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Reserve Fund..... (£200,000) \$1,000,000

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- Royal Insurance Company,
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- J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.
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- British Columbia Salmon:—Ewen & Co., "Lion," "Bonnie Dundee"; Bon Accord Fishery Co. Consuls"; A. J. McLellan's "Express.

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of August, 1893:

ARTICLES.	QUAN.	VALUE.	DUTY.
		\$ 11	\$ 8
Agricultural implements		348	138 80
Ale, beer & port w/ghs	3,392	2,475	809 76
Animals		7,699	2,270 00
Books, pumpkins, etc.		839	164 71
Brass & manufs of.		930	279 00
Breadstuffs, etc, viz			
Grain, of all kinds			
bush	102	261	57 52
Flour, brls	1,119	3,516	839 61
Meal, "	232	669	93 00
Rice and all other breadstuffs		7,109	2,978 56
Candles, lbs	1,520	110	35 00
Chicory, lbs			
Coal and coke, tons	26,690	231	15 81
Coffee, from U.S. lbs	12,697	2,513	267 20
Copper and m'ts of.		231	71 40
Corriage all kinds.		511	128 90
Cotton, manufs of.		5,897	1,634 51
Drugs and medicines		26,123	10,896 01
Earthen, stone and			
China ware		252	80 20
Fancy goods		2,071	600 15
Fish		1,013	239 95
Fruit, dried		1,171	361 95
Green		10,753	2,388 72
Furs		717	179 25
Glass, glass-ware		2,310	715 27
Gump'der, exp sub's		814	208 10
Hats, caps, botnets.		2,022	616 60
Hops, lbs	2,636	517	158 18
Iron and steel m'ts of		13,911	4,392 26
Jewelry and watches			
and m'ts of gold and silver		917	207 20
Lead and manufs of		455	80 98
Leather and m'ts of		862	199 19
Marble and stone			
and manufs of...		16	11 10
Malt, bush	1,668	1,116	250 20
Metals, composition			
and m'ts of		156	44 92
Musical instruments		236	59 00
Oils, coal and kero			
send, gls	12,760	2,688	918 71
All other, gals		1,629	410 33
Paints and colors		163	48 50
Paper and m't of		1,626	562 32
Perfumery		71	22 20
Provisions,			
Bacon hams, etc		8,419	2,130 31
Salt, not from Great Britain or British possessions, or for fisheries, lbs	211,385	772	158 55
Seeds		65	12 60
Silk, manufs of		10,959	3,287 50
Soap of all kinds		295	83 86
Spices of all kinds		75	14 90
Starch, lbs	5,060	110	101 20
Spirits,			
Of all kinds, gals	4,702	6,688	10,015 81
Wine, other than Sparkling, gals	2,251	1,615	1,361 62
Wine sparkling doz	94	908	440 70
Sugar above No 14 lbs	156,088	6,561	1,248 76

B. C. CUSTOMS RETURNS.

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

IMPORTS.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
Dutiable Goods	\$181,445 00	\$ 59,710 00	\$ 92,981 00	\$ 10,484 00	\$344,620 00
Free Goods	45,981 00	75,656 00	15,878 00	2,137 00	139,652 00
Total Imports	\$227,426 00	\$135,366 00	\$108,859 00	\$ 12,621 00	\$484,272 00

REVENUE.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
Duty Collected	\$ 66,178 12	\$ 21,680 80	\$ 27,569 58	\$ 3,369 14	\$118,797 64
Other Revenue	4,536 87	2,430 29	223 87	65 74	7,256 77
Total Collections	\$ 70,714 99	\$ 24,111 09	\$ 27,793 45	\$ 3,434 88	\$126,054 41

EXPORTS.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
The Mine	\$ 40,201 00	\$ 100 00	\$ 10,810 00	\$228,070 00	\$279,181 00
The Fisheries	403,387 00	21,487 00	11,578 00		436,452 00
The Forest	8,781 00	58,795 00	21 00		67,597 00
Animals and their produce	32,690 00	740 00	1,705 00		34,544 00
Agricultural	1,072 00				1,072 00
Manufactures	6,632 00	5,979 00	2,130 00	83 00	14,824 00
Miscellaneous	13,315 00		65 00		13,380 00
Total Exports	\$505,490 00	\$ 87,101 00	\$ 26,309 00	\$228,153 00	\$847,053 00

*\$13,255 gold coin and \$57 silver coin.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.

Tuesday Morning, Sept. 12.

VICTORIA.

Business continues quiet. The general feeling is that the worst has been passed through, yet there is no disposition on part of dealers to increase their outstanding accounts until the outlook is more clearly defined. New York exchange has dropped from 1½ to ¼ within the past ten days. A considerable quantity of gold coin was expressed to New York last month by local bankers.

GROCERIES AND PROVISIONS.

There was a drop of 1c in American hams at the beginning of last week, but the market recovered ½c toward the end of the week. Large purchases were made by local jobbers when the market was down. American canned roast beef (2's) are 5c per doz. lower. The stocks of dried fruits held by local jobbing houses are not sufficient to last until the new season's goods are to hand. Three cars of assorted dried fruits last season are on the way and will arrive in the course of a week consisting of currants, raisins, figs, dates and prunes. New Valencia fruit was received by Toronto wholesale houses on August 30. Fine Valencias, off stock, opened at 7½c to 8c. Currants and other lines show no special features. Jobbers' quotations are unchanged in staple lines. The ss. Warri-moo brought a few tons of sugar from Australia for local houses; the orders sent called for considerably more than was shipped. The quantity is too small to affect the market.

American canned meats, staples, are quoted to the jobbers in bond as follows: Roast, corned and lunch beef, 1's per doz., \$1.05c; do. 2's per doz., \$1.70; lunch tongues, 1's per doz. \$3.00; do. 2's, \$6.00. Armour's white label conserved soups in 2 lb. tins are quoted at \$3 per doz.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 15c per lb; heavy hams, 14½c; choice breakfast bacon, 19c; short clear sides, 14½c, and dry salt clear sides, 12½c. Armour's white label pure lard, 1c lb. pails, 13½c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 18½c, breakfast bacon, 21½c.

The Montreal Trade Bulletin says: "Butter.—Receipts during the past week were 2,139 pkgs. against 3,063 pkgs. for the week previous. The market remains in the same dull and unsatisfactory condition as reported by us last week. There is evidently more July creamery unsold than was supposed. The last sale reported to us of July make was a lot of about 120 pkgs. at 20c. Buyers are bidding 19c pretty freely, but are not getting the goods. August make of course is held at higher figures. In Eastern Townships a lot of 70 tubs of fine goods was sold at 18c, and the same figure it is said, would be paid for more, small lots bring 19c. Western does not seem to be enquired for either for English or Newfoundland account, and

prices are nominally quoted at 16c to 17c as to quality. There was said to be a scarcity of butter in the West, some time since, but more recent advices say that since the late rains a good fall make is assured. We quote:—Creamery, July, 20c to 20½c per lb.; Creamery, August, 21c to 21½c. Receipts of cheese during the past week were 41,361 boxes against 34,003 boxes for the week previous. There is an easier feeling, and in order to sell a round lot of July cheese on this market lower prices would have to be accepted; but, on the other hand, neither factorymen nor dealers are pushing sales, and, consequently, things remain just in the same groove reported by us last week. The expected break, therefore, has not yet materialized either here or in England, but the stand-off between buyers and sellers continues, there is still a great deal of talk about a largely diminished make owing to the drought in some sections and the prevalence of the Texan fly which is worrying the cows and stopping the milk flow. The market is consequently in a very mixed condition, and it is difficult to tell how the market may go. The English market seems to keep up fairly well, the public cable being quoted at 46s 6d to 47s 6d."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	26½ @ 27
Manitoba Creamery, 5-lb tins	27 @ 28
" dairy.....	17 @ 18
Cheese—Canadian, lb.....	12½ @ 13½
California.....	16 @ 00
Egg-cases, per doz.....	18½ @ 19

Smoked meats and lard are quoted:

Hams.....	10½ @ 18
Breakfast bacon.....	17 @ 18
Short rolls.....	14 @ 15
Dry Salt, long clear.....	13 @ 14
Pure Lard, 50lbs.....	14 @ 14½
" 20lbs.....	14½ @ 15
" 10lbs.....	15½ @ 00
Lard compound, 10 lbs.....	13 @ 13½

Sugar—Jobber's prices ½-barrels and kegs in each case being ¼c higher:

Dry Granulated.....	63
Extra C.....	52
Fancy Yellow.....	51
Yellow.....	52
Golden C.....	54
Dry Granulated (China).....	61
Syrups, per lb.....	3
" 1 gal. tins, American.....	6 50
" 1 " " ".....	5 75
" 1 " " Vancouver.....	5 50
" 1½ " " ".....	7 00

FRUITS AND VEGETABLES.

