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Just Received.

## INLAID LINOLEUMS.

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

## FRUIT JARS.

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

## ICE CREAM FREEZERS.

Two to fourteen-quart.

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Japanned, Brass, Breeding and Parrot

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REGISTERED BRANDS:

Hungarian Patent and Strong Bakers.

Mills at Keewatin and Portage in Prairie Manitoba.

The Best equipped Mills in the Dominion.

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

# NATIONAL MILLS,

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

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Any Description of Goods Imported to Order.

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*Incorporated By Royal Charter, 1862.*

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(ESTABLISHED 1873.)

**BANKERS,**

Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANSFERS and LETTERS of CREDIT issued direct on over 10,000 Cities in the United States, Canada, Europe, Mexico and China.

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(Established 1875.)

Pioneer Steam Coffee and Spice Mills,

MANUFACTURERS OF

COFFEES, SPICES, COCOA, CREAM  
TARTAR, MUSTARD AND BAKING  
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The Babcock & Wilcox Co. Water Tube Steam Boilers; Gouhart Water Tube Feed Water Heater; The Stratton Separator; "Dry Steam;" The "Midland" Gas Engine.

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**California Wine Company,**  
(LIMITED.)

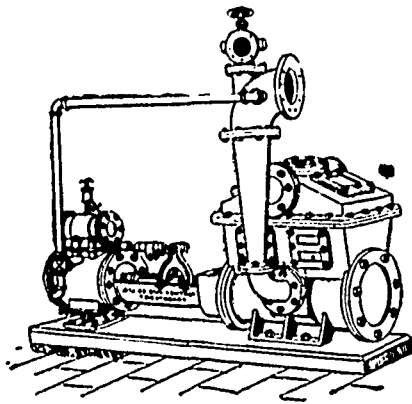
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AGENTS FOR THE CELEBRATED CORONADO  
MINERAL WATER.

Pure California Wine Specialty.

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





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Independent  
Condensers  
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Air Pumps  
will help  
Profits.

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

**TRADE AND COMMERCE.**

COMMERCIAL JOURNAL OFFICE.  
Tuesday Morning, June 13.  
VICTORIA.

The backward season has been against business. Trade is fair but buying continues of a hand to mouth character. The demand for staple goods has been steady, but those who handle fancy goods, luxuries, etc., find business dull. With the near approach of the outing season there has been a free call for goods suitable for that purpose. Collections are reported fair.

The arrival of the new Australian steamship, *Mlowera*, was the chief event of the week. Both the passenger list and the cargo were larger than was expected, and the line may be said to have fully realized the anticipations of its most sanguine advocates. Among the passengers were several gentlemen prominent in Australian commercial circles, who came over to see what could be done in the way of advancing the interests of the particular lines in which they are engaged. Of course they have not been here long enough to express themselves as to the results, but so far they speak encouragingly of the prospects. One thing is certain, there is an evident spirit of determination on the part of the governments of Canada and Australia to foster trade between the two countries.

The *News Advertiser* reports of Vancouver: "Business during the past week has shown a further improvement, and collections are reported as being better. The coming week will be one of the busiest in shipping circles, as it will mark the de-

parture of an Australian liner and the arrival of a steamer from China. These two vessels will occupy nearly all the available dock room, and this plainly shows the need of more accommodation. During the week, one lumber vessel has sailed, while another has commenced loading. The destination of the vessel that sailed was Holland, to which country lumber has not been before shipped, so that this shows how the trade of the province is extending and developing. The wholesale trade continues steady in all lines, the important feature being the large quantity of new fruit that has been placed upon the market."

**FLOUR AND FEED.**

Trade is steady and demand for all classes of mill products continues fair. Oats continue firm. The Ogilvie Milling Co., quote their standard brands of Manitoba flour in carload lots f. o. b. Victoria as follows: Hungarian \$1.50 per bbl., Strong bakers, \$4.10.

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

Premier.....	\$1 75
XXX.....	4 65
Strong Bakers or XX.....	4 25
Superfine.....	3 65

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 75 @ 0 00
Lion, ".....	1 75 @ 0 00
Premier, Enderby mills.....	5 00 @ 0 00
XXX, ".....	1 90 @ 0 00
XX, ".....	1 50 @ 0 00
Superfine, ".....	3 90 @ 4 25
Ogilvie's Hungarian.....	4 90 @ 5 00
Strong Bakers.....	4 85 @ 0 00
H. B. C. Fort Garry Hungarian.....	5 00 @ 0 00
Strong Bakers.....	4 85 @ 0 00
Oak Lake Patent Hungarian.....	4 80 @ 0 00
Strong Bakers.....	0 00 @ 0 00
Regina Hungarian.....	4 80 @ 0 00
Strong Bakers.....	0 00 @ 0 00
Benton County, Oregon.....	4 65 @ 0 00
Portland Roller.....	4 75 @ 0 00
Snowflake.....	4 75 @ 0 00
Royal.....	4 60 @ 0 00
Wheat, per ton.....	28 00 @ 35 00
Oats.....	32 50 @ 40 00
Oil cake meal.....	40 00 @ 50 00
Chop feed.....	28 00 @ 32 00
Shorts.....	30 00 @ 35 00
Bran.....	27 50 @ 30 00
National Mills oatmeal.....	3 50 @ 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 @ 49 00
Cornmeal.....	2 75 @ 3 00
Cornmeal feed.....	per ton 40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

**RICE.**

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$ 77 50
Best China rice ".....	100 00
China rice No. 1 ".....	70 00
Rice flour.....	70 00
Chit rice.....	25 00
Rice Meal.....	17 50

**GROCERIES AND PROVISIONS.**

The following are the receipts of California butter from San Francisco, by ss. *City of Puebla*, June 6, for Victoria: 16 cs, 1,740 lbs; 59 hf cs, 2,065 lbs; 10 tubs, 706 lbs; 1 hf bbl, 175 lbs. Total, 5,586 lbs. Receipts by ss. *Walla Walla*, June 11, as

follows: 9 cs, 1,005 lbs, 31 hf cs, 1,305 lbs; 72 tubs, 2,800 lbs. Total, 5,200 lbs. Receipts June 2, 5,610 lbs, May 23, 9,095 lbs; May 28th, 3,710 lbs, May 18, 21,575 lbs; May 13, 6,110 lbs; May 8, 0,310 lbs.

The first shipment of Joly's Manitoba creamery has been received, and is quoted at 20c. Shipments of eastern creamery butter are reported on the way. Butter prices are steady. Jobbers' prices for sugar continue the same as previous quotations. The general situation has changed somewhat, for jobbers have imported refined from the St. Lawrence refinery of Montreal, and shipments of Hong Kong refinery are also being received so that the local stocks are sufficient for the demand.

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

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 18½c per lb; heavy hams, 18c; choice breakfast bacon, 18c; short clear sides, 15½c, and dry salt clear sides, 14½c. Armour's white label pure lard, 16 lb. pails, 18½c per lb.

Armour's Gold Hand meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 21½c, breakfast bacon, 22½c.

