes. And he went within to secure them, but found to his chagrin and amazement that they were his own despised wares arranged with some sense of appreciation and harmony.

The commissioners appointed by the New Brunswick Government to enquire into the defects of the present system of taxation have commenced their labors.

The territory of Alaska contains 580,000 square miles. It is larger than twelve states like New York, and is equal to one fifth of all the other states and territories combined.

The project of building a grand opera house is again revived in Winnipeg. It is now declared that a \$40,000 building of the most modern style will be ready for occupancy before the end of the year.

The United States government has done very little to aid in the development of Alaska. It takes from six months to a year to communicate by mail from Sitka, the capital, to Western Alaska, where the government has established public schools.

Italy has ten ironclads, five steel war ships and two wooden war ships, all of the first-class; twenty-one war vessels of the second class, twenty-seven of the third class, fifty ocean torpedo vessels, sixty torpedo boats of various classes, twenty-three ironclads for coast defense—in all a navy of 253 vessels, carrying 583 guns and manned by 16,780 men.

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D. M. CARLEY EDITOR

L. G. HENDERSON . . BUSINESS MANAGER.
Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, JULY 20, 1892.

THE PROSPECT.

We are happy to be in a position to say that during the last few days business in Victoria and in the other cities is reviving, and has materially improved from the setback which it received with the advent of smallpox. Wherever it appeared the malady was by liars upon space and other interested parties represented to have assumed a seriousness to which it was by no means entitled. Certain unnecessary quarantine regulations, and quarantine talk, too, made matters look grave beyond all reason, and, in consequence, business men felt it, and the effect generally was most disadvantageous, not to say disastrous. Short as has been the experience thus far, it has seriously prejudiced commerce, and it is beyond question that, encouraging as are the prospects after all, we are not yet at the end of its ill effects. While we are waiting for the turn in affairs, it does not answer for the community to be at a standstill. The scaling and salmon interests are temporarily demoralized, and from neither of them is much to be anticipated. Under circumstances like these, when there is nothing to be expected from the outside, it is well to see if in any way we can help ourselves.

It is then with some sense of satisfaction that we notice that the City Council has adopted the principle of and made progress with a by-law to authorize a loan of \$300,000 upon fifty years' debentures to further continue the sewerage system, which has been carried out as far as the funds at disposal for the purpose permitted. The entire drainage system of the city of Victoria must be completed sooner or later, and now is the best time for the purpose. There is what might almost be termed a superfluity of labor among us, while money is plentiful and easily obtainable, provided the loan is properly placed upon the market, instead of being played with, as it would appear has been the case with one or more recent issues of city bonds. By means of these sewerage works the property of every citizen will be advantaged, and, what we must now recognize more than ever as being of importance, the sanitary condition of Victoria must be made as good as possible. These sewerage works will place a considerable amount of money in circulation, and will employ a large number of hands who, as far as possible, should be chosen from our own people, who are contributing, have contributed and, if it is only made possible for them to stay here, will continue to con-

tribute to the civic revenue. It is the duty of the city to do something for them, even should that necessitate stretching a point or two.

In carrying out the work, it must be a *sine qua non* that one of the principal objects aimed at is employment for our own people. We have no alien labor restrictions; but these works, it should be borne in mind, are not designed for the employment of men who have been thrown out by business depression or by labor strikes in the United States; but it is primarily for the benefit direct, and indirect, of citizens of Victoria. In this connection, it may not be out of place to ask whether, this being the object, it would be better to have the work done by contract or by days' labor. Both systems have their advantages, and, under the special circumstances, there are in the latter some very commendable features, provided proper supervision and all necessary economy be exercised. Moreover, it should not be forgotten that the cost of the work is not to be paid by the present generation, which, under the sinking fund system, will of course pay its proportion towards the repayment of the capital sum, in addition to the annually accruing interest.

Other public works which bespeak better times than might have been anticipated are the construction of the Saanich Railway, which, it is said, will be pushed to an early completion. This means work; it means the purchase of material and all the other outlays incidental to the carrying out of such an enterprise. Then there is the Canadian Western Railway to be built which is not likely to be delayed, it being stated that the Chicago capitalists who are interested, are so well satisfied with the results of their inquiries and investigations that the guarantee to the Government for the expenditure of \$50,000 in one year, from the 1st August next, will be immediately placed with them. Arrangements have also, it is said, been entered into with Mr. Croft, C. E., to start out with a party to make a preliminary survey and inquiry into the character of the country on the old Island railway route, *via* Sooke and Alberni to Comox.

BEHRING'S SEA ARBITRATION.

It is announced that the French government, or rather President Carnot, has appointed Baron Courcel arbitrator in the Behring's Sea affair, the arbitration in which will begin in Paris in October next. The delay is said to have been due to Foreign Minister Ribot's objecting to English as the official language of the conference. M. Ribot contended that French is the official language on such occasions. Finally a compromise was arranged. The protocols will be kept in English and French, while French may be the official language of the conference, but the decision of the conference will be given in English. It is quite time that, particularly in affairs in which negotiations are being conducted between English speaking nations, their language should be fittingly recognized. It is high time, we say, that some of the old fossil sakenments should go by the board, and we are pleased to see that, one by one, they are disappearing.

VALUE OF STICK-TO-ITIVENESS.