The principal feature of the week was the arrival of the Australian s.s. Warrimoo with large supplies of Australian oranges, lemons, Hawaiian Island bananas and pine apples. Oregon fruit consisting of apples, peaches and plums are coming forward freely. They are of excellent quality and command a ready sale. Oregon apples are quoted at \$1.15 box, peaches \$1.05; and plums at 55c. Pears are about over; in fact there are no more Bartlett's. Nutmegs are over. The orange season is nearing the end, although they are still in demand. Australian oranges are higher, and now quoted from \$2.50 to \$3 per case. Australian lemons are in good demand at \$2.50 a case. Pine apples are higher, sugar grades selling at \$5 per doz. Bananas were offered at auction and a few lots sold at 90c a bunch. The consignees then sold at retail at \$1 for small bunches and \$1.50 for large and disposed of consider-

able at these prices. Local jobbers are quoting at \$1.25 a bunch, but the prospects are that the market will be lower if the fruit begins to ripen fast. There is a large supply in the city and at the low prices demand is good. Grapes are quoted at \$1.20 in boxes and \$1.50 in crates. Nutmeg melons are 25c a box cheaper.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian.....	2 50 @ 3 00
Tahiti seedlings.....	3 00 @ 3 25
Lemons—California.....	4 50 @ 6 50
Australian.....	2 50 @ 0 00
Bananas.....	1 25 @ 0 00
Apples.....	bxs 1 15 @ 0 00
Plums.....	75 @ 85
Peaches.....	1 05 @ 1 25
Pears.....	1 25 @ 1 40
Grapes.....	1 20 @ 1 50
Cocoanuts.....	per 100 8 00 @ 9 00
Watermelons.....	per doz 3 00 @ 6 00
Nutmeg melons.....	crate 1 25 @ 0 00
Cantaloupes.....	per crate 3 50 @ 4 00
Pineapples—sugar.....	per doz 4 50 @ 5 00
Hawaiian.....	per doz 2 00 @ 0 00

Vegetables are quoted:

Potatoes—Local.....	per lb 1 @ 1½
New California.....	per lb 1 @ 1½
Onions—Silverskins.....	1½ @
Cabbage.....	1½ @ 2
Tomatoes.....	per box 75 @ 90
large.....	per box 1 75 @ 2 00
Cucumbers.....	per box 1 25 @ 1 75

FLOUR AND FEED.

Receipts of new season's grain and hay are increasing. Hay is slightly lower in price as supplies are freer. Chop feed is a little weaker, but quotations on the whole are steady.

The Ogilvie Milling Co. quote their celebrated brands of Manitoba flours in car lots, on wharf in Victoria, as follows:

Ogilvie's Hungarian.....	\$4 40
" Strong Bakers.....	4 10
The Columbia Flouring Mills quote	
Enderby flour in carload lots in warehouse in Victoria:	
Premier.....	\$4 40
XXX.....	4 30
Strong Bakers or XX.....	3 90
Superfine.....	3 40

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 50 @ 0 00
Lion, " ".....	4 50 @ 0 00
Premier, Enderby mills.....	4 65 @ 0 00
XXX, " ".....	4 55 @ 0 00
XX, " ".....	4 15 @ 0 00
Superfine, " ".....	3 65 @ 0 00
Ogilvie's Hungarian.....	4 75 @ 0 00
" Strong Bakers.....	4 60 @ 0 00
H. B. C. Fort Garry Hungarian..	4 75 @ 0 00
" " Strong Bakers.....	4 60 @ 0 00
Oak Lake Patent Hungarian.....	4 75 @ 0 00
" " Strong Bakers.....	0 00 @ 0 00
Regina Hungarian.....	4 75 @ 0 00
" " Strong Bakers.....	0 00 @ 0 00
Benton County, Oregon.....	4 65 @ 0 00
Portland Roller.....	4 70 @ 0 00
Snowflake.....	4 75 @ 0 00
Royal.....	4 60 @ 0 00
Wheat, per ton.....	30 00 @ 35 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	45 00 @ 00 00
Chop feed.....	28 00 @ 30 00
Shorts.....	28 00 @ 30 00
Bran.....	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.....	26 00 @ 28 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	4 00 @ 5 00
Corn, whole.....	per ton 37 50 @ 40 00
Corameal.....	2 75 @ 3 00

Cornmeal-feed.....	per ton 40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

SALMON.

The Br. ss. Grandholm, 871 tons, Capt. Masson, arrived from San Francisco Sept. 6 and went into Esquimalt for repairs. When these are completed she will load on the Fraser River for the U. K. on account of Robt. Ward & Co. (L'd). The British bark Jessie Stowe, 615 tons, Capt. Blanche, has arrived to load salmon on the Fraser River for the U. K. on account of the Anglo-British Columbia Packing Co. The Routenbeck is now taking in cargo, and the Sirene will commence loading about the end of the week.

LUMBER.

There have been two clearances since last review. The British bark Gainsborough, 935 tons, sailed Sept. 7, from Moodyville for Valparaiso, with a total cargo of 762,153 feet valued at \$3,521, and comprised of 46,890 feet of t and g flooring, 655,263 feet rough, and 500 bundles laths; the Chilean bark India, 953 tons, Sept. 10, from Moodyville for Valparaiso, with 799,207 feet, valued at about \$7,000, and composed of 777,251 feet rough, 15,135 feet laths, and 6,911 feet of rough clear. The American bark Hesper, 661 tons, Capt. Underwood has been chartered to load at the Hastings mill for Port Pirie, at 37s 6c, option Adelaide, 30s. The American barkentine Robert Sudden, 585 tons, Capt. Ulberg, has been chartered to load, in October at the Hastings mill for Port Pirie at 37s 6d, on account of Robt. Ward & Co. (L'd).

The American schooner Golden Shore, 644 tons, will load on Puget Sound instead of B. C. as previously intended. The American schooner Lyman D. Foster, 727 tons, Capt. Dreyer, has arrived, and will load at Cowichan for Sydney at 27s 6d on account of Robert Ward & Co., L'd. The Am. bark Benjamin Sewell, 1,361 tons, now at Port Townsend, is offering for the West Coast of South America. The Wm. Bowden, now on the way from San Francisco, will load at the Sayward Mill, Victoria, for Australia.

These are at present eight vessels loading at British Columbia ports for foreign. At Burrard Inlet—Am. bknt Chas. F. Crocker, 813 tons, for Santa Rosalia. At Cowichan—Am. schr. King Cyrus, 667 tons, for Port Pirie; Am. schr. Lyman D. Foster, 727 tons, for Sydney. At Westminster—Am. bknt Hilo, 612 tons, for Sydney.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet..	\$ 8 50
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	17 00
Pickets, rough per M.....	9 00
Laths, 4 feet, per M.....	00
The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7 per M ft; rough clear, \$11; ship lap, \$10; flooring and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.00; lath, \$1.00.	