The *Montreal Trade Bulletin* says: "Receipts during the past week were 1,777 pkgs, against 1,198 pkgs for the week previous. The market for both creamery and dairy butter continues to lean towards ease, the sale of a lot of 50 pkgs of choice creamery being made yesterday at 19½c for Newfoundland account, which is considered an outside figure for a round lot. A lot of 35 tubs of very fine Eastern Townships dairy was also sold at 17½c. It is believed that the make of June creamery will be the heaviest ever known, judging from the number of new factories started and the magnificent prospect for pasturage. A fair quotation for creamery is 18½c to 19½c, and for Eastern Townships dairy, 16½c to 18c, with possibly single selected tubs bringing a little more. Western is quiet at 15c to 16c. Creamery, 19c to 20c; dairy, 16c to 18½c. Some very nice lots of fresh rolls have been received from the West in half barrels and kegs, which had to be pushed off at 14c to 14½c, one lot of 7 pkgs selling at 13½c. The weather is hot, and it will not do to keep rolls. Receipts of cheese during the past week were 21,699 boxes against 8,066 boxes for the week previous. The feature of the market this week has been the active enquiry for full cream colored stock, which has sold at 9 11-16c to 9½c, but owing to scarcity, a number of orders had to go unfilled for this week's steamers. Sales of finest Western white were made on this market at 9½ to 9½c, with finest French changing hands at 9½c to 9½c, and we quote French 9c to 9½c. We learn of some forward sales of finest Western colored at 45s 6d c. i. f. London for next week's shipment. Several thousand boxes have changed hands on this market at 9c to 9½c for French, and at 9½c to 9½c West-

ern white, and 9 11 10c to 9 1/2c for finest Western colored. Next week it is expected will see a marked increase in the shipments, and everyone expects to see the June make heavier than all previous records."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	27	@	00
Manitoba creamery.....	29	@	00
California rolls, extra choice	26	@	00
" fancy	27	@	00
" squares, "	28	@	00
" tub	26 1/2	@	27 1/2
Cheese—Canadian, lb.	12	@	14 1/2
California	16	@	00
Eggs, case, per doz.	18	@	20

Smoked meats and lard are quoted:

Hams	15	@	18
Breakfast bacon	17	@	18
Shoat rolls	14	@	15
Long rolls	15	@	11
Dry Salt, long clear	13	@	11
Pure Lard, 50lbs	16	@	17
" 20lbs	17	@	17 1/2
Lard Compound	14 1/2	@	15

Sugar—Jobber's prices 1/4-barrels and kegs in each case being 1/4c higher:

Dry Granulated	6 1/2
Extra C	6
Fancy Yellow	5 1/2
Yellow	5 1/2
Golden C	5 1/2
Syrups, per lb.	3
" 1 gal. tins, American	6 50
" " " "	6 00
" 1 " Vancouver	5 50
" 1 1/2 " "	7 00

FRUITS AND VEGETABLES.

The following are the receipts of California fruits and vegetables from San Francisco by steamship City of Puebla, June 6, for Victoria: 311 cs oranges, 22 cs lemons, 1 crt bananas, 10 bxs apricots, 1 pkgs, containing 12 bxs do, 5 pkgs, containing 10 drs strawberries, 4 cs almonds, 11 cs cucumbers, 8 cs beans, 17 cs peas, 88 bags onions, 24 crts cabbage, 490 bags potatoes, 26 cs asparagus, 67 cs cherries, 135 pkgs containing 546 cs cherries, 1 box gooseberries, 2 bxs squash, 10 crts cauliflower, 1 cs horseradish. Receipts steamship Walla Walla June 11 were as follows: 193 cs oranges, 21 cs lemons, 77 crates bananas, 21 crates cabbage, 99 bags onions, 8 cs beans, 11 cs peas, 2 crates cauliflower, 5 cs asparagus, 5 cs cucumbers, 4 cs coconuts, 7 bxs gooseberries, 1 cs peppers, 2 bxs pineapples, 3 cs currants, 329 sacks potatoese, 24 bxs cherries, 170 pkgs containing 706 bxs cherries. The ss. Miowera, from Sydney June 9, via Honolulu, brought in a big shipment of bananas also a quantity of oranges, lemons, apples, melons, etc. This is the first regular shipment of fruit from Honolulu and Australia, and is an important feature of the fruit market. The Miowera shipment of bananas received in Victoria is sold at \$2.50 a crate, which is 75c less than the bananas received via San Francisco. Cherries are the principal fruit on the market, and they are cheaper this week. The regular lots are selling at \$1.00 a box, while some common stock is sold at 90c, and extra fine qualities, as Royal Anns, are quoted at \$1.35. There are very few California strawberries on the market, it being almost impossible to handle them in any quantity because of the heavy loss from decay. Local jobbers have made arrangements with Seattle firms for a regular daily supply when they ripen on the Sound. The first consign-

ments are expected in about a week. Apricots are coming forward more freely, and are quoted at \$2.25 a box.

Jobbers' quotations for fruits are as follows:—

Oranges—Navels, common to good	3 00	@	3 50
" fancy	4 00	@	4 25
Riverside Seedlings	2 00	@	2 25
" " fancy	2 35	@	2 75
Los Angeles	1 00	@	2 00
Mediterranean sweets	2 75	@	3 25
Lemons—California	4 00	@	5 00
Sicily	5 50	@	6 00
Bananas	3 25	@	3 75
Strawberries	per drawer	1 00	@
Cherries	1 00	@	1 35
Apricots	2 25	@	0 00
Cocoanuts	per 100	7 50	@

Vegetables are quoted:

Potatoes	per ton	35 00	@	40 00
New California	per lb	21	@	
Onions—Red California	2	@	0	
Oregon Yellow Danvers	0	@	0	
Cabbage	1 1/2	@	2	
Asparagus	per lb	6	@	7
Cauliflower, per doz.	1 20	@		

SALMON.

All of the canneries are busy making tins and preparing for the sockeye run which generally commences in July. The cannery agents report very fair advanced sales. All of the standard brands of established reputation are in good demand both in eastern Canada and England. The new canneries which will be operated this year on the Fraser river are pushing to find a market for their pack and have offered at lower prices than are being paid for brands of established excellence.

DRUGS.

The Toronto *Empire* says of drugs: "Trade remains very quiet, but not more so than usual at this time of the year. The first news of the opium crop must always be regarded as unreliable. After going up about 60 per cent., it is now declining rapidly, it having been demonstrated that even if the growing crop is short, there is enough to last until the end of the present year. Quinine is in an anomalous position. Manufacturers asking high prices, and will make no concessions. Disinfectants remain firm. Ergot is weak, and camphor is expected to go lower. Caraway seeds are advancing. Most spices are very cheap. Blue vitrol has advanced slightly, and glycerine is looking up. Castor oil is firmer, owing to small stock and a good demand from Australia. On the local market, prices have not changed this week."

DRY GOODS.

The Toronto *Empire* says: "Business in sorting orders has been slack—lighter than last year—but the general spring trade has been fully up to the average. Stocks in the country have not been broken to the extent of requiring much renewal. As is usual when this occurs there is a tendency to cut prices and reduce stocks to a minimum. There is an indication at the moment that this tendency to cut prices is reaching old and conservative houses. In staples a good business has been done in all lines for the sorting trade. There were more numerous complaints of cutting in domestic goods, and it looks as if the majority of the jobbers would be drawn into it. The payments on account are not to be complained of in Ontario, but from Manitoba and the Northwest they

are anything but satisfactory. Even merchants in good standing in the latter district are writing that even with the impossibility of collecting there is the added difficulty of refusal on the part of banks to extend lines of discount, but there is a gleam of comfort in the fact that crops up to the present date look well, and promise handsomely for the fall."