It is announced that the work on the preliminary survey of the Prince Edward Island tunnel under the straits is progressing. The borings for the approaches have been completed, and the report upon the character of the rock for tunneling is most favorable. The appropriation made by the Government for the work is \$12,000. For the last twenty years the representatives of the little island on the Northumberland Straits have been singing the song of the tunnel. Ferry boat after ferry boat has been put on the route, thousands of dollars having been expended to secure in their succession the latest improvements, but without success. However, if the survey is not a mere put-off to avoid the commencement, for this year at least, of any serious work, the island is to be congratulated upon the success of its policy of persistency.

The experience may prove encouraging to our own British Columbia members, who can now indulge in the hope that "all things come to him who waits." The trouble, however, is that we have been content to wait too long, and have sent to Ottawa neither an influential member of the Opposition nor a first-class kicker. The record shows that we must do one or other of these things in order to secure our just rights.

THE WINDING-UP ACT.

A bill was introduced in the Dominion Parliament, during the session just closed, to amend the Winding-up Act. The following provisions, of which the urgency was made manifest in the case of the Central Bank, have been added:

1. Where a company has been wound up under the provisions of the Act, and is about to be dissolved, the books, accounts and documents of the company and of the liquidators may be disposed of in such a way as the Court directs; but after the lapse of five years from the date of such dissolution no responsibility shall rest on the company, or the liquidators, or any one to whom the custody of such accounts and documents has been committed, by reason that the same or any of them cannot be made forthcoming to any person claiming to be interested therein.
2. Section fourteen of the Winding-up Amendment Act, 1880, is hereby amended by inserting in the second line thereof after the word "him" the words "or of those claims he has notice."
3. Whenever a company is being wound up, and the realization and distribution of its assets has proceeded so far that in the opinion of the Court it becomes expedient that the liquidator should be discharged, and the balance remaining in his hands of the moneys and assets of the company can be better realized and distributed by the Court, the Court may make an order discharging the liquidator, and for payment, transfer and delivery into Court, or to such officer or person as the Court may direct, of such moneys and assets, and the same shall be realized and distributed, by or under the direction of the Court, among the persons entitled thereto, in the same way, as nearly as may be, as if the distribution were being made by the liquidator.

WE ARE "SOME PUNKINS."

Commenting on a recent article in the *Colonist*, the *Trade Review*, of Montreal, has this to say of British Columbia: "When the total trade of the different Maritime Provinces of the Dominion is compared, the relative greatness of that of British Columbia will strike most readers with surprise. It must be borne in mind that the population of British Columbia is, according to the census, considerably less than that of even the smallest of the Maritime Provinces of the east. The population of those provinces as set down in the census of 1891 is: Nova Scotia, 450,300; New Brunswick, 321,263; P. E. Island, 109,078; British Columbia, 97,613. The 97,613 inhabitants of British Columbia, man for man, however, produce a great deal more, and pay into the revenue a great deal more than the inhabitants of the Eastern Maritime Provinces, or, in fact, those of any other province of the Dominion."

Our contemporary next contrasts the figures of imports and exports of the different provinces, which have already appeared in these columns, to further demonstrate British Columbia's importance. These it supplements with the following table of duties paid into the public treasury by the different maritime provinces:

	Duty.	Per capita.
Nova Scotia.....	\$1,875,335	\$ 4.16
New Brunswick.....	1,329,072	1.30
P. E. Island.....	155,952	1.40
British Columbia.....	1,345,039	13.79

It adds: "From this it is seen that a British Columbian pays every year into the treasury of the Dominion more than three times as much as a Nova Scotian or a New Brunswicker, and nine times as much as a Prince Edward Islander." In view of these well recognized facts, how comes it, we should like to know, that the claims of this province to public works and to far greater consideration generally than we have hitherto received, have been so persistently ignored? We repeat:—Each individual in this province produces a great deal more, consumes a great deal more and pays into the public treasury a great deal more than the inhabitants of any other province of the Dominion. We have been supposed to have in Mr. Dewdney a sort of a representative in the cabinet, but he has not succeeded in doing very much to vindicate our rights. From the point of view of provincial service, he has by no means as great claims to the Lieut.-Governorship as many gentlemen we could name, and, save and except a small clique, we are satisfied the people have no desire to see him cooling his heels at Government House.

FRUIT GROWING.

On Tuesday last, a special train, consisting of cars of fruit for the British market, was despatched from Sacramento for New York. The train was expected to have made close connection with a swift steamer, by which means the fruit would arrive at its destination in the shortest possible space of time. Of course, this shipment of fruit is merely an experiment, but, should it prove successful, it will be repeated weekly during the season.

Speaking of the desire of the California

fruit growers to open up new markets for their produce, the *News-Advertiser* says: "While we cannot raise in British Columbia some of the sub-tropical varieties of fruit which are now so successfully cultivated in California, there are many other descriptions which can be grown here to even greater perfection, as regards quality and flavor, which would always command a good market in England, if laid down there at a moderate cost and in good condition. The carriage across the continent can be performed over the Canadian lines with even greater rapidity than on the American roads and the fruit delivered at a port several hundred miles nearer than New York to the British Isles. The only weak link in the chain at the present time would be the lack of a fast Atlantic line of Canadian steamers. This, however, is likely to be remedied within a comparatively short time, and when it is, British Columbia fruit should prove to be a regular and substantial item on the manifests of the steamships. All these possibilities should stimulate our fruit growers and orchardists, not only to increase the amount of their products, but also to improve the quality, and keep it at such a standard of excellence that it will always command the highest current price. It should be remembered that the freight and charges are as great on a poor article as on one that fetches three times the price, and that the profit to the grower increases proportionately more rapidly than the increase in price."