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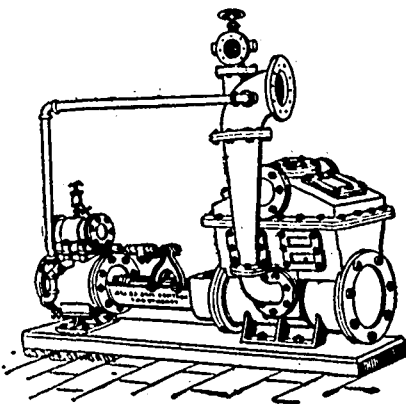
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The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."  
The Stoveston Canning Co., Stoveston, Fraser River, "Lighthouse Brand of Salmon."

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Where is the retail merchant who has not in his anxiety and rustle for trade, made promises which he knew he could not fulfil at the time. He intended to do his best, of course. But that does not always answer the purpose of the purchaser. He to a certain extent relies on the merchant to keep his word, and if the latter fails to do so it often places him in a queer predicament, as in the case of a boarding-house or restaurant, where the public expects to be served at call. Though the absence in disappointing a customer may be condoned, there is never afterwards the same degree of confidence be-

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tween the storekeeper and customer that previously existed.

This method of trying to secure business should always be avoided by a tradesman, because if the practice of disappointing customers is followed up it will always result in a loss of their confidence in the merchant, and without this there cannot exist the friendly intercourse which ought from the nature of their dealings to exist between them. When once a promise is made to deliver goods at a certain time there should be no deviation from that promise. It should be held as sacred as though the loss or gain of thousands of dollars depended upon it.

It is always with the making of the first trade enemy that the merchant's influence is curtailed, and this increases until it accomplishes the downfall of a once prosperous business. It is this first instance that ought to be avoided by every business man. Merchants, and more especially grocers, need all the friends they can get, no matter where they may be located. Anything that is derogatory to their course of business conduct follows a store-

keeper for years, and when he least expects it is when the unfavorable influence is brought to bear against him. The one enemy persuades the second and so on it continues until there are more than his limited capital can hold out against.

The advantage gained through misrepresentation is only of a temporary nature, but its attendant evil is everlasting. It would seem, therefore, that the threatened unpleasant circumstances outweigh by far the temporary benefit derived. To us it seems as though it would greatly add to the credit of the merchant if he would inform the customer at once that owing to the delivery of other orders his goods could not be delivered according to his request. Better lose an order than disappoint a customer. In either case the merchant will have the good will of the customer, and may perhaps at some future time be favored with some patronage from him. Merchants should only make promises which can be kept and so avoid any loss of confidence through doing otherwise.—Retail Grocers' Journal.



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VICTORIA, TUESDAY, SEPT. 12, 1893.

## A COMMERCIAL OUTRAGE.

The C. P. R. authorities, there can be no question about it, have, at least some of them, never failed to give Victoria the go-by when there was the slightest possibility of an excuse for doing so, and upon many occasions they have done so when there was no plausible reason to advance. They have done this in connection with the Oriental steamships; they have done so in the matter of rates and connections until it has been found by many to be both better and cheaper to travel or ship *via* the Sound and one or other of the American railways rather than by the Canadian Pacific. Now the same policy has been pursued in connection with the Australian steamship service. It has been a remarkable circumstance that in the early printed matter issued on the part of the Company, whose agents are the Canadian Pacific Railway, the name of Victoria was omitted, although the specific understanding was that the vessels should take on and discharge cargo here, both going and coming, respectively. For this omission, Mr. James Huddart, the managing director of the Company, apologized, Mr. F. W. Ward, the representative of the Company, who came out by the first vessel, explaining "We were strangers on the first trip, and did not know just how to proceed. We understand the situation now, however, and each steamer will in future tie up at the outer wharf, on both inward and outward passages, and handle all Victoria business directly there."

Nothing could be more direct and specific than this. Nevertheless, on the arrival of the steamship Warrimoo on Friday last, with 3,243 packages of freight—a large proportion of it perishable—for Victoria and 1,557 for Vancouver, the vessel, by orders of Mr. Fullerton, manager of steamships for the Canadian Pacific Railway, proceeded on to Vancouver, after having discharged only a small portion of her freight including that consigned to the order of a Vancouver house and advertised to be offered for sale by auction in this city on the succeeding day (Saturday). The flimsy excuse offered on the part of the Company was that they had made a new arrangement by which freight for the Sound was to be forwarded from Vancouver instead of from Victoria, where it could be handled with most convenience to shippers and consignees alike. No notification of this change was given to the shippers; and in consequence the packages for Victoria and for the Sound were, it is said, so mixed in the hold of the ves-

sel that they could not be readily separated.

How came it, it may be inquired, that it was possible to get at the freight to the order of the Vancouver house and yet that it should be impossible to reach that consigned to Messrs. S. Leiser and others. In consequence of this action, a special meeting of the British Columbia Board of Trade was held on Saturday at which the subject was thoroughly ventilated and the following resolution unanimously adopted: "That the action of the Canadian-Australian Steamship Company's ship Warrimoo, which arrived here on the 8th inst., in failing to deliver fruit freight consigned to the port of Victoria, is a breach of faith on their part, and has caused loss and inconvenience to the Victoria consignees, and that this Board desires to express its strong condemnation of this unjust and irregular action of the company, and that a copy of this resolution be forwarded to the owners of the line."

Moreover, a committee was appointed to wait on Collector of Customs Milne who said, when the matter was laid before him, that there appeared to have been an infraction of the Water Carriers' Act in the failure to promptly deliver goods; while a manifest had been sworn to and filed which falsely stated that the vessel had 500 tons of freight to land here whereas a very much smaller quantity had been actually landed. The Collector advised that he should summon the ship's officers to appear before him to explain, if they could, their action.

Besides, there is another complication which will have to be straightened out and that is that the consignees of a considerable portion of the fruit cargo which was to have come to Victoria but was carried on to Vancouver, having taken legal advice on the matter, will refuse to take delivery of the goods, and will demand substantial damages for the loss and inconvenience incurred. The action will result in a libel being filed against the ship, so that bonds will have to be given before she will sail for the south. It is to be hoped that if it is in any way possible the persons who are responsible for this commercial outrage will be brought to their bearings, and that by being forced to feel the weight of the law, if, as appears to be probable, there is no amicable way of dealing with them. Saturday's meeting amply demonstrated the strong feeling against them which the Canadian Pacific people have aroused among the merchants of Victoria, more than one of whom declared that they had to make use of American routes because it was impossible to get prompt delivery by the Canadian line.

## SEALING MATTERS.

The Victoria sealers, since the award of the Behring Sea arbitration was made known, have frequently expressed their views as to the situation, and talked over and discussed the bearing of the regulations upon themselves. It has been learned by them that in addition to formally deciding upon the points submitted to them and adopting the regulations for the future conduct of the industry, the arbitrators favored a limitation of the catch conducted

on the Pribiloff Islands under license from the United States Government. Judging from past experiences and the subsequent developments as between the American authorities and their lessees, they are inclined to think that the people at Washington will either decline or neglect to further restrict the authorized catch, the effect of the regulations in that event being nothing more than to secure by joint American and British action, the Alaska Company in the possession of its monopoly. This the local sealers hold to be an outcome which had never been contemplated by the British when they entered into the convention, and that the event of the catch not being as much restricted at the rookeries as on the sea constitutes a good and substantial ground for an endeavor to modify the regulations. As it is, the British Columbia sealers are, as they express it, virtually driven from the sea by a decision in which the British Government has acquiesced, and they have in consequence appointed a committee to draft a memorial petitioning the British Government, in view of what has been done, to purchase their schooners and outfits at a reasonable compensation.

If there is any possibility of the regulations being modified, the memorial in favor of compensation in the manner indicated will not be pressed; meantime, the committee named will prepare and submit their report to a special meeting of sealers.