LUMBER.

The German bark Heinrich, 923 tons, Capt. Henne, sailed June 7, from Vancouver, with a cargo of lumber comprising 577,537 feet for Holland. This is the first cargo that has been shipped from British Columbia to Holland. There have been no arrivals of vessels to load and no new charters are reported.

There are at present three vessels loading at British Columbia ports for foreign. At Burrard Inlet—Br. ship Gryte, 1,060 tons, U. K., Cork f. o.; Br. bark Dochra, 936 tons, for Adelaide; Br. ship Kinkora, 1,700 tons, for Callao.

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 local quotations established by the Victoria lumber dealers are as follows, including delivery to any part of the city: Rough lumber, per M feet, \$10.00; shiplap, \$12.00; rustic, 6 & 8 in, \$18.00; 6-in flooring, \$18.00; 4-inch flooring, \$20.00; do, edge grain, \$22.50; dressed lumber, four sides, \$17.00; second quality flooring and rustic, all kinds, \$14.00; shingles, \$2.25; laths, \$2.25.

BUSINESS CHANGES.

Q. Faulkner, hotel, Vernon, has sold out to L. Morand.

Axel Johnson, hotel, Vernon, advertises business for sale.

F. G. Powell, groceries and provisions, has opened at Plumper's Pass.

Peter Peebles, furniture, New Westminster, has assigned to Joseph H. Shirley.

Tye & Co., hardware, paints, oils and glass, Vancouver, advertise closing out the business.

L. E. McFarland has bought out the interest of G. Leask, in Leask & Wilson, bakers, Nanaimo.

The News, a six column quarto weekly newspaper will commence publication at Mission City shortly.

R. M. Woodward, general store and sawmill, Lower Nicola, has offered to compromise at 75 cents on the dollar.

James B. Giffin, of Toronto, has been appointed manager for R. G. Dun & Co., the mercantile agency, for Vancouver Island.

Messrs. Dalby & Claxton have been appointed agents for Vancouver Island for the Albion Fire Insurance Association, of London, England. The Albion is one of the strong English corporations, and has only recently opened for business in Canada.

# — ∞ ( SAYWARD ) ∞ —

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

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

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

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

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

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

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

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

## COMMERCIAL SUMMARY.

Paper stockings are the latest novelty in Germany.

Mr. John McCarthy, head of the brewery firm of J. McCarthy & Son, Prescott, is dead.

Eight carloads of Meaford cattle were shipped at Toronto for England one day last week.

The loss of champagne, by bursting bottles, sometimes amounts to as much as 25 per cent.

The new pork packing establishment near London, Ont., will begin active operations next week.

The by-law granting a bonus of \$50,000 towards the establishment of a cotton factory in Sorel has been carried.

The mahogany boards produced from a single tree recently cut down in Honduras were sold in Europe for \$11,000.

To make 1,000 cubic feet of illuminating gas, 8 pounds of coal, costing 2 cents, and 4 gallons of naphtha, costing 12 cents, are required.

Merrill, Ring & Co., West Saginaw, have sold their timber limits in Muskoka to Holland & Co., East Tawas, Mich., for \$1,250,000. The limits cover 800 square miles.

The prospectus of the International Navigation Co. which proposes to run a line of steamers between Toronto and Rochester and Montreal, in opposition to the Richelieu & Ontario Navigation Co., has been issued. The capital stock is \$1,000,000 in shares of \$100 each.

Pansy leaves spread among furs and woolens will protect them from moths.

Nearly twenty thousand Canadian cattle have been shipped to England since the embargo was imposed. Out of this large number there has been only one suspected case of disease.

A device for attaching rolls of paper to typewriting machines has been patented by F. L. Clifford, a Brooklyn man. This will render unnecessary the putting in of a fresh sheet every few minutes.

The thrifty Icelanders are rapidly acquiring real estate in Winnipeg. They already, it is said, own \$200,000 worth of it, and are rapidly adding to this amount. They buy lots and build houses for themselves thereon out of their accumulated savings.

The annual general meeting of the Bank of Montreal was held in Montreal on Tuesday. The financial statement showed the net profits to be \$1,325,810. Out of this, a dividend totalling \$1,200,000 was paid, the balance to be carried forward to profit account, making it \$691,425, in addition to a rest of \$6,000,000 or 50 per cent. of the actual capital.

Reports received by the Fisheries Department show that Canadian fishermen have had a great stroke of luck off the Yarmouth coast. They caught four thousand barrels of fine mackerel in one week. The American fleet caught five hundred barrels in a month. The Americans have a special vessel following the Atlantic fishing fleet and watching operations, with a view of procuring information to use before the International Commission.

## BAD DEBTS.

People often wonder how it is that a store-keeper gets so many bad debts among his accounts. To the dealer who has the "experience," while the dead-beats have the "money" the operation is a very simple one.

The whole trouble arises from the slowness of the dealer to say "No," when more credit is wanted. The merchant gives a little more credit, in order, as he thinks, to keep his customers in good nature and so secure the old balance. But it is just here he makes a fatal mistake. If a customer cannot pay one week's or one month's bill, certainly the lapse of time will not help matters, but the account will get so large that the customer will find it "cheaper to move than to pay rent," as the expression goes, and he jumps his account and goes to look for some other victim.

This is the story of three-fourths of all the cases of bad debts; and if the merchant had said "No" when the first bill was in arrears, his loss would have been small compared to what it finally was. And further, a firm refusal to extend credit would often have the effect of making the customer pay up, hoping for another chance to "get in" on the grocer. Then is the time to give the dead-beat the grand bounce and be rid of him.

Bear in mind and act upon the knowledge, that if a man, cannot pay one week's bill, he certainly cannot pay a two week's bill.

D. Moffat, Nanaimo, has put in a claim of \$228 for goods destroyed after a recent case of diphtheria in his house.

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-AGENTS FOR-

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

**64 YATES ST., VICTORIA.**

Under new management. The well known favorite hotel,

**"COLONIAL METROPOLE,"**

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

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

**A WORD OF CAUTION.**

We still believe, as we sometime since stated, that this will not be a good year to sell poor fruit. Evidence is accumulating that it will be a bad year to sell at fair prices any but good fruit. The press of the State has, in our opinion, indulged in some unwarranted anticipations of a year of high prices for fruit. While we are by no means pessimists, and believe that with proper care all the way through, an enormous amount of fruit may be profitably marketed, yet we advise unusual attention to the production and shipment of only the very best goods. In addition to the probably large fruit crop in the eastern and southern states, we must take note of the unsettled financial condition, not only in our own country but throughout the world. It will all have a bearing more or less direct and important upon the prices received for California fruits. We must prepare to do battle in every market with strong competition and a money stringency. All the advantages of intelligent co-operation should be utilized, and all the experience of the past should be drawn upon and made use of in our fruit operations this year. In this connection we may add that when offered a good price by eastern buyers, some of whom are now in the field, or responsible buyers from any quarter, is the time to sell fruit. It often proves a costly mistake to hold fruit too long in the hope of getting the ultimate nickel of its value. By putting our products into early consumption through reasonable prices, we are far more likely to maintain a fair average throughout the season and get our fruits into the hands of increased numbers of consumers, than though we held back for the highest prices on the start, only to hurry the goods to glutted markets and lower prices later in the season. It is well to remember the fate of many eastern apple growers last year.