NEWFOUNDLAND QUESTION.

To our mind it is just about time extreme pressure were brought to bear upon the British authorities so as to secure some satisfactory settlement of what is known as the French shore question on the Atlantic. So long as a number of practically irresponsible people can do pretty near what they please on the Newfoundland coast and the adjoining waters, so long will there be discontent and dissatisfaction and bad blood. From the French fishermen, and even from Newfoundlanders themselves, who were disgruntled with Canada, American fishermen were enabled to obtain bait and thus act in defiance of Canadian regulations; from Miquelon whiskey smugglers have been enabled to carry on a large contraband traffic with Canada, while according to recent telegrams, the French fishermen recently destroyed in a malicious manner 350 lobster pots belonging to Baird's agent at Port Auport, St. George's Bay, and carried off a large quantity of rope. The French allege that the British lobster fishery interfered with their cod fishery.

"CARNEGIEISM."

The Homestead troubles seem likely to develop into a very serious piece of business before all is over. Several lives have been lost, there has been a murderous attack upon the manager of the works and what may come next it is difficult to conceive. The subject is attracting much attention in Great Britain, where it has been the studied endeavor of our American friends to convey the impression that

the workingman was always oppressed. However, the tables are turned on the Americans this time, and it is triumphantly pointed out that in England a popular majority in parliament could speedily remedy any attempt to coerce workmen, either by the use of Pinkerton mercenaries or of the military, and that the United States do not really enjoy as much liberty as England, owing to the position occupied by capital and the comparative disadvantages at which labor is placed. Moreover, it is said that never has there been a more bitter feeling excited on any labor issue in Great Britain.

The facts as developed in connection with affairs at Homestead seem to show that not only are the emissaries of the Pinkerton agency detectives, who delight in the dirtiest business, but they are organized banditti who prey upon the community, ready at any moment to take up the more dangerous role of hired assassins. Thank God, it is possible neither in Great Britain nor Canada for such miscreants to be let loose on the community under the guise of guardians of law and order.

EDITORIAL NOTES.

THE Spanish treaty with the United States by which American goods are admitted practically free into the Spanish West Indies and British products heavily taxed, has created strong feeling in Birmingham, which will be chiefly affected.

The far-famed house of Crosse & Blackwell, London, has been turned into a limited liability company, with a capital of £567,700, divided into 2,000 £5 per cent. cumulative preference shares of £100 each, 3,007 ordinary "A" shares of £100 each, and 80 ordinary "B" shares of £100 each.

CHEESE shipments from Canada to the old country this year are going to beat the record. The value of the cheese shipped, so far, is \$2,500,000. Up to July 15th some 453,000 boxes were exported, against 392,000 boxes for the same time last year. Great Britain is taking all the cheese Canada can send.

It is no more than is due to the authorities and citizens of Nanaimo to express our appreciation of their conduct towards Victoria. The people of Nanaimo exercised common sense, they took the steps necessary for their own wellbeing, and then gave all the aid and countenance they could to their afflicted sister city.

In the dying hours of the last session of Parliament, Finance Minister Foster introduced several tariff changes. By one of these the Government is given power to impose special duties on sugars, molasses and tobacco coming from countries which refuse to deal favorably with Canada in their tariff matters. As a result of the McKinley tariff a duty of 5 cents per dozen is to be imposed on eggs imported into Canada, while with the object of shutting out low-grade stuff one cent per gallon extra is to be added to the duty on all molasses, syrups, etc., for each degree or fraction of degree less than 40.

CONCERNING DYNAMITE.

To Editor of the B.C. COMMERCIAL JOURNAL.

SIR,—Your yesterday's paper is just to hand with an article on "Dynamite," copied from the *Detroit Free Press*. Allow me to tell you that first of all the French never invented or discovered dynamite, but that the Swedish engineer Mr. Alfred Nobel first found out how to make an explosive that was only much later called dynamite. Mr. Nobel had no money to manufacture this article on a large scale, and besides finding some opposition with the Swedish authorities at that time, he went to Hamburg, Germany, where he associated with Dr. Bandmann and Mr. C. F. Carstens, and it was at Krummel, Hamburg, where the first dynamite works were built. The name of the firm was Alfred Nobel & Co., later transformed into the "Dynamit Actien Gesellschaft," which is still the leading dynamite firm in Germany, and with which company I have been connected for four years. The original way of making dynamite, and up to this day undoubtedly the best one, was to mix nitro-glycerine with "Kieselguhr," a kind of a white earth, which is capable of absorbing 75 per cent. of nitro-glycerine, and even more. During the last year other ingredients were used to replace the "Kieselguhr" or "Infusorienerde," with more or less good results.

In conclusion, your article says that "the fumes of nitro-glycerine produce intense headache, which can be cured by taking a very small dose of it internally." Dynamite must not produce any bad fumes at all; if it does, it is poor quality. Regarding the taking of nitro-glycerine internally, I think it rather dangerous to do so, as nitro-glycerine is poisonous, and I remember a case, about seven years ago, where two boys on the island of Fehmarn, in the Baltic, were poisoned through eating a dynamite cartridge, not knowing what it was; they both died after a few days, in spite of antidotes given them—perhaps too late.