The Tupper, who has been knighted in recognition of his services in connection with the arbitration, says that the British side had to fight hard to secure permission for pelagic sealing, and did well to get the regulations they did. He, however, added, "they are not my ideas of what the regulations should be, even as a means of preserving seals. They are neither in the interests of the United States nor Canada in that respect, and next year's catch of British vessels will be the largest in the history of pelagic sealing. That this great slaughter will occur at a time when it may be most destructive to the seal species will be the fault of the regulations." And for his services in connection with the obtaining of this result, Mr. Tupper has accepted at the hands of Her Majesty the honor of knighthood, although, if reports be correct, the endeavor to specially honor the premier and the new knight at the capital of Canada fell flat and were far from a success. No honors for Tupper or Thompson in this country.

## FOR AUSTRALIA.

Hon. Mackenzie Bowell, Minister of Trade and Commerce, will be a passenger by the outgoing steamer on the 10th inst., his mission being to promote trade between Canada and the Australian colonies, and, we presume, with that object in view to ascertain what is required in the shape of tariff modifications. There is, we are convinced, a considerable business to be done between the respective countries. We have large quantities of natural as well as manufactured products with which we can supply our Australian brethren, for they have comparatively few, if, indeed, any manufacturing industries, while there are many of their natural products for which purchasers can be found

here. Upon two previous occasions Canada has sent commissioners to Australia on the same mission as that on which Mr. Howell goes. The late Hon. John Young went there in the days of the Mackenzie administration, while Mr. Alexander Woods was sent out by the administration of Sir John Macdonald. Let us hope that the present endeavor will be a successful one. We believe Hon. Mr. Howell to be well qualified for the mission he has undertaken. Indeed, there is no one who ought better to understand the situation, and we know that he has the patriotism and natural ability to enable him to carry out, as far as one man can do it, the task which has been allotted him. In connection with the unwarranted action of the Canadian Pacific people in the matter of freight by the Warrimoo, Mr. Howell may have something to say when matters are fully explained to him. We trust he will make the parties concerned thoroughly understand their obligations.

#### CANADA'S LATEST KNIGHT.

We cannot say that we congratulate young Tupper on his Imperial honors. To our mind he has in no way earned them, and were he possessed of the qualities of manliness and patriotism he would indignantly decline to be made a K. C. M. G. as a reward for having failed to vindicate the claims and the rights of the British Columbia sealing interest. Like ourselves, the *Victoria Times* cannot understand why other than because he is the son of his father, young Tupper should have been made a belted knight." It says editorially: "We were not aware that 'Young' Tupper had rendered very important services at Paris, but it may be assumed that the royal favor would not be bestowed upon him if he had not done something to earn the distinction. In fact, possibly, his brilliant achievements would be made known to Canadians and especially to the Victoria sealers whose business has been ruined as a result of the distinguished services of the young knight and his colleagues." Imperial honors are losing, it is sincerely to be regretted, much of their value in the eyes of Canadians; and no wonder when such specimens as Tupper and others who ought to be named are singled out as their merits, while really good men, as for instance Hon. Mackenzie Bowell and other able and patriotic men, are ignored, despite their years and years of faithful service. Fishermen will remember that Imperial distinctions were not sufficient to prevent a Castlereagh taking his own

#### VICTORIA'S SEWERS.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL is well satisfied to have been the first to have protested against the proposed utilization of the surface drains for the carrying off of matter ordinarily classed as sewage. We are glad that the *Colonist* has taken such a decided stand on this subject and has done good service in exposing the fraud of the council in creating a fund, voted for the construction of surface or storm water drains,

to build sewers. The public now know that some of the members of the City Council propose to convert the View street drain and some of its principal branches into sewers, to allow the sewerage to run into the Cook street drain, and then, when there is too much of it for the sewer to carry away immediately, to allow it to spread over the ground near the dwellings. The voters, having no confidence in the members of the City Council, have repeatedly, by their votes, refused them the authority to construct a combined system of sewers, and this conversion, this degradation of the surface drains, is little less than a deliberate attempt on their part to override and thwart the wishes of the public. The civic authorities require to be pulled up at a very short turn and to be made pecuniarily responsible for all the loss and the inconvenience to which they have put the citizens.

#### COMMERCIAL BANK OF MANITOBA

At a meeting of the shareholders of the defunct Commercial Bank of Manitoba at Winnipeg, recently: Mr. Duncan MacArthur, ex-president, said "the Bank was abundantly solvent, and there was no good reason for its suspension. Knowing every particular of its business, as I do, and as no one else does, I am prepared to state without hesitation, that under judicious liquidation the note-holders and depositors will not only be paid in full, but that the shareholders will receive three-fourths of their money at least; and this is on the supposition that the amount for which the late manager, Mr. T. R. Rokeby, is liable turns out to be a total loss, which may not be the case."

The *Winnipeg Commercial* says: "It is a matter for regret to Manitobans, that the only bank we could call our own, has closed its doors. The Commercial Bank was the only bank ever organized in the prairie province, and as a local institution it was regarded with a friendly feeling not extended to the other banks by many here. All the creditors will be paid in full, and a considerable surplus will be left for the proprietors of the bank. While the bank has been mixed up in some unfortunate transactions, it was doing a good and paying business, and but for peculiar circumstances relating to its internal affairs, it might have grown to be a very strong financial institution. At any rate, there was nothing in the general commercial situation, either of the community or the bank itself, to cause the failure."

"There is a prospect of reorganization, and if this is accomplished, the event will be welcomed by the business people of the province generally. Reorganization, however, must be undertaken only on a thorough and apparently permanent basis. The bank must start out on a stronger basis than it did at the outset, and with sufficient paid up capital and reserve to give complete confidence to the people. There should be a good field here for a local bank. The country is growing, business is expanding, there is plenty of room for legitimate and profitable investment, and a local bank which had the confidence of the people would undoubtedly have a liberal share of the best class of business."

#### EDITORIAL COMMENT.

We regret to learn that the New Vancouver Coal Company have been compelled for lack of business to shut down operations on the newly opened and particularly promising, as it was understood, Protection Island shaft, thereby throwing some 300 or 400 men out of employment. It is understood that, as far as possible, married men will be retained in the employ, those who have no encumbrances being the first to lose their positions.

The outlook is brighter than it was a month ago. The harvest as a whole in Canada is not, however, a large one, but there is a good prospect of better prices for wheat being realized, and in other products the tendency is upward. The crop income of Canada will be a good average; and with ordinary prudence we look forward with confidence. The latest advices from the States speak of banks reopening, deposits gradually flowing in and confidence slowly returning.

It is satisfactory to state that the idea of a cold storage project bids fair to be carried in to effect. British capital it is announced is prepared to co-operate with that subscribed in British Columbia, and in this way provision is likely to be made ere long for this most important undertaking. Irrespective of the keeping of meats, fish, vegetables and fruit for home consumption, it is manifest that there is much to be done in the way of preparing these products for shipment. An extensive demand already exists, and this it is possible to materially augment.

"It is somewhat singular that the authorities have not yet settled upon a site for the new Custom House and Post Office. They have surely had time enough to make up their minds. The selection was not a difficult one to make. It is impossible to understand the cause of the delay. The money has been voted and the building, if anything like diligence had been used, would now have been well under way. It is to be hoped that the site will soon be selected and the work of construction commenced." The above is from the *Colonist* whom we do not hesitate to join in asking "what's the matter?" Is there a job somewhere?

VERY properly Alderman Belyea is endeavoring to have the cab stand removed from Government street, which, however convenient it may be to a few people is a great nuisance to the public generally. The stand ought to be placed on some of the by-streets which would be for all practical purposes just as handy. We are not, however, of those who would advise the removal of the cab stand, and then recommend double tracking Government street to accommodate the electric cars. One line is sufficient on any of our streets, which are narrow enough. The car service ought, however, to be improved by having the vehicles go on one street and return on one parallel to it—say for instance let the round journey be made via Douglas and Government streets, and the same with some of the other services.