The apple crop was generally believed to

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have been a very short one, and growers held back until late in the season quite generally in some places, only to find the markets dull, and prices very much lower than could have been secured when the fruit was first harvested. The Riverside orange growers also made a similar mistake. A good rule is: Sell when a fair price is offered.—*California Fruit Grower.*

**WHAT RETAILERS ARE SHOWING.**

Black lace skirtings in web effects, stripes, satin combinations, floral designs with dots, sprays, etc.

Serges and Italian cloths in all colors and grades, beavers, silk mixtures, union cashmeres and suitings.

Velveteen bindings in various widths and qualities; silk finish linings and checks buckram crinoline and haircloth in black, white, gray and brown.

Surah serges, millinery silks, brocades, black and colored faille Francaise, figured gauzes to be worn over satin; plaid, stripe or changeable silks for blouse waists, doubled faced satin ribbon, satin ribbon backed with velvet, and handsome moire ribbons, for fashioning the large bows, now so popular for both hats and bonnets; new brocade ribbons in tinsel effect, very popular for trimmings.

Dress goods: fine French broadcloths; French serges 46 inches wide, French drap d'Etie, all colors; English printed mohairs; black albatrosses; velvet striped cranes; 42-inch ginghams, French sateens, organdies and jaconets.

Silks: 22-inch Japanese punjums in black, white, cream and all shades, genuine Shanghai silks in all shades, and Kai Kai changeable striped skirting silks; changeable novelty silks small figures, mole-skin velutina in all the leading shades for capes; finest pure silk velvet; black satins and crystal bengalines in the finest qualities, 24-inch surah and extra fine Japanese silks.

Veiling in the following styles: The ribbon border, La petite Russe, La Tirot and the Armure in black and all the

leading colors, made on fine dotted Tuxedo net.

All the latest desirable trimming laces including Bourdon in black and colors, Bruges in white, tan and the new butter shade, real Venice in black and beige and colored Russian laces, especially effective for millinery.

Tea gowns and wrappers in plain and fancy flannel, cashmere, percales, ginghams, calico, white and colored lawns, and many novelties in cotton and worsted materials. White and colored wash suits; serge costumes in a variety of beautiful shades; children's Gretchens and reefers; ladies' waists in silks, sateens, Madras chambray; boys' blouses and waists in all the newest styles.

Millinery: Ostrich and fancy feathers; fine artificial flowers, novelties in beads and ornaments, straw ribbons and artificial grasses; straw and felt hats in the newest shapes, either trimmed or untrimmed.

Canadian trade with Germany is increasing rapidly. Thus the exports to that country from the Dominion have risen in value from \$142,749 in 1880 to \$842,312 in 1892, while the imports from Germany have increased in the same period from \$3,602,570 to \$5,583,530. This no doubt is an advantageous result of an increasingly large German immigration of a good sort.

The latest arrival in the arena of trade journalism is *The Canadian Engineer*, published in Toronto and Montreal, and devoted to the mechanical, mining, marine, locomotive, sanitary and other branches of the engineering trades. The new paper is very practical, and besides many technical and illustrated articles, contains an immense budget of news relating to the mechanical, mining and general manufacturing trades of Canada. The last named feature alone makes it well worth the subscription price, which is only \$1 a year. The address is: *The Canadian Engineer Co.*, 62 Church street, Toronto, or, the Fraser Building, St. Sacramento street Montreal.



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VICTORIA, TUESDAY, JUNE 13, 1883.

THE AUSTRALIAN STEAMSHIPS.

The idea of a line of steamships to connect Victoria and Vancouver and through them Canada and the British Isles with the great continent beneath the Southern Cross has been much talked of; but, sooner than was expected, and in a manner of which few had any idea, the enterprise was practically inaugurated, and during last week the pioneer ship of what is to be hoped will prove a beneficial enterprise to this country and a source of profit to those who are directly interested in the vessels has been inaugurated. Every one here pinned his faith upon the Canadian Pacific Railway people to supply the connection, and on their part they encouraged the idea of the enterprise being one which they would undertake at a by no means distant date. Still, no later than a few days ago, President Van Horne, when here, announced that the steamships which were already on berth for British Columbia were in no way under their control, though events have since shown that the railway authorities are agents for the new line of ocean steamships.

It is curious to note that the direct establishment of the line has been almost a matter of accident. Some months since, Mr. Andrew Holland, a member of the Hansard staff of the Canadian Senate, happened to meet, while abroad, a member of the Australian firm of Huddart, Parker & Co., the conversation turning on Canadian trade connections with the Australian colonies. The prospect, as described was such as to lead to correspondence with the Ottawa Government and the offer and acceptance of a subsidy to a line of monthly steamships, the first of which arrived in Victoria on Thursday night, and was heartily and formally welcomed by the people of both Victoria and Vancouver. The great enterprise appears to have been in no way entered upon without the steamship people having fully counted the cost and made the best financial arrangements possible. It is worthy of note, however, that so satisfied were the vessel owners with the prospect that Mr. Huddart did not wait to have the expected subsidy granted by the Government of New South Wales, information of whose passage was only received while the inaugural celebration was going on at Vancouver. On the eve of the Miowera's departure, however there were further signs of additional financial troubles in the Australasian colonies that have since taken

place and which prevented not a few persons who were to have been among her passengers making the voyage, thus materially lessening the receipts of the initial trip. Mr. Huddart appears to be an active business man, for, while other people were dreaming about Australian steamships, he perfected his arrangements and the steamer started, bearing with her practical manifestations of what Canada could obtain from the Antipodes. These were, among other things, in the shape of 500 cases of fruit, six sample carcasses of the far famed Australian mutton, a trial shipment of butter, salt beef, oranges, lemons, pineapples, jams, arrowroot and refined sugar. From Honolulu, she brought 1,500 bunches of bananas, 150 crates of pineapples and 100 crates of water melons.

The Miowera's trip has demonstrated the fact that the service of the new steamships is a more speedy one than that which has been afforded by those of the San Francisco line, as is shown by the fact that while the Alameda, one of the best of the San Francisco boats, left Sydney on May 15, and calling at Auckland and Honolulu, reached San Francisco Wednesday, the Miowera left Sydney on May 18, and calling at Brisbane and Honolulu, reached Victoria June 8. On Monday, Victorians got their Sydney mail of the 15th ult., via California; but on Friday they received their Sydney correspondence up till the 18th. This is a proof that cannot fail to be most satisfying to every one and is a fact which shows that by way of Canada the Australian mails can be forwarded to and from Great Britain in not more than thirty days and that not by vessels which are claimed to be the fastest afloat. When more speedy ships are put on, which we anticipate will be before very long, then will be more conclusively recognized that not only is Canada the highway to India, but that she is a part and parcel of the most direct and shortest route to the Great Britain of the Southern Seas.