I am, sir, very respectfully yours,

A. R.

Vancouver, B.C., 13th July, 1892.

RUSSIAN AGRICULTURE AND THE FAMINE.

Now that the embargo on the export of grain from Russia has been removed, it is fair to assume that the hopes entertained of better crops this year throughout the Empire bid fair to be realized. A series of consular reports from Southern Russia presented to Parliament some little time ago spoke rather cheerfully of the prospects. Our vice consul at Nicolaieff, writing in March, remarked that "fortunately, so far the winter has been an unusually mild one, and so favorable for the crops in every respect that great hopes are entertained that 1892 will fully compensate for the losses sustained in 1891." Of course no crop, whatever may be its excellence, can atone for the suffering to which the peasantry have been subjected, or for the straits to which the Imperial Treasury has been put to provide aid to the distressed agricultural communities. It is rather remarkable, however, that Russia should be able to show so much elasticity in its

agriculture after the knockdown blow dealt by last year's failure of the crops. For with millions of people on the verge of starvation, it required no small resources and no less thought to provide the seed to sow the future crops. As early as October, when things were in a very bad plight, the *Messenger Official* was able to announce that "thanks to the measures taken some time ago, the autumn seeding has been made under favorable conditions and without the necessity of greatly diminishing the area cultivated. In several provinces," it went on, "by the help of means provided by loans from the Treasury, steps have already been taken to provide for the sowings in the spring." The Government was solicitous in taking its measures for relief to give just the degree of help required to keep the population in health and strength enough to proceed with the cultivation of the ground for the next harvest without feeding them well enough to make them idle or indifferent to the necessity of doing something for the future.

This aim seems to have been successful, to judge from the reports concerning the crops. Meantime it is possible now to get an idea of the actual decrease in the yield of the Russian grain crops in 1891, compared with the preceding year. The Belgian Foreign Office has just published a report on the subject from its Consul-General for Central Russia, which shows this contrast. The statistics are all given in tchetverts, sixteen of which we find to be equal to eleven and a half British Imperial quarters. As the falling-off amounted altogether to 163,400,000 tchetverts, we arrive at 117,648,000 quarters. But compared with the average crops of the five years from 1883 to 1887, as given by the Russian Agricultural Department, the decrease was not so alarming, amounting to only 35,352,000 quarters. Still, as that diminution was equal to twenty-three per cent. on a period ending five years ago, it is easy to see that with the increase of population in the interval the deficit in the Russian grain production was alarming. In wheat alone the harvest was over twenty-two million quarters behind 1890, and as the crop of rye, which is the staple article of diet of the peasantry, fell short by three times that quantity, the seriousness of the deficiency as a domestic question can be guessed. In Poland the crop was not worse than the five years' average, in the Caucasus it was slightly better, and the pressure was mainly felt in twelve administrative districts in the centre and east of European Russia, where 13,728,000 persons suffered from scarcity, and fully seven millions of them were in actual danger of starvation. Between the time that the scanty crop was used up and the next harvest, ten months had to intervene, and it was estimated that the State would need to provide seven and a half poods of rye bread per head during this time, requiring 52,500,000 poods in all, or say nearly nineteen thousand million pounds avoirdupois, at a cost of at least fifty million roubles.

With such an undertaking to face it is not wonderful that, beginning with the 9th of August, the Czar should have issued a series of prohibitions of grain, bran and

bread exports, including even oil seeds, and finishing towards the end of November with a ukase which embraced every variety of grain and grain products which the previous prohibitions might not have specifically defined. But for these measures, and considering the rush to get grain out of the country before the promulgation of the ukase, the prices of grain would probably have risen much higher than they did. Our acting Consul-General at Odessa furnishes a table of quotations, presumably averages, of grain at that port in 1890 and 1891, which shows that rye, as was natural, was most affected by the scarcity. Fine winter wheat was 35s 6d per quarter in 1891, as against 31s 6d in 1890; and fine spring wheat 35s, against 30s, other qualities showing proportionate advances, while rye rose from 22s 3d per imperial quarter. On barley and maize the increase in price was much the same as in wheat, while oats, which are of little account in Russia, were actually 3d per quarter cheaper in 1891 than in the preceding year. While every other species of grain showed a decrease in exports from Odessa the shipments of oats increased, no doubt because this is the crop which ripens earliest, and was therefore ready for export before the necessity for forbidding the export of grain became apparent. —*London Financial Times*.

REVIEW OF TRADE.

From the *Canadian Journal of Fabrics* we learn that the present has been a peculiar summer in Ontario and Quebec, throughout the greater portion of which the rains have been more frequent than has been the case for many years. So far, owing to the dryness of the early spring, no serious damage has been done to crops except to low-lying lands, which were badly flooded. With dry weather henceforth even the low lands will recover; but should the rains continue, the damage to crops will be serious. Fortunately, the weather in other provinces is reported favorable to farming operations, and the prospects are extremely bright for another bountiful harvest in Manitoba and the Northwest, and the official reports are also good for Ontario as a whole.

Travelers are now out with samples for the fall trade, and fair orders have been reported to begin with.

The clothing trade is somewhat depressed, owing to the heavy stocks of goods in the hands of retailers throughout the country. In the Maritime Provinces there are complaints of overstocking.