## CHINA'S NAVY.

China has six armored vessels and twenty-six unarmored vessels, built in British and German dockyards. Two of her armorclads are of 7100 tons displacement. Besides steel protective decks, they have water-line belts of 14½ inches of compound armor, and the main battery of each includes four 12-inch Krupp guns, protected by an armored breast work and two smaller Krupp's, while each also carries eleven Hotchkiss cannon and tubes for torpedoes.

China has a shipyard at Foochow on the Min River originally established by a French officer in the service of China. Docks, machine shops and rolling mills have been added, and it is a busy scene of construction. At that point was built the armored coast-defence vessel Ping Yuen of about 2000 tons and 2400 horsepower. She has a water-line belt of 8 inches and a 2-inch protective deck. She has a 10½-inch Krupp gun at the bows in a 5-inch breastwork, 2 6 inch guns amidships, 8 small rapid-firing guns and 4 torpedo tubes. Her factory also builds steel breech-loading rifles from ingots furnished and rough-turned in England.

## ONCE A CENTER OF TRADE.

Its silent grass grown streets and the blackened ruins of its stately churches suggest a mournful retrospect. Yet the Visby of to-day merits more attention than it obtains from visitors to Sweden and the Baltic. Its once fabulous wealth has departed from it. The housewives no longer, as in the old tradition, use golden spindles, nor do the hogs eat from silver troughs; while of the eighteen churches of which the town once boasted, seventeen lie in irretrievable ruin, wrecked, it would seem, rather by the ruthlessness of man than by the ravages of time.

Still Visby, even in ruins—we may say, indeed, because of its ruins and the associations that cling to them—is full of interest. Its early prosperity was largely due to the convenient position of Gotland in the Baltic, midway between the Swedish and Russian coasts. Until the new routes by Genoa and Venice and by the Cape of Good Hope were established most of the commerce with the East passed through Russia, and Visby as a place of call became so prominent as to gain the name "Queen of the Baltic," or "Eye of the Baltic." Old chroniclers assert that even Solomon in all his glory was poorer in gold and silver and precious stones than was this small city.

Visby was one of the first to be enrolled among the Hanse towns and took a leading part in the famous league. Its maritime code has served as a model for most of the European navigation laws. From the first the "Eye" of the Baltic was mainly directed to business. Its prosperity received royal recognition when Henry III allowed the merchants of Gotland the privilege of free trade as regarded purchase and traffic in England. The enterprise of the traders enabled them to secure a double profit.

They betook themselves, with other representatives of the league, to London, and established, close to Thames street, a

house called the Steelyard, which flourished for upward of three centuries. Meanwhile the population increased rapidly in Visby, and the variety of religions called for the erection of numerous churches and religious buildings. Charitable guilds and hospitals were also established. The monks, after their wont, helped to beautify the town by planting walnut, chestnut, lime and mulberry trees, some of which still thrive. But the chief charm of Visby lies in its gray walls, which, as a specimen of ancient fortification, are almost unique.

Gotland, in the old days, was a prosperous and important center; but little remains of its former greatness. The sole existing trace of former independence is a standing army, which belongs exclusively to the island, and can only be employed in its defence. Every Gotlander, from the age of 18 to that of 50 or 60, may be called upon to serve. The active services of the army are unlikely to be called upon. Yet of so much importance is the island from its geographical position and natural defence, that from a strategic point of view, it might readily be made a padlock upon the gulfs of Finland and Bothnia. It has even been declared that by means of Gotland the Russian navy could be locked up and the navigation commanded.—*Temple Bar.*

## NEW ZEALAND TRADE.

The last New Zealand Gazette contains the statistics showing the imports and exports at the ports of that colony during the quarter ending June 30, and an examination of the figures proves that the colony continues steadily to maintain its position. They show that the revival of New Zealand, respecting which so much has been said, is no mere spurt, but is a steady growth, founded on a progress made on the broad basis of the extension of cultivation and settlement.

The total imports for the quarter amounted to £1,555,586, as against £1,413,087 for the corresponding quarter of 1892. The imports from the United Kingdom, however, show a falling off from £920,937 to £829,976. The imports from both New South Wales and Victoria show a considerable increase, owing, no doubt, to the fact that the markets of these colonies had been glutted, and that a considerable quantity of English goods were re-exported to New Zealand for disposal. The imports from the Pacific Islands manifest a very considerable increase over those of last year. As regards the trade of the different ports, Auckland shows a decrease on the quarter from £290,075 to £300,083, while Wellington has an increase from £300,180 last year to £514,163 this year. Lyttelton has increased from £258,765 to £257,175, while Dunedin has decreased from £309,165 to £276,892.

The table of exports corresponds very closely with the imports in exhibiting an increase, not very large, but betokening growth in the producing powers of the colony. The exports for the quarter reached £2,250,138, the amount for the corresponding quarter of 1892 having been £2,210,051. The exports to the United Kingdom show a falling off from £1,732,151 to \$1,704,801. There is an increase in

New Zealand exports to the Australian colonies, to Fiji, and to Germany. The total exports to the Eastern States of America increased from £90,064 for the June quarter of 1892 to £110,300 for the June quarter of the present year. The exports to the island groups of the Pacific also shows an increase. Auckland was the largest exporter to New South Wales, sending £50,280, the next largest being Dunedin, with £30,425. To Fiji, Auckland sent goods to the value of £13,014, the next highest exporter being Lyttelton, £1,765. The exports from New Zealand to Germany were all sent from Auckland, amounting to £2,260. To the Eastern ports of America Auckland sent produce to the value of £60,710, the only other large exporter being Wellington with £37,424. These exports consisted chiefly of kauri gum and flax. The exports to the lesser island groups of the Pacific, such as the Friendly Islands and Navigators, were almost all from Auckland.

Taking the classes of articles exported, we give the figures of the principal items. The mine (coal, gold, silver, other minerals), £251,735 against £249,896 for the corresponding quarter of last year; fisheries, £2,930 against £1,400; the forest (tungua, kauri, gum, timber), £157,820 against £151,266 for the quarter of last year; animals and products, £1,324,267 against £1,210,777; agricultural products, £230,500 against £140,492; manufacturers, £100,575 against £77,631. There was a considerable decrease in the export of butter, the figures being £15,500 against £40,067 last year. In frozen meat there was an increase from £325,012 last year to £387,246 this year, and in wool from £625,416 to £685,556. In the agricultural products there were decreases in the export of wheat, oats, hops, oatmeal, grass and clover seeds, etc.

## SAN FRANCISCO COAL TRADE.

J. W. Harrison reports Sept. 2 as follows: During the week there have been the following arrivals: From the Coast mines, 17,433 tons, from foreign ports, 4,689 tons. Business this week is of about the same character as during the month. The domestic trade is good and steam trade is light. Prices are well sustained, especially with such coals as are shipped from Great Britain. This is occasioned by the local advance in values there, and the delay that may be caused by the strikes at the principal shipping points. Advices just at hand from Australia report a scarcity of coal tonnage, hence freight rates are held above shipper's views. The reduction in price last month at Newcastle has not increased the shipments of Australian to San Francisco. The limited quantity of colonial coal to arrive this month should make holders very firm in their views for September and October. Grain freights remain firm outward, and should tend to weaken inward coal rates; they have so far not been influenced. A singular coal explosion has just taken place in Sydney—bark Argo, with Metropolitan coal, just loaded, blown to pieces; in all three explosions.

The tirailleurs of the Russian army are to be equipped with snow shoes next winter.

## COMMERCIAL SUMMARY.

The latest labor-saving machine cleans fish.

Ireland's linen industry employs 100,000 persons.

Paper stockings are growing in favor in Germany.

The average life of a ship is about twenty-six years.

The French Army prefers Irish horses for its cavalry.

Chicago's unemployed number more than ever before.