Of the trade which there is for the new line to do few can have any conception. Australian products of many kinds are staples on the British market, and will occupy the same position here, for in the past we have been compelled to obtain them at second hand. We have a long list of products which the Australians will be glad to obtain from us now that the facilities are afforded, while the commerce between Great Britain and Australia and the islands of the sea that will find its way over this route will be immense. In 1880 our imports from Australia, including New Zealand, etc., were only \$1,881. In 1890 they were \$205,000. In 1891 our imports from Australia were \$219,000, and exports \$589,000. In 1880 we exported \$155,653 worth of goods to Australia, and in 1890 we exported \$490,700 worth of goods in the same direction. We speak of the islands of the seas. Every one has some idea of the products of New Zealand and the Sandwich Islands. These countries are on the route of the steamships, and a portion of what they produce is certain to come through our hands, no matter what the Americans may say or do, provided that all concerned are, as they have been so far, governed in

their movements by business principles and common sense.

Everything considered, it was but fitting that Victoria and Vancouver should jubilate. There has been inaugurated a trade for both of them whose proportions are certain to be immense, and of this the indications are that no obstacles will be placed in the way of Victoria securing her full share.

IMPORTING FOOD.

The Victoria Times very naturally refers to the fact of the Portland Oregonian having recently made the following observation: "Oregon has been eating imported potatoes at enormous prices during several months. This often happens. Our farmers haven't time to look after production of potatoes, beans, butter, eggs and pork; and we can get carloads of oatmeal, canned vegetables, &c., from the east and from California. In these matters the 'new-comer' doesn't seem to help us much. He falls into the way of the 'old settler' mighty easy." Our city contemporary adds that whether it is laziness or lack of time there is certainly something wrong when either British Columbia or Oregon finds it necessary to import farm products. So say we. Our climate can grow almost anything, yet we leave it to the Chinamen to supply us with what vegetables and eggs we do not produce—and it is a large quantity—save what we get from the east and from Ontario which also provide us with butter, pork, and some of the cereal products. The townsite fever is upon many of our ranchers who are accustomed to sit down on a piece of property, have it set out into building lots—no matter how far out of the way they may be—and in this way they develop the country and add to its wealth. They may be lazy or they may not have sufficient time to do work personally, but we can assure some of these townsite boomers that the sooner they go to work—and hard work, too—the better.

THE FIRE RECORD.

According to an analysis by the New York Insurance Chronicle of the fire record of 1892 there were no less than 29,332 fires in the United States and Canada last year a number six thousand in excess of the previous twelve months and each one of them cost the country between \$6,000 and \$7,000 on an average. Incendiarism is assigned as the leading cause in retail clothing stores, in boot and shoe stores, in drug stores, in general stores, groceries, furniture stores, breweries, liquor stores, school houses, and even churches. In fact, out of 26 classes of property specified, incendiarism heads the list of causes in 17. The next most destructive cause of fire appears to be defective flues, which head the list in the case of hotels, dwellings, and asylums, and is a large factor in many other buildings. It is very noticeable, too, in this list, that stoves are a prolific source of destruction of property, but hardly worse than explosions of lamps, gas, or chemicals.

**BUSINESS AND SENTIMENT.**

Sentiment is one consideration and business is another; but when they are combined, as in the case of the Canadian-Australian Mail Steamship Service, we have two of the strongest forces working in harmony with the object of developing a commercial connection which cannot fail to ensure to the highest advantage of both. The old trade idea of the British Colonial system is being reproduced, it is true, under the auspices of the Mother land who will certainly benefit by the departure; but the bringing together in this way of the two greatest dependencies of the British Empire is a voluntary step towards their closer union, and probably is in the direction of giving shape and realization to the idea, if not of Imperial Federation, at least of cementing more closely the bonds which unite Anglo-Saxons and of increasing the influence that they have upon the world's destinies.

There will, as the *News-Advertiser* has it, be a tendency—other things being equal—for British subjects in each and all of these great lands to carry on as much as possible of their increasing commercial intercourse by means of a connected rail way and steamship system all owning and willingly rendering allegiance to the same great Empire. Moreover, as the same paper says: "The possibility of a great British Imperial Federation, in part political in part commercial, is in fact distinctly brought within closer range by this Canadian-Australian venture." We believe to the political papers and the people whom they specially represent the task of talking about such things as imperial defence, for we look forward to the time which is hastened by such peaceful occurrences as the one referred to

When the war drum throbs no longer,  
When the battle flag is furled  
In the Parliament of Man,  
The Federation of the World."

We may observe that to enable the best results to be achieved by better communications between Canada and the colonies, there will require to be certain tariff modifications, which we do not anticipate will be seriously objected to. It is a matter of business as well as sentiment, and, as has been before said, they are two exceedingly strong forces.

**THE ST. PAUL CONVENTION.**

We observe that at the reciprocity convention which was recently held at St. Paul, Minn., the subjects of reciprocity, deep water ways and transportation were dealt with in the resolutions which were adopted. Among those present were Hon. W. Springer, chairman of the Ways and Means committee of the U. S. House of Representatives. He strongly advocated reciprocity with all the states on the American continent. He would not, he said aid, abet or suggest anything in the form of Canadian government, while the connection between Canada and Great Britain need not and, he added, cannot interfere with proper reciprocal trade connections. He spoke of interstate trade having been beneficial to the entire Union, and asked what argument in its favor

could not be applied to trade between the Dominion and the United States? Restricted trade between them had, he urged, been only brought about by the individual selfishness of special interests. He, therefore, favored the appointment of an international commission on the part of the United States to treat with a like commission appointed by the Dominion of Canada for the purpose of submitting to the respective governments a treaty of reciprocity embodying as far as possible a free exchange of the products of the two countries.

In this province a free interchange of a variety of products would be of immense advantage. We are handicapped to a large extent by the National Policy, having to make purchases across the line because of the immense distance from the Canadian bases of supply, while for some of our resources the most eligible market is among our neighbors. Here is something for our merchants to consider, which, if they did, they would in all probability transmit a memorial to Ottawa on the subject. The time is a favorable one, the Government are considering tariff reform and the proceedings of the St. Paul reciprocity convention, with which the unrestrained faddists have had nothing to do, are yet fresh in the public as well as the ministerial memory.

**NOT PROTECTED.**

Mr. David Lawrie, general manager of the Albion Fire Insurance Co., of London, England, has recently been in Victoria and has taken stock of our fire facilities. In the first place he says we are not adequately protected. There are, he considers, ample facilities for a first-class blaze; the engines are not much good; there are not sufficient hydrants and there is by no means enough water pressure. He holds that Chief Deasy asks in no way more than he ought to have in those reports of his which were recently sent in and left for subsequent action; but we may observe that before the time ordinarily taken to deal with such matters comes, it may be too late. These are remarks that well deserve consideration by the Board of Trade, who should make representations to the municipal authorities.

**UNEMPLOYED LABOR.**

The Trades Council of Victoria has recently passed a resolution in contradiction of the published report that the contractor for the Victoria and Sidney Railway had found it difficult to secure laborers for the grading of the road, the fact being that it is to the knowledge of the council that there are plenty of men who are out of employment in this city who would willingly work for a living wage. Moreover, it was pointed out that whereas it was understood that one of the reasons why the vote for the new Government buildings was passed last session was that it would give employment at decent remuneration to numbers of unemployed laborers, there are many who are daily turned away by the contractors, who, it is said, decline to give proper pay for ten hours on which they insist. Were the work done by the

Government, instead of by contractors, it is hardly likely that there would have been this complaint.