This condition of things must affect the woolen mills unfavorably, but with a renewal of trade during the fall this congestion ought to be relieved.

A movement is on foot to settle a large number of French-Canadians on the west side of Lake Temiscamingue.

The Federal authorities are taking extra precautions to prevent the importation of the foot-and-mouth disease from England, where it is greatly prevalent.

J. H. Langlais, the St. Roch stationer, who had the stationery contract with the Mercier Government, which was repudiated by the De Boucherville Government in Quebec, has assigned.

EXPERIMENTS IN GROWING TEA.

Late experimental operations in the Carolinas make it reasonably sure that during the next few years the United States will add a high grade of tea to its already long list of home productions. Enough will be raised to supply a large demand for home consumption, and American raised tea for export is among the possibilities of the future.

South Carolina and California are the basis of operations. So far, tea-growing in the U. S. has not advanced beyond the experimental stage, which began under government tutelage as far back as 1860. In that year, the government caused a small growth to be started on the Summerville plantation, which is really the centre of the tea growing district of the South. During the same year, quite a tea garden was planted at Fayetteville, N. C., under management of a progressive Southerner, and there tea was made in a rude way. From this garden, wild tea plants have been scattered about the adjoining sections, and on small garden patches the farmers grew enough to keep their tables supplied. The only garden at Fayetteville has long since been neglected, but among the dense thickets of briars and bushes, huge tea plants are found. Upon this farm, the widow of the original tea planter lives, and from the leaves of those wild tea plants makes enough tea to supply her neighbors.

True enough, the tea is made after a rude fashion, but it has a flavor which promises much for successful tea growing. The opinion of expert tasters pronounces the article of a superior quality.

"And it is for this reason," said Thomas Winston, of Raleigh, N. C., to a reporter of the *Chicago Inter Ocean*, "that a high grade article can in time be successfully placed on the market. An Assam, China, expert has given it as his opinion that with negro labor tea can be successfully grown in the South and that with modern improvements for curing and cultivating the plants, it will prove a money-making crop. India coolie labor would be cheaper, but negro labor would be more satisfactory. Dr. Shepard, who has a fine country seat near Charleston, has a number of tea gardens in successful operation, where everything is in good order. The plants have all been raised from seed obtained chiefly from a hybrid made by crossing an Indian variety with one from China. There are six gardens in all, and each one consists of about an acre of fine young plants.

"So far, Dr. Shepard's garden has been chiefly experimental. A nursery is attached to the gardens, and young plants are being raised there on a large scale. The plants are still too young to be picked and cured for market. Other seeds of tea plants have been ordered from Ceylon, India and Japan, and these will be planted in other beds until there will be fifteen or sixteen acres devoted to tea raising.

"The government at Washington has received samples from Dr. Shepard's garden, and they have been pronounced the very best quality. Experiments to date have shown that black tea thrives better than the green.

"The widespread demand for a cheap

grade of tea has caused a deterioration in the quality shipped to this country, and so much trash has been dumped on our shores in consequence that a home grown product of high grade would prove a boom to lovers of the article even at a higher price. The early government supervision has been neglected, but at this time a little substantial encouragement would give the budding industry a great impetus."

BUSINESS PRACTICABILITY.

It is impossible to have a successful business man unless he is a practical one. Strange as it may appear, it is nevertheless true that there are hundreds who fail in business simply because they do not possess business practicability. It is not, as a rule, the genius who succeeds in business. In point of fact, the business genius is known as a dangerous individual. He is too brilliant; he desires to achieve too much; he takes too great a risk; he fails in a practical application in everyday business life; he ignores the small details and the practical part of the business, which, as a rule, bring in the profits; he wants to do things with a dash and brilliancy which would be all very well if they were applied in the proper channel. Business is more a fight for existence or superiority. It is like the wrestlers of old—the dogged, reserved and, we might almost say, stupid belief of taking advantage of everybody and everything that brings success.

We have known many young men who have entered business and have given great promise of success because of their brilliancy, standing, as it were, head and shoulders over their competitors, but they lacked that practical application to business which is absolutely necessary to gain success.

On the other hand, we have seen many merchants succeed who have had a kind of go-as-you-please method about them. They have displayed no brilliancy, no great genius, done nothing out of the way, but they have simply applied the practical ethics of business to every department in their store. When he has entered it in the morning, he has left sentiment and fine feeling at the door, and he has gone to work as if business was a reality and a feature that nothing but practical application could possibly develop. It is not always the swiftest horse which wins. It is the horse that gets his nose the first by the winning post, and the records probably are that many a slow horse has beaten a fast one under certain prevailing conditions. It is the same with business. Many a business man has succeeded not by his genius nor by his brilliant business attainments, but simply because he has had the capacity and the forethought to push along and do his best irrespective of his position. There are fewer fortunes made in this world through brilliancy than is generally believed. It is the dogged, determined, self-reliant, practical business man who generally comes out on the top of the heap. Some of his methods may appear clumsy and old, but they are sound and practical. He gets there every time, not, perhaps, to the same extent as his competitor, who may be brilliant, but he

keeps on plodding away quietly and determinedly, and, before he knows it, he has gained a position of success that he hardly dreamed of and would never have thought of achieving if he had been asked the question.