Kansas City bank deposits have increased \$2,000,000 since July 19.

Italy has 47,000 miners. The marble quarries employ 20,000 more.

Two more of the suspended banks at Louisville, Ky., have resumed business.

The steamer Aller brought to New York 1,735,000 francs and £90,000 in gold.

A receiver has been appointed for the Nicaragua Canal and Construction Company.

The United States Watch Company of Waltham has resumed work, but cut down pay.

The cheese factories in the Madoc district have contracted for the balance of the season at 10½c.

The Ottawa, Arnprior and Parry Sound railway has been opened for passenger traffic between Ottawa and Arnprior.

An Ottawa engraver sold his patent for improved printing and lithographing machine for \$60,000, to a firm in Germany.

The sheriff at Denver has taken possession of the P. A. Bolcom Soap Company. Liabilities, \$100,000; assets, considerably less.

Ten thousand miners in South Wales have returned to work at the old rate after having struck for an advance of 20 per cent.

The horse-cars of New York city annually carry 225,000,000 passengers. There are nineteen street railroads in the metro polis.

There are about 1000 women employed as type-setters in Boston, Mass., working at 20 to 50 per cent. lower than the union scale calls for.

Dr. McEachran, Dominion Government veterinary inspector, declares there is not the slightest sign of disease of any kind among the cattle of the Northwest.

Chinese laundries do not flourish in London as there is a prejudice against the Celestials as operators of the wash-board and the mangle.

Recent figures show that there are now 48,000 Belgians, 280,000 Italians, 100,000 Germans, 40,000 British and Swiss settled or employed in France.

A bill for a receiver for the New York Anderson Pressed Brick Company has been filed at Chicago. It is claimed that the concern is \$175,000 in debt.

The number of failures among farmers in the British Isles during the first six months of this year was 40 per cent larger than those of the corresponding time in 1892.

Silken fabrics should never be kept folded in white paper. The chloride of lime which is used to bleach the paper causes a chemical change in the silk, and injures the color.

Some British trade unionists, principally moved by glassworkers, are agitating for all manufactured articles imported to be stamped with the name of the district and country where they were made.

Late news from China shows that famine prevails in north China, and the distress is terrible. Men, women, children and cattle are dying by hundreds, and cholera prevails to an alarming extent.

A receiver has been appointed for the Hillis Plantation Coffee Company, of New Jersey, capital \$500,000. The firm is claimed to be insolvent through the crookedness of the secretary and the treasurer.

Owing to the stringency of the money market and the consequent increased caution of the banks, the Hamilton Whip Company has assigned. The assets are valued at \$26,000, and the liabilities are said to be only half that amount.

Mr. McDonald, of Mayne Island, at one time factor of the Duke of Sutherland, was in Vancouver recently arranging for the sale of smoked cod and halibut. He was offered a site to put up his smoke house in Vancouver which he may accept. He would go into the business on a fairly large scale.

The pea crop in France is reported to have been a very short one the present season, and this fact has proven of great interest to American canners. The same prolonged drouth which cut down the hay and some other crops in France, England and Germany is responsible for the shortage of peas.

The New York Chamber of Commerce has received a letter from the Sydney, N. S. W., Chamber of Commerce enclosing a petition of that body to the Secretary of State of the United States, requesting the appointment of the future Consul-General to Australia to Sydney instead of Melbourne. The latter asks the New York chamber to co-operate with the Sydney body to bring about the change. The reason given is that the relative position of the two places in a business sense have been reversed.

The Mark Lane Express in its weekly review of the British grain trade, says English wheats are weak and prices have receded 6d, both for the new crop and the old. There have been large offerings of foreign wheats and prices have declined 1s for American, including Californian and Argentine, and 6d for Indian and Russian. Flours have fallen 6d to 1s per sack. Barley, oats and corn have shared the downward tendency. At to-day's market new English wheat was in abundant supply and there was no recovery in value. Whites sold for 30s per quarter. Some red wheat brought only 25s. Old wheats were in moderate request. Prices were extremely low. Foreign wheats, however, were a shade firmer. Foreign flour was offered at prices that were 6d lower. This induced increased inquiry. Barley and oats were steady. The prices of beans and peas were in buyer's favor, Corn was easy.

## WHAT RETAILERS ARE SHOWING.

Red and blue ribbon belts and hat bands.

Narrow black lace insertion and edging for trimming silk gowns.

Celluloid toilet baskets, photograph frames, side-combs and scarf-rings.

Bath-ropes, toilet soaps, toilet waters, bath-brushes and folding mirrors. White sailor hats with satin crowns and wide brims of coarse, rough straw.

Children's lawn hats in pretty light colors, trimmed with ribbons and lace rosettes.

Handsome ecru embroidered flounces and ecru and white laces in a number of widths.

Wide ruches of black silk muslin bordered with white, which takes the place of last year's feather boas.

Stick-pins with heads in imitation of antique coins with bangles in the shape of Egyptian mummies.

Zouave jackets in black silk lavishly trimmed with jet passementerie, iridescent bands and narrow fringe.

Challies in chintz effects in leaf and spray figures, in crepon and in small figures on blue and black grounds.

Children's canvas Oxfords tastefully trimmed with leather; chocolate goat shoes with spring heel and Philadelphia toe.

Walking shoes with gray cloth tops and patent leather tips; Oriental slippers for house wear and red Oxford ties for the street.

Chenille table-covers in Oriental patterns, ready-made pillow cases and Japanese silk and flowered cretonne for pillows and cushions.

Shoulder craps made of coarse net and covered with a series of frills bordered with narrow white lace, the neck being finished off with a thick ruche to correspond.

Indigo wrappers and tea-gowns, all wool serge Eton suits, colored linen lawn waists trimmed with tucks and colored embroidery, fine white shirt waists, to be worn with four-in-hand ties, and misses' challee and novelty wool dresses made up in the latest fall styles.

## FEATURES OF THE TRADE JOURNAL.

The trade journal is useful; the general newspaper is entertaining.

The trade journal condenses; the general newspaper pads with surplusage.

The trade journal stimulates investigation and reflection; the general newspaper creates and feeds the appetite for what is superficial and often frivolous.

The trade journal records knowledge to be remembered and pondered; the general newspaper communicates accounts of current events to be read and mostly forgotten.

The prices for labor in Leicester, England, are fixed for the year at a meeting of the manufacturers and representatives of the shoe workers' unions, and six months' notice of a desire by either party for a change in these prices must be given. In this way strikes and lockouts are almost wholly avoided.

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### BRITISH COLUMBIA SALMON FLEET 1893.

| FLAG.    | NAME.      | TNS  | MASTER.    | SAILED. | FROM.         | FOR.           | CASES. | VALUE. | ARRIVED. |
|----------|------------|------|------------|---------|---------------|----------------|--------|--------|----------|
| Br bark  | Routenbeck | 930  | Russell    | .....   | Victoria..... | Liverpool..... |        |        |          |
| Ger ship | Sirene     | 1137 | Sauermeleh |         | Victoria..... | London.....    |        |        |          |
| Br ss    | Grandholm  | 571  | Masson     |         | Fraser River  | U. K.....      |        |        |          |