**EDITORIAL COMMENT.**

ABOUT one-third of the shareholders of the Commercial Bank of Australia, who reside in Melbourne, are women who are in no position to meet any call that may be made upon them, and it is probable that not one-third, probably not more than one-half, of the amount that may be asked for to meet calls will be obtained.

It is said that not less than one hundred and twenty cities in the United States own their own electric lighting establishments. Several of them, from the profits derived from the commercial arc and incandescent lights furnished by them, are able to pay all the expenses of the plants and furnish the street lights without cost to the taxpayer. How long will it be before Victoria is able to do this?

In Chicago and elsewhere, as well as in several cities of the coast, there has been considerable financial excitement since our last, but the worst of it is all over. There have been several suspensions, but the sky is once more comparatively clear, as it always is after a thunder storm, which frequently does some damage, but is on the whole productive of good, as it lightens up things and relieves everything from the depression that impended.

It is announced in the telegrams from Paris that the conclusion of the Anglo-Russian agreement as to sealing during 1893, is regarded as a strong argument against the American claim of exclusive rights in the Sea to the exclusion of the British. Great Britain's representatives are, it is said, determined to abide by their interpretation of the arbitration treaty, and not upon that enunciated by American Counsel when Lord Hannen announced in effect that if it prevailed the Arbitration would be little better than a solemn farce.

THE *Canadian Trade Review* has an article commenting on a remark by the *Nelson Tribune* that the Kootenay Lake country is being hurt more by the ill-advised booming of a lot of unregenerated liars than it is by a backward spring. It also refers to "The Gold Nugget Mining Company, of Duncan River," which is described by another local paper as a pure fake and got up to swindle. To this it adds. "This is rather startling news from the Kootenay district, where we thought everything was booming, but wherever there are good mines, the liar and the swindlar will come in. We warn our readers against wild cat mines, but we also warn them not to abandon their faith in Kootenay Lake mining because a few swindling operations are discovered." Our contemporary is perfectly right in what it says. There are, it is true, several fakes that are being worked for the benefit of the unwary; but for all that the Kootenay is a wonderful mining country, and will pay the liberal embarkation of capital and energy.

## BE CAREFUL OF QUALITY.

We believe it to be a fact that the most successful retail grocers are the ones who sell goods of a high quality, and certain it is that such a policy has everything to commend it. While fine quality goods may cost a little more to the consumer, this fact is much more than counterbalanced by the fact that such goods go further under the management of the housewife than do cheap goods.

And the dealer in fine goods is not slow to educate his customers to the fact that high-priced goods are cheaper in the end than low-priced ones. It does not take much argument to show that a pound of pure pepper is worth much more to the consumer than a pound of cheap trash, and there is a long list of articles of which the same statement is true.

In canned goods especially, it is important to handle only a good quality and such as can only be sold at profitable prices. Nothing disgusts a customer more quickly than to buy a can of some article, say salmon, and find it scarcely fit to be eaten, let alone its repulsive appearance. Not only is the grocer apt to lose a customer by selling such stuff, but he injures the trade in canned salmon at the same time. When a customer is certain of good butter, good tea, good coffee, etc., he will stick to such a store even if prices are somewhat higher. The grocer who deals in fine goods rarely has trouble with customers; there is no sending back of articles, and no fault-finding about quality. It is the right method of doing business.

## AUSTRALIAN BANKING.

The Australian system of banking is not legitimate banking at all. Disaster after disaster has followed with such rapidity, and they were of such magnitude as to paralyze business in many quarters, that it shows something radically wrong in the system. It seems that the banks there lent money on real estate and for long time. Their loans may be good and eventually be paid, but they are not such as can be realized upon by the bank in an emergency. In a new country it is doubtless a convenience if not an actual necessity to have facilities for borrowing money on real estate, but this business of lending money can not be combined with banking without constant danger and almost certain disaster, sooner or later. Australia is not probably bankrupt, but her system of banking has been long pursued on a dangerous basis, and her banks have reached a crisis at about the same time, so that great hardship must, for the time being, result to the many depositors involved, and serious losses will doubtless be suffered even if the outcome should be less serious than now seems probable.

The London Times, in a recent article, warns the public to be on their guard against unreasonable panic in connection with Australian failures. It says:

"It is difficult for people not thoroughly well acquainted with Australian affairs to understand that the term 'bank' is applied in Australia to various corporations which would be more correctly

described as land mortgage companies, as well as to the few real banks which exist there. Companies of this kind are indispensable to a new country, and if properly managed are a source of profit to their proprietors, but they can not safely employ as large a proportion of the money at their disposal as banks in London, or in other places where it is comparatively easy to employ money for short periods. Points of difference between London banks and Australian banks are shown thus: 'Here banks keep on the average about 12½ per cent. of their liabilities in cash, another 10 or 12 per cent., in loans at call or short notice, and another 15 per cent., or so in investments on which money could be borrowed easily. In a new country some of these modes of employing money safely do not exist at all. In addition the contents of the London bank's bill cases are presumably falling due and being paid daily, while good bank bills are, for various reasons, not easy to get in Australia. Of course, if the London bank invests an excessive amount in long-dated paper or allows a customer to become its debtor to an extent beyond his real means it may be in no better position to stand a run than the Australian banks which have lately failed. As we remarked a few days ago, these Australian banks not only borrow too much money, but pay too much for it, and this unfortunate error drove them in turn into lending too much at rates which were too high for safety.'

## WILL TELEPATHY SUCCEED TELEGRAPHY?

There is little doubt that in time telepathy will be reduced to a science, and its laws as well understood and as much under control as telegraphy is at the present time, says an exchange. As the telegraph exceeds the carrying of written messages by a stage coach or sailing ship, so the means of telepathy will as far exceed the telegraph. Humanity will, in the not distant future, arrive at that state of development when a man in Calcutta shall understand how to project his thought on the mind of his friend in Chicago or the one in San Francisco thus communicate with one in London. When the laws of telepathy are once discovered, space, of course, will be no factor in the problem. One mile or thousands will present the same conditions.

There is no question but that the time is rapidly approaching when the means of communication among mankind shall be as universal as the air we breathe, or as the light by which we see; when we shall no more need to depend upon personal meeting or writing, or the telegraph or the telephone, but when we shall flash thought and messages from spirit to spirit, as the light vibrates from star to star. There are an increasing number of the most thoughtful and cultivated people who believe that the spirit disembodied may hold communications with the spirit embodied. It is but the logical sequence of this belief to reflect that all life is spiritual—that only spirit is life—and that the individual, here as well as hereafter, is a spirit dwelling among spirits in a spiritual world. It is not unreasonable to suppose that the mere

material of which death divests man may be a barrier to this subtle communication, to the outreaching of spirit, and that therefore the embodied will find it always more difficult than the disembodied. Still, the psychic power may be so developed as to overcome the difficulty.