Young beginners should never ignore the business precepts of those who have gone before them. A wise man generally knows less than a fool, but what he does know he knows well, and he is willing to live up to it with might and main. The genius is often open to temptations that the man of mediocrity is not. It is the same all the world over, whether it be in business, in social life—indeed, in almost every phase of humanity the same rule can be applied. Poverty many a time is a safeguard to virtue. A poor man does not have the temptations that the man of means has. The same rule applies to the genius. He has more dangers besetting him, therefore he has to have a great amount of caution. It is not saying too much to assert that the practical business man without genius stands a much better chance of success than the most brilliant genius who is not endowed with a full share of business practicability.—Ex.

COMMERCIAL SUMMARY.

Russia is about to make a new loan.

Mr. Thomas Cook, the founder of the celebrated "Cook's Excursions," is dead.

It is said that the Prince of Wales will visit Canada and the Pacific Coast next year while on the continent to visit the Chicago World's Fair.

Chili has paid the United States \$75,000 as an indemnity for the attack made last October in Valparaiso on some of the crew of the steamer Baltimore.

There is more trouble on the French shore of Newfoundland, caused by French fishermen maliciously destroying lobster pots belonging to a Newfoundlander.

Hostilities between the Government of Venezuela and the revolutionary party have been suspended, pending negotiations for a method of adjusting the difficulties.

The San Francisco Chamber of Commerce asks Congress to have the Chicago World's Fair opened on October 21st, the anniversary of the day on which Columbus discovered America.

There is a pretty general report of shortage in the small fruit crops of European countries. The production of jellies and jams, an industry which in England has grown into wonderful proportions since the era of cheap sugar began in that country, is therefore expected to be very materially curtailed. If this is a fact, it is one to which our packers cannot afford to be indifferent. We want a market for our canned fruits, because our production far more than satiates the domestic demand. This year's crop of Canadian small fruits gives every promise of being a large one; sugar was never before so cheap as it is now; tinned plate is cheaper than it ever was; we pay no duty on it; our packers should consequently make something out of the English market, and should be able to sell goods in Germany. There is a field, at all events, and it may prove to be worth exploring.—*Canadian Grocer*.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Hr bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	Feb. 23
Hr bark	Callao	378	James	Oct. 6	Victoria	London	41,640	\$215,080	March 17
Hr bark	Lebu	726	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,424	April 6
Hr bark	Bothsday Bay	750	Partridge	Nov. 18	A Westminister	Liverpool	22,690	159,553	April 5
Hr bark	Wanlock	743	Cooper	Nov. 18	Victoria	Liverpool	29,918	157,743	April 19
Hr ship	Titanic	879	T. W. Selby	Jan. 15	B Westminister	London	22,366	107,919	May 16
Hr bark	City of Carlisle	823	Kendall	Feb. 13	Victoria	London	21,574	113,885	July 3

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

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Hr ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	A 959,733	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 23	Vancouver	Melbourne	B 942,986	9,193	March 25	60s
Am bark	Hesper	661	Sodergren	Feb. 26	Vancouver	Shanghai	C 716,183	7,781	April 23	50s
Hr ship	Angerona	1213	Anderson	Feb. 26	Vancouver	Valparaiso	D 834,937	7,693	May 20	42s 6d
Nor bark	Czar	1224	Christophers n	March 4	Vancouver	Adelaide	E 1,017,147	10,416	June 7	57s 6d
Nor bark	Agnes	811	Hofgaard	Feb. 20	Cheminus	Antofagasta	F 440,339	6,417	.....	40s
Nor ship	Rathinka	1463	Klesenberg	March 12	Vancouver	Melbourne	G 1,142,219	9,251	May 28	60s
Chil bark	India	453	Funk	Feb. 22	Vancouver	Valparaiso	H 757,496	7,018	May 10	owners ac
Hr bark	Glenbervie	800	Groundwater	March 24	Vancouver	Valparaiso	I 429,837	7,689	July 11	37s 6d
Hr ship	British India	1199	Lines	March 31	Vancouver	Valparaiso	J 680,372	9,315	July 11	37s 6d
Am sclr	W. H. Talbot	776	Bulim	March 14	Vancouver	Tientsin	K 459,805	10,273	May 28	67s 6d
Am sclr	Reporter	353	Dreyer	March 3	Cheminus	San Pedro	L 416,386	3,416	March	Private
Hr bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	M 1,079,156	9,873	June 30	47s 6d
Hr bark	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	N 64,273	7,966	.....	\$15.00
Hr bark	Craigend	2218	Lewthwaite	April 18	Vancouver	Iquiqui Callao	O 1,616,000	19,351	.....	27s 6d & 30s
Hr barktn	Toboggan	676	Porter	May 20	Vancouver	Wilmington	P 605,328	9,330	.....	\$15.00
Hr bark	Thermopylae	948	Winchester	June 2	Vancouver	Yokohama	Q 328,576	8,949	July	Private
Nor bark	Fritzoee	1078	Rolfson	May 29	Cheminus	Melbourne	R 902,544	8,072	.....	45s
Hr ship	Burnah	1647	Newcombe	June 2	Moodyville	Valparaiso	S 1,284,649	9,833	.....	35s
Hr ship	Crown of Denmark	2629	Smith	June 24	Vancouver	Melbourne	T 1,630,300	15,435	.....	37s 6d
Nor bark	Ursus Minor	703	Johnson	June 1	New West mtr	Sydney	U 462,019	4,333	.....	37s 6d
Hr ship	Earl Granville	1149	Flack	June 16	Cowichan	London	V 833,900	.....	.....	62s 6d
Chil bark	Antonietta	1289	Stack	June 27	Cheminus	Valparaiso	W 821,361	9,015	.....	owners ac
Ger bark	Palawan	967	Van Heuvel	July 8	Vancouver	Iquiqui	X 688,831	7,521	.....	33s 9d
Chil bark	Leonor	801	Jenatsch	July 8	Moodyville	Valparaiso	Y 637,373	6,520	.....	.....
Chil bark	Guinevere	960	Glenic	.....	Cheminus	Valparaiso	.....	.....	.....	owners ac
Am bktn	Robert Sudden	583	Ullberg	.....	Vancouver	Valparaiso	.....	.....	.....	40s
Chil ship	Hindostan	1513	Walsh	.....	Moodyville	Valparaiso	.....	.....	.....	owners ac
Hr bark	Zebina Gowdy	1087	Manning	.....	Vancouver	Wilmington	.....	.....	.....	\$13.00
Chil ship	Atacama	1235	Caballero	.....	Moodyville	Valparaiso	.....	.....	.....	owners ac