### B. C. LUMBER FLEET, 1893.

| FLAG.      | NAME.              | TNS  | MASTER.      | SAILED.   | FROM.        | FOR.            | CARGO FT. | VALUE. | ARRIVED.  | RATE.     |
|------------|--------------------|------|--------------|-----------|--------------|-----------------|-----------|--------|-----------|-----------|
| Br bark    | Aico, Thompson     | 1128 | Young        | Jan. 13.  | Westminster. | Sydney          | 806,938   | 7,814  | March 21  | owners ac |
| Br bark    | Mark Curry         | 1246 | Liswell      | Jan. 4    | Vancouver    | Plymouth        | 924,658   | 9,882  | May 20    | 52s 6d    |
| Nor. bark  | Fritzoe            | 1078 | Rolfson      | Jan. 10.  | Vancouver    | Callao          | 879,260   | 8,031  | March 3.  | 26s 3d    |
| Am. bark   | Colorado           | 1036 | Gibson       | Jan. 19.  | Cowichan     | Valparaiso f.o. | 832,657   | 7,077  | April 27. | 37s 6d    |
| Br bark    | Highlands          | 1236 | Owen         | Jan. 26.  | Vancouver    | Montreal        | 894,663   | 15,537 | June 23.  | Private   |
| Chil. bark | India              | 933  | Fanke        | Jan. 11.  | Moodyville.  | Valparaiso      | 798,782   | 7,160  | March 30. | owners ac |
| Br bktn.   | Bittern            | 329  | Stronach     | Jan. 20.  | Vancouver    | Fremantle, Au   | 302,950   | 4,201  | May 16    | owners ac |
| Ger. ship  | Katharine          | 1659 | Spille       | Feb. 7.   | Moodyville.  | Iquiqui         | 1,328,879 | 11,058 | May 6.    | 35s       |
| Br. ship.  | County of Yarmouth | 2151 | Swanson      | March 27  | Vancouver    | Cork            | 1,628,530 | 17,500 | July 27.  | 50s       |
| Chil. ship | Hindostan          | 1142 | Welsh        | March 6   | Moodyville   | Valparaiso      | 1,196,226 | 10,212 | July 11   | owners ac |
| Am. bark   | Sennole            | 1129 | Weeden       | March 19  | Moodyville   | Santa Rosalia.  | 1,019,913 | 7,966  | April     | Private   |
| Am. ship   | Ivy                | 1181 | Lovell       | April 22  | Vancouver    | Wilmington      | 91,914    | 10,497 | Aug. 28   | Private   |
| Br bark    | Assel              | 736  | Gilmour      | March 6   | Moodyville.  | Antofagasta     | 631,164   | 6,577  | June 23   | 35s       |
| Br ship    | Natuna             | 1106 | Grain        | April 20  | Vancouver    | Port Pirie      | 964,865   | 7,718  |           | 42s 6d    |
| Am. bark   | Harry Morse        | 1313 | Hughes       | April 19  | Moodyville.  | Shanghai.       | 928,210   | 8,900  | July 18   | 45s       |
| Haw. bark  | John Eua           | 3290 | Schnauer     | June 2.   | Cowichan.    | Port Pirie      | 2,580,797 | 19,500 | Aug. 7.   | 40s       |
| Br bark    | Blarhoyle          | 1291 | Gray         | June 1.   | Vancouver.   | Sydney          | 913,685   | 7,804  | Aug. 16   | 31s 3d    |
| Br bark    | Mary Low           | 813  | Robertson    | May 24    | Vancouver    | Pisagua         | 663,080   | 5,296  | Aug. 26   | 35s       |
| Nor. bark  | Sigurd             | 1339 | Anse         | May 21    | Vancouver    | Port Pirie      | 1,426,000 | 10,639 |           | 40s       |
| Chil. ship | Atacama            | 1243 | Caballero    | May 13    | Moodyville.  | Valparaiso      | 967,361   | 7,762  |           | owners ac |
| Br bark    | Wythop             | 1218 | Edwards      | May 25    | Vancouver    | Sydney          | 1,019,677 | 8,365  | Aug. 15   | 31s 3d    |
| Br ship    | Gryfe              | 1029 | Roberts      | June 26   | Vancouver    | Antwerp         | 786,228   | 11,790 |           | 50s       |
| Ger bark   | Heinrich           | 923  | Henne        | June 7    | Vancouver    | Holland         | 577,537   | 4,968  |           | 55s       |
| Br bark    | Dochra             | 956  | Mclerrow     | June 26   | Vancouver    | Adelaide        | 740,234   | 5,920  |           | 38s 9d    |
| Br ship    | Kinkora            | 1290 | Lawton       | July 29   | Vancouver    | Callao          | 1,136,128 | 12,465 |           | 30s       |
| Am schr.   | Carrier Dove       | 672  | Brandt       | Aug. 7    | Cowichan     | Adelaide        | 884,989   | 7,982  |           | 39s       |
| Am bark    | Sennole            | 1139 | Weeden       | Aug. 1    | Moodyville.  | Santa Rosalia.  | 1,015,093 | 7,896  |           | Private   |
| Am schr.   | Puritan            | 581  | Warner       | Aug. 4    | Moodyville.  | Tientsin        | 725,951   | 8,625  |           | 55s       |
| Am bark    | Sonoma             | 933  | Anderson     | Aug. 16   | Vancouver    | Iquiqui         | 811,183   | 9,259  |           | 30s       |
| Br ship    | Gumford            | 2168 | Wier         |           | Vancouver    | Port Pirie      |           |        |           | 6d        |
| Am ship    | Wm H. Starbuck     | 1272 | Reynolds     | Sept. 1   | Vancouver    | London          | 924,551   | 10,300 |           | 52s 6d    |
| Nor bark   | Fortuna            | 1323 | Mikkelsen    | Aug. 27   | Vancouver    | Port Pirie      | 1,286,192 | 10,288 |           | 36s 3d    |
| Br bark    | Gainsborough       | 985  | Melhall      | Sept. 7   | Moodyville   | Valparaiso f.o  | 792,133   | 5,524  |           | 33s 9d    |
| Chil. bark | India              | 933  | Fanke        | Sept. 10. | Moodyville   | Valparaiso      | 799,297   | 7,000  |           | owners ac |
| Chil. bark | Eli-a              | 915  | Harken       | Sept. 2   | Moodyville.  | Antofagasta     | 577,234   | 6,000  |           | owners ac |
| Am schr    | King Cyrus         | 666  | Christiansen |           | Cowichan     | Port Pirie      |           |        |           | 37s 6d    |
| Am bktn.   | Chas. F. Crocker.  | 613  | Lund         |           | Vancouver    | Santa Rosalia.  |           |        |           | Private   |
| Am bktn    | Hilo               | 612  | LeBallister  |           | Westminster. | Sydney          |           |        |           | 28s       |
| Am schr    | Lynan D. Foster.   | 725  | Dreyer       |           | Cowichan     | Sydney          |           |        |           | 27s 6d    |

#### BUSINESS CHANGES.

Geo. R. Small has bought out the Grotto hotel, Vancouver.  
 J. M. Martin, grocer, Kaslo, has sold out to J. B. Wilson.  
 Shannon & McLachlan, real estate, Vancouver, have dissolved.  
 Mrs. E. Mitchell, milliner, Vernon, has sold out to Miss Grenier.  
 Leatherdale & Smith, livery, Vancouver, have dissolved. K. Smith retires.  
 W. E. Beveridge, men's furnishings, Nanaimo, is retiring from business.  
 E. Wood and John Miller, have bought out R. Grant & Co's. livery stable, at Union.

Alex. McRae and J. C. Richardson, hotel, Lardeau, have dissolved. J. C. Richardson continues.

Thos. Dunn & Co., hardware, Vancouver and New Westminster, have sold the latter branch to Alex. Godfrey.

Richard Davis and Frank McLutrye have bought out Mr. Clemence, sawmill, Salmon Arm, and contemplate putting in planing and shingle machines.

The Kootenai Mining and Development Co., (Ltd.) has been incorporated with a capital stock of \$1,000,000. Willis Baker, of Minneapolis, Minn., and Thos. J. Lendrum and J. B. McArthur, of Ainsworth, are trustees.

#### FREIGHTS.

The market continues firm, but there is not very much business to report, and quotations remain about the figures previously given.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso or orders, 32s 6d; to 33s 6d; Sydney, 30s; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 40s; Tientsin 55s.

Grain freights from San Francisco to U. K., Cork for orders, 32s 6d; From Portland and Tacoma the last rate quotes is 35s.