## SAN FRANCISCO COAL TRADE.

Of the San Francisco coal trade, J. W. Harrison reports, June 3, as follows:

"During the week, there have been the following arrivals from the coast collieries, 12,451 tons; from Japan, 1,100 tons; from Swansea, 1,721 tons. The Miike coal at hand this week per Elmbank from Japan, has proved itself a first class gas producing coal, and its sale for gas and steam is materially increasing, as there are several other cargoes already ordered for future shipment, all of which have been contracted for by consumers. The market price locally and for later deliveries shows no change, there is but little activity, as jobbers will not buy a single cargo beyond the absolute requirements of their trade. Heretofore, when they deemed the ruling prices to be low, they would buy a few cargoes on speculation, more than their sales would call for, now they cannot be induced to do so. The consumption of fuel this year for manufacturing purposes will be fully 33½ per cent. less than in 1892. This will foot up a marked decrease on the amount of coal imported this year. Freight rates on coal from Australia, Liverpool and Cardiff remain firm, with but few orders going forward. The uncertainty as to how future wheat freights will shape themselves is keeping coal chartering also in abeyance."

## SALMON.

There is nothing, so far as we can learn, doing in the market. It is quite generally claimed that Alaska will rule at around \$1.05. Our advices from the Columbia river are confirmatory of a much better quality of fish being canned, owing to the traps not being able to catch many steelheads. In the commencement of the industry this salmon was not canned, but for the past few years every thing has been packed. At first, fish caught in Willamette river and in the Columbia above the Willamette, were not canned but they are now. The flesh of all salmon softens the higher up the river the fish goes, and therefore those caught near the mouth of the Columbia are more highly esteemed. It is this difference in quality which makes the difference in price. The run of fish on the Columbia is larger, averaging as high as nine to the boat above Tongue's Point. Several cannerymen have been arrested for acts contrary to law, but they claim to have their traps on the Washington side of the Columbia river. The Northern Pacific Railroad has reduced freights east so as to offset the recent cut from San Francisco. A Paladin, says that the run of salmon on the Sacramento river is slack; averaging about six to the boat. Liverpool mail advices report a better demand in first hands than had been expected. With the outing season before them the market is expected to clean up before this year's pack arrives.—San Francisco Herald of Trade.

# 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 May, 1893:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids .....		\$ 310	\$ 81 03
Agricultural imple- ments .....		955	337 95
Ale, beer & port wgs	2,887	2,125	637 52
Animals .....		11,822	3,306 30
Books, pamph's, etc.		10	
		1,915	244 96
Brass & manufs of..		1,053	393 90
Breadstuffs, etc, viz Grain, of all kinds bush	1,335	1,091	139 65
Flour, brls	1,072	3,463	801 65
Meal, " "	222	743	121 20
Rice and all other breadstuffs .....		8,010	3,090 16
Candles, lbs .....	17,530	1,679	419 75
Cheery, lbs.....	4,816	182	192 64
Coal and coke, tons.	12,25	110	7 31
Coffee, from U.S. lbs	14,419	2,902	308 23
Copper and m's of.		1,267	168 95
Cordage all kinds....		836	201 34
		8,220	2,575 58
Cotton, manufs of			30
Drugs and medicines	30,182		10,621 26
Earthen, stone and Chinaware.....		2,651	901 30
Fancy goods.....		1,915	598 45
Fish .....		100	
		12,950	732 75
Fruit, dried.....		1,185	227 43
Green.....		5,475	852 24
Furs .....		18	3 89
Glass, glassware		7,031	1,912 57
Gum, exp sub's		4,621	1,536 05
Hats, caps, bonnets.		1,020	306 00
Hops, lbs	1,071	219	64 26
Iron and steel m's of		37,877	11,694 85
Jewelry and watches and m's of gold and silver.....		363	88 70
Lead and manufs of		0,662	1,066 70
Leather and m's of.		3,302	829 00
Marble and stone and manufs of...		374	104 48
Malt, bush.....	1,033	757	163 95
Metals, composition and m's of		720	221 45
Musical instruments		1,327	460 75
Oils, coal and kero sene gls. ....	8,319	1,862	599 38
All other, gals....		7,315	2,114 29
Paints and colors.		1,117	149 69
Paper and m's of...		3,119	1,123 89
Perfumery.....		100	30 00
Provisions, Bacon hams, etc	10,229		2,185 22
Salt, not from Great Britain or British possessions, or for fisheries, lbs.....	117,530	691	104 28
Seeds.....		1,101	112 10
Silk, manufs of....		4,403	1,320 90
Soap of all kinds...		888	290 29
Species of all kinds...		166	42 50
Starch, lbs.....	2,225	102	44 30

ARTICLES.	QUAN.	VALUE.	DUTY.
Spirits, Of all kinds, gals..	4,091	5,704	8,729 00
Wine, other than Sparkling, gals....	2,317	2,164	1,472 25
Wine sparkling doz	239	2,014	1,067 85
Sugar above No 11 lbs	115,600	4,357	924 80
Molasses, " " gals		5,825	293 33
Sugar candy, etc, lbs		630	
Sugar syrups, cane juice, etc., lbs....	1,120	15	31 05
Tea, from U.S. lbs	510	153	15 30
Tobacco and cigars..	2,439	2,191	2,366 99
Wool and m's of.		2,333	690 85
Woolen m's of....		14,060	4,225 38
All other dutiable articles.....		31,363	9,198 05
Total dutiable goods		\$251,812	\$85,497 24
Free goods, all other		210,745	
Grand total.....		\$462,557	\$84,497 24

## EXPORTS

From the port of Victoria, for the month of May, 1893—the produce of Canada:

THE MINE.	QUANTITY.	VALUE
Coal.....	412	\$ 2,060
Gold dust, nuggets, etc....		16,844
THE FISHERIES.		
Fish oil.....	1	2
Furs or skins of creatures living in the water.....		9,657
THE FOREST.		
Lumber—planks, boards, etc		20,551
Other articles.....		614
ANIMALS AND THEIR PRODUCE.		
Other animals .....		3
Other articles.....		23,005
AGRICULTURAL PRODUCTS.		
Other articles.....		5
MANUFACTURES.		
Iron—pig and scrap, cast- ings, hardware, etc .....		107
Liquors, spirituous and malt, of all kinds.....	4	16
Sewing machines.....	2	80
Wood—m's of all kinds...		199
Other articles.....		1,014
Grand total.....		\$ 74,148
Goods, not the product of Canada, for the month of May, 1893:		
QUANTITY.	VALUE	
Manufactures— Iron—pig and scrap, cast- ings, hardware, etc .....	4	26
Sewing machines.....		130
Other articles.....		2,468
Miscellaneous articles .....		3,500
Coin—gold.....		1,175
“—silver.....		55
Grand total.....		\$ 13,351
Total exports of all kinds.....		\$ 87,502

Arrangement of goods and neatness in handling and packing them, prompt provision to suit the most fastidious taste, and punctuality in the performance of every contract or promise, all bespeak a systematic way of conducting business that invites confidence and increasing patronage. The slothful, negligent retail dealer is the architect of his own misfortunes. A weak foundation can only sustain a flimsy superstructure for a time, until a financial storm bursts, and then it totters and falls. The retail dealer who observes system faithfully, builds upon a substantial foundation, and his edifice is prepared to withstand the shock of the financial hurricane should it come his way. It pays to be systematic in business, no matter what may be its nature, and punctuality is the handmaid of system. No man who aims to be successful can disregard system in his trade relation with the people, not even in small things. Plan your business, and live up to your plans, if you hope for prosperity."