A—Also 2,389 bds lath and 5,550 bds pickets. B—Also 44,130 ft pickets and 943 bds laths. C—Also 38,741 ft t and g flooring. D—Also 1,053 bds laths. E—Also 157,070 ft t & g flooring and 50 bds laths. F—Also 8,269 ft pickets and 127,170 laths. G—Also 61,693 feet pickets and 25,020 feet laths. H—Also 49,816 feet t & g flooring and 1,015 bundles laths. J—Also 183,491 feet t & g flooring. I—Also 204,913 feet t & g flooring. K—Also 77,550 laths and 75,100 feet pickets. L—Also 60,000 shingles. M—Also 192,000 feet t & g flooring. N—Also 275,000 shingles. O—Composed of 61,187 feet t & g flooring, 9,809 feet deck plank, 1,210,053 feet rough and 31,850 laths. P—Also 85 spars and 300 tons coal for Hong Kong. Q—Also 637 bds pickets and 1,190 bds laths. R—Also 7,060 pickets and 72,810 laths. S—Also 2,715 bds laths and 1,330 bds pickets. T—Composed of 486,361 feet rough and 151,011 feet t & g flooring. U—Also 40,900 laths and 5,180 pickets. V—Composed of 592,427 feet rough and 96,401 feet t & g flooring.

SHIPPING INTELIIGENCE.

The British bark Colorado has gone to Departure Bay to load coal for San Francisco.

The Empress of Japan is due to sail for Hong Kong July 30, and Yokohama Aug. 8 for this port.

The British India, from Vancouver March 31, arrived at Valparaiso July 11 with a cargo of lumber.

The British bark Glenbervie, from Vancouver March 24, has arrived at Iquiqui. She is coming thence to Astoria.

The new steamer Joan, in a trial trip on July 33 to Beechy Head, attained a speed of 13½ knots with 90 lbs. of steam.

The British bark Chili, 678 tons, Capt.

McKenzie, from London for Victoria, was spoken July 2, long. 3 N, lat. 24 W.

The British SS. Phra Nang, 1,057 tons, Capt. Walton, is due to sail for Hong Kong July 30, and from Yokohama Aug. 9 for this port.

The British bark Thermopylae, 948 tons, Capt. Winchester, which sailed from Vancouver June 2 with lumber, has arrived at Yokohama.

The British steamship Palmas, 1,560 tons, Capt. Taylor, arrived at Victoria July 24 from Kobe via Honolulu, and after discharging sails for Portland.

The steamship Loo Sok, 1,604 tons, Capt. Benson, will sail from Victoria July 28 for Yokohama and Hong Kong, in the Puget Sound & Oriental Steamship Line.

The British SS. Victoria, (late Parthia), 2,990 tons, Capt. Dowell, which sailed from Glasgow July 7, is due to sail from Hong Kong Aug. 20, and from Yokohama Aug. 20 for this port.

The steamship Empress of India sailed from Yokohama July 18 for Victoria, carrying 800 tons of overland freight and 148 tons of silk, 140 saloon passengers and 116 steerage. She is due July 30.