# 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 bark  | Formosa          | 915  | Kain      | March 18 | H Liverpool     | Victoria    | R. P. Rithet & Co., Ltd. | 178       |
| Br bark  | City of Carlisle | 825  | Hughes    |          | K Santa Barbara | Victoria    | Turner, Beeton & Co.     |           |
| Br ship  | British General  | 1754 | Tulloch   |          | Samarang        | Vancouver   | B. C. Sugar Refinery Co. |           |
| Br ship  | Candida          | 1222 | Kee       | May 31   | H London        | Victoria    | Turner, Beeton & Co.     | 101       |
| Br ship  | Drumraig         | 1919 | Sparring  | June 8   | F Liverpool     | Vancouver   | Evans, Coleman & Evans   | 96        |
| Am ship  | A. J. Fuller     | 1782 | DeWinter  | Aug. 27  | S Hilo          | Vancouver   | C. P. R. Co.             | 16        |
| Br bark  | Ladstock         | 816  | Williams  |          | J Honolulu      | Westminster | Bell-Irving & Paterson   |           |
| Br bark  | Archer           | 789  | Dawson    | Aug. 1   | J Liverpool     | Victoria    | R. P. Rithet & Co., Ltd. | 39        |
| Br ship  | Dunboyne         | 1380 | Neill     | Aug. 1   | L London        | Vancouver   | Evans, Coleman & Evans   | 39        |
| Ger bark | Gutenberg        | 627  | Zeplein   | Aug. 10  | G Glasgow       | Victoria    |                          | 31        |
| Am schr  | Wm. Bowden       | 728  | Fjerem    | Sept. 1  | Q San Francisco | Cowichan    | Robert Ward & Co., Ltd.  | 8         |
| Br ship  | Brodick Castle   | 1745 | Ferguson  | Sept. 5  | O Yokohama      | Vancouver   | C. P. R. Co.             | 7         |
| Br bark  | Martha Fisher    | 811  | Plunkett  | Aug. 4   | F Liverpool     | Vancouver   |                          | 39        |
| Br ship  | Ainsdale         | 1725 | Owens     |          | N Liverpool     | Vancouver   |                          |           |
| Br ss    | Victoria         | 1929 | Panton    | Aug. 29  | P Hong Kong     | Victoria    | Dodwell, Carlill & Co.   | 11        |
| Br ss    | Empress of India | 3003 | Marshall  | Sept. 6  | R Hong Kong     | Vancouver   | C. P. S. S. Co.          | 6         |
| Br bark  | Primera          | 597  | Gardner   |          | A Acapulco      | Victoria    | Turner, Beeton & Co.     |           |
| Am bark  | Hesper           | 664  | Underwood |          | G               | Vancouver   | Robert Ward & Co., Ltd.  |           |
| Am bktn  | Robert Sudden    | 585  | Ulberg    | Aug. 19  | D Guayamas      | Vancouver   | Robert Ward & Co., Ltd.  | 24        |

H March 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F—June 12 passed Tuscar. K—Chartered for salmon to Liverpool or London at 33s 9d. I—June 2 passed Dover. Spoken June 14 lat. 38 N., long. 12 W. June 21 lat. 23 N., long. 22 W. June 28 lat. 12 N., long. 26 W. Chartered for salmon from Victoria to London or Liverpool by R. P. Rithet & Co., Ltd. J—Chartered to load salmon for U. K. at 35s. G—Lumber to Port Pirie at 37s 6d. Q—Lumber to Sydney at 27s 6d.; option Adelaide at 37s 6d.; Sept.-Oct. loading. S—Chartered to load grain at Tacoma. E—Aug. 6 went ashore on Kish bank, afterwards put into Kingston. Aug. 18 sailed again. O—To load grain at Tacoma. P—Via Yokohama Sept. 9. R—Via Yokohama Sept. 15. A—Chartered to load salmon for U. K.; November loading. N—To sail Sept. 30. G—Chartered to load lumber for Port Pirie at 37s 6d.; option Adelaide at 35s. D—Lumber for Port Pirie at 37s 6d.; October loading.

#### VESSELS IN PORT.

##### VICTORIA.

(September 11, 1881.)

Br. bark Routenbeck, 930 tons, Capt. Russell, arrived Aug. 4, loading salmon for Liverpool, Findlay, Durham & Brodie, consignees.

Br. ship Rathdown, 2,059 tons, Capt. Morrissey, arrived Aug. 22, with steel rails for Sidney and Vancouver, Turner, Beeton & Co., consignees.

Ger. ship Sirene, 1,337 tons, Capt. Sauer, arrived loading salmon for U. K. on account of Robert Ward & Co.

Br. steamship Grandholm, 871 tons, Capt. Masson, repairing in dry dock, to load salmon on the Fraser River for U.K., on account of Robert Ward & Co., Ltd.

##### VANCOUVER.

Am. bktn Chas. F. Crocker, 813 tons, Capt. Lund, loading lumber for Santa R. Salta.

British steamship Empress of China, 3,013 tons, Capt. Archibald, from Hong Kong and Yokohama; sails Sept. 18.

Br. steamship Warrimoo, 1,897 tons, Capt. Arthur, from Sydney and Honolulu; sails Sept. 14.

##### NEW WESTMINSTER.

Am. bktn Hilo, 612 tons Capt. Le Ballister, loading at Burnette Mills for Sydney.

Br. bark Jessie Stowe, 615 tons, Capt. Blanche, to load salmon for U. K.

##### COWICHAN.

Am. schr. King Cyrus, 667 tons, Capt. Christiansen, arrived Aug. 20, loading lumber for Port Pirie on account of Robert Ward & Co., Ltd.

Am. schooner Lyman D. Foster, 725 tons, Capt. Dreyer, loading lumber for Sydney, on account of Robert Ward & Co., Ltd.

##### NANAIMO.

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

Am. bktn Sea King, 1,436 tons, Capt. Pierce.

Am. ship Occidental, 1,470 tons, Capt. Morse.

Am. ship Jabez Howes, 1,581 tons, Capt. Henry.

##### WELLINGTON SHIPPING.

Am. ship Yosemite, 1,101 tons, Capt. Fullerton.

Am. bark McNear, 1,245 tons, Capt. Swan.

#### RECAPITULATION.

| Ports.                      | No. | Tonnage. |
|-----------------------------|-----|----------|
| Victoria                    | 4   | 5,295    |
| Vancouver                   | 3   | 5,713    |
| Nanaimo                     | 5   | 6,836    |
| Cowichan                    | 2   | 1,302    |
| New Westminster             | 2   | 1,287    |
| Total                       | 16  | 20,523   |
| Previous week               | 14  | 17,835   |
| Correspond'g week last year | 22  | 31,355   |

#### INLAND REVENUE RETURNS.

The Inland Revenue returns, for the month of August at the port of Victoria, were as follows:

Victoria Division—Comprising all of Vancouver Island:

|                      |             |
|----------------------|-------------|
| Spirits              | \$ 6,476 86 |
| Malt                 | 3,387 74    |
| Tobacco              | 5,132 75    |
| Cigars               | 840 00      |
| Licenses             | 125 00      |
| Petroleum inspection | 74 60       |
| Malt liquor          | 73 80       |
| Rent of land         | 22 00       |
| Total                | \$16,132 75 |

#### WAREHOUSED, EX-WAREHOUSED.

|                       | p. gals   | lbs      |
|-----------------------|-----------|----------|
| Spirits               | 3,962.76  | 4,317.96 |
| Malt                  | 145.387   | 169,387  |
| Tobacco               | 12,888    | 5,896    |
| Raw                   | 1,554     | 1,554    |
| Cigars                | 32,600    | 21,150   |
| Balance in warehouse: |           |          |
| Spirits               | 19,700.05 | P. gals  |
| Malt                  | 38,000    | lbs      |
| Tobacco               | 5,896     | lbs      |
| Cigars                | 130,300   |          |



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