To what purpose could a tradesman better devote his spare time than to reading the above sentiments expressed by our trade contemporary? If the same sensible doctrines were laid before the merchants time and again, would it not prove a boon to many? There are of course those who have for such a length of time traveled in a faulty groove that it would be impossible to remove them from it, but there are others who will in future take their places and will be benefitted by the repetitions of the "old story."—*Retail Grocers' Journal.*

## GROCERS' WINDOWS.

A walk about certainly reveals the fact that more attention is being given to the matter of window display than ever before, and that the value of such exhibits in an advertising way is being more fully appreciated than heretofore. This is accounted for:

1. On the general principle of progressiveness, which effects all things.
2. Competition necessitates utilizing every method promising to secure a profitable trade.
3. The food shows have no doubt had an educational effect, by the many splendid examples afforded in the arrangement of the goods.
4. The frequent demonstrations given of the importance of window displays as trade winners by trade papers that have wisely followed its lead.

There is nothing strikingly new in the way of arrangement in these displays that the writer could discover. The pyramid seems to be the favorite form of outline. While this predominates, various other forms are numerous—cylindrical forms, squares, concave and convex semi-circles, arches, etc. The massing of one brand of goods in solid form prevails largely, and is a very commendable feature of the displays.

In the neighborhoods where fancy groceries constitute a large part of the stock, these goods are displayed in tempting variety and pleasing combinations of form and color.

The rule, and a good one, of confining exclusively to the goods to be sold, is seldom broken.

## INLAND REVENUE RETURNS.

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

*Victoria Division—Comprising all of Vancouver Island:*

Spirits .....	\$ 3,864 14
Tobacco .....	2,661 00
Cigars .....	5,753 00
Excise on inspection.....	1,264 05
	96 50
Total.....	\$13,611 69

## WAREHOUSED. EX-WAREHOUSED.

Spirits .. 5,506.50	p. gals 2,576.09
May 153,050 lbs	153,050 lbs
Tobacco.. 18,108 lbs	23,026 lbs
Cow 651 lbs	651 lbs
Cigars 19,900	44,650
Spirits exported .....	38.79 p gals
Balance in warehouse:	
Spirits .....	12,195.29 P. gals
Malt .....	75,000 lbs
Tobacco.....	11,210 lbs
Cigars .....	22,450

## WORTH REPEATING.

What else can trade papers write about except matters pertaining to trade. Nor are merchants ever tired of reading the articles. At first they pass slightly over the pages of their trade paper. Next time they read, and they imagine that somebody has spoken to them about the subject matter that they are then reading. They continue to read until at last they become convinced that it would be a gain to them to take some of the advice thus acquired by constantly reading the same thing, only written up in a different manner.

"It is an old story," says the Philadelphia *Cash Grocer*, "but one worth referring to semi-occasionally. That the retail dealer will find it most beneficial to employ system in his business. Negligence produces slovenliness, and slovenliness drives away trade. Careful attention to every little detail of business, orderly ar-

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS. MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Martha Fisher	811 Meadowcroft.	Oct. 18	Victoria	Liverpool	31,002	\$163,451	Apr April 11
Br bark	Glengarry	802 Davidson	Nov. 3	Westminster	Liverpool	37,352	186,760	pr April 15
Br bark	Chill	678 McKenzie	Dec. 12	Victoria	Liverpool	30,083	163,061	pr May 13
Br bark	River Ganges	612 Budj	Dec. 19	Victoria	London	29,161	117,305	
Br bark	The Frederick	812 Simpson	Dec. 18	Victoria	London	32,103	167,886	

## B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS. MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371 Dexter	Jan. 5	Vancouver	Adelaide	1,495,125	8,265	March 18	47s 6d
Nor ship	Morning Light	1316 Johansen	Jan. 22	Vancouver	Melbourne	1,091,171	9,133	March 25	60s
Am bark	Hesper	661 Solergren	Feb. 20	Vancouver	Shanghai	751,924	7,731	April 23	50s
Br ship	Angerona	1215 Anderson	Feb. 26	Vancouver	Valparaiso	834,937	7,095	May 20	42s 6d
Nor bark	Czar	1321 Christophers'n	March 4	Vancouver	Adelaide	1,016,611	10,476	June 11	57s 6d
Nor bark	Agnes	811 Hofgaard	Feb. 20	Chemainus	Antofagasta	602,509	6,413	June 11	40s
Nor ship	Rathinka	1158 Klevenberg	March 12	Vancouver	Melbourne	1,228,925	9,251	May 28	60s
Chil bark	Indic	93 Funke	Feb. 22	Vancouver	Valparaiso	803,291	7,018	May 10	owners ac
Br bark	Glenbervie	800 Groundwater	March 21	Vancouver	Iquiqui	631,810	7,689	June 8	37s 6d
Br ship	British India	1109 Lines	March 31	Vancouver	Valparaiso	863,666	9,315	July 11	37s 6d
Am schr	W. H. Talbot	776 Blum	March 11	Vancouver	Tientsin	1,021,876	10,272	May 28	67s 6d
Am schr	Reporter	333 Dreyer	March 3	Chemainus	San Pedro	416,356	3,476	March	Private
Br bark	Riversdale	1453 Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 28	47s 6d
Br bark	Mistletoe	821 Smith	April 21	Vancouver	Wilmington	70,275	7,986	Aug. 31	\$16 60
Br bark	Craigend	2218 Lewthwaite	April 18	Vancouver	Iquiqui Callao	1,898,000	19,351	July 11	27s 6d & 30s
Br barktn	Toboggan	676 Porter	May 20	Vancouver	Wilmington	632,828	9,330	Sept. 11	\$15.00
Br bark	Thermopylae	918 Winchester	June 2	Vancouver	Yokohama	328,576	8,919	July 22	Private
Nor bark	Fritzoe	1078 Rolfsen	May 29	Chemainus	Melbourne	953,124	8,072	Aug. 3	45s
Br ship	Burmah	1617 Newcombe	June 2	Moodyville	Valparaiso	1,229,359	9,853	Aug. 23	35s
Br ship	Crown of Denmark	3023 Smith	June 24	Vancouver	Melbourne	1,850,725	15,435	Sept. 23	37s 6d
Nor bark	Ursus Minor	365 Johnson	June 1	Now Westmr.	Sydney	481,211	4,331	Aug. 3	37s 6d
Br ship	Earl Granville	1199 Flack	June 16	Cowichan	London	833,957	12,333	Nov. 5	62s 6d
Chil bark	Antonieta	993 Stack	June 27	Chemainus	Valparaiso	836,338	9,015	Dec.	owners ac
Ger bark	Palawan	967 Van Heuvel	July 8	Vancouver	Iquiqui	688,831	7,521	Sept. 27	33s 9d
Chil bark	Leonor	801 Jenatsch	July 8	Moodyville	Antofagasta	637,375	6,520	Oct. 13	owners ac
Chil bark	Guinevere	800 Glennie	Aug. 6	Chemainus	Valparaiso	762,062	7,612	Oct. 28	owners ac
Am bktn	