The British ship Ben Nevis, 1,109 tons, Capt. Giddell, from Glasgow Feb. 13, arrived at Esquimalt July 20, 158 days out, with a cargo of general merchandise and naval stores for Victoria and New Westminster, consigned to Robert Ward & Co., Ltd. Her manifest and list of consignees appeared in THE COMMERCIAL JOURNAL of June 14.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ss	Bushmills	1188	Venning	April 13	H Liverpool	B. C. ports	Baker Bros. & Co. (ld), H. Ward & Co. (ld)	104
Br bark	Fernbank	1150	Boyd	April 24	A Glasgow	Vancouver	Bell-Irving & Paterson	92
Br bark	Chill	178	McKenzie	May 27	E London	Victoria	Turner, Becton & Co.	60
Chil. bark	Eritrea	1069	Serra		P Lebu	Moodyville	H. P. Rithet & Co., Ltd.	
Br bark	River Ganges	642	Budgo		F Rio de Janeiro	Victoria	Findlay, Durham & Brodie	
Br. SS.	Mascotte	2113	Ross	July 12	K Kobe	Victoria	F. C. Davidge & Co.	14
Br bark	Nineveh	1174	Broadfoot		D San Diego	Vancouver		
Br ss	Empress of India	3003	Marshall	July 9	G Hong Kong	Vancouver	C. P. S. S. Co.	17
Br bark	The Frederick	812	Simpson		C Talcahuano	Victoria	Robert Ward & Co., Ltd.	
Br bark	Fingal	2185	Fulmore	July	J Kobe	Vancouver	C. P. S. S. Co.	
Br ss	Devawongse	1057	Anderson	July 10	Hong Kong	Victoria	H. P. Rithet & Co., Ltd.	16
Br ss	Empress of Japan	3003	Lec		K Hong Kong	Vancouver	C. P. S. S. Co.	
Br bark	Assel	795	Gilmour		L London	Victoria	H. P. Rithet & Co., Ltd.	
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver		19
Br. SS.	Victoria	2035	Dowell	July 7	B Glasgow	Victoria	H. P. Rithet & Co., Ltd.	19
Br bark	Glengarry	F S	Davidson		M Rio de Janeiro	New Westm	Bell-Irving & Paterson	

P—To load lumber for Valparaiso on owners' account. A—Spoken May 20, lat. 3 N., long. 25 W. Chartered to load wheat at Tacoma or U. K. E—Passed Deal May 29, chartered for salmon to London. F—Chartered for salmon to London at 3s 6d. To arrive in September. H—June 7, sailed from Coronel. June 22 arrived at Corinto. D—Lumber to Sydney on owners account. G—Sailed from Yokohama July 18. B—Via Suez Canal and Hong Kong. C—Salmon to London at 3s, Sept-Oct. loading. N—July 9 passed Dover. J—Sails middle of July with 2,700 tons tea and mdsc. K—To sail July 30, via Yokohama Aug. 8. M—Chartered for salmon to the U. K., Sept-Oct. loading.

VESSELS IN PORT.

(July 25, 1892.)
VICTORIA.

British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 24 from Liverpool, laid up. R. P. Rithet & Co., Ltd., consignees.

Br. bark Martha Fisher, 811 tons, Capt. Meadowcraft, arrived July 17 from Liverpool with general cargo, R. P. Rithet & Co., Ltd., consignees. She is chartered for salmon to U. K.

Br. ship City of Quebec, 708 tons, Capt. Carneux, arrived July 17, seeking.

Br. ship Ben Nevis, 1,109 tons, Capt. Gliddell, arrived July 20 from Glasgow, with general cargo, Robert Ward & Co., Ltd., consignees.

VANCOUVER.

Am. bktn Robert Sudden, 504 tons, Capt. Ulberg, arrived July 6, loading lumber for Valparaiso.

Br. bark Zebina Gowdr, 1,087 tons, Capt. Manning, arrived July 20, loading lumber for Wilmington, Del.

Am. ship George Skolfield, 1,276 tons, Capt. Dunning, arrived July 21 from Yokohama, discharging cargo of 2,200 tons tea.

Chil. ship Hindostau, 1,543 tons, Capt. Walsh, arrived July 4, loading lumber at Moodyville mills for Valparaiso.

Chil. ship Atacama, 1,235 tons, Capt.

Caballero, from Valparaiso, arrived July 18, loading lumber at Moodyville mills for Valparaiso.

CHEMAINUS.

Chil. bark Guinevere, 960 tons, Capt. Glennie, loading lumber for Valparaiso.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. ship Wachusett, 1,519 tons, Capt. Boyd.

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

Am. ship Rufus E. Wood, 1,409 tons, Capt. Ryder.

WELLINGTON SHIPPING.

Br. bark Colorado, 1,036 tons, Capt. Gibson.

Am. ship Richard III., 954 tons, Capt. McIntyre.

Br. ss. Wellington, 1,207 tons, Capt. Salmond.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	3,664
Vancouver	5	5,735
Chemainus	1	900
Nanaimo	6	8,721
Total	16	12,580

The Chilean ship Atacama, 1,235 tons, Capt. Caballero, arrived at Moodyville from Valparaiso July 18, to load a return cargo of lumber on owner's account.

SHIPPING INTELLIGENCE.

The American ship George Schofield, 1,276 tons, Capt. Dunning, from Yokohama June 12, arrived at Vancouver July 21, 36 days out, with a cargo of 2,200 tons of tea, consigned to the C. P. R. Co. for shipment east.

Capt. Walbran, of the Government steamer Sir James Douglas, reports that during the vessel's stay in Bamfield Creek he made an examination of the anchorage and exactly located a rock not marked on the chart in his possession, having a depth upon it of six feet at low water. This rock is about midway between the entrance and the anchorage, and a little to the westward of mid channel. To ensure passing this danger in safety the eastern shore must be kept close inboard.

The steamship Victoria, which sailed from Glasgow July 7 for this port via Suez Canal and Hong Kong, is now reported to be the well-known Parthia which was formerly in the Oriental service for the C. P. R. Co. She has been thoroughly refitted and partly rebuilt, and was re-named in honor of the city of Victoria. She is now in the service of the Puget Sound & Oriental Company, in connection with the Northern Pacific Railway, Messrs. R. P. Rithet & Co., Ltd., being the agents in this city.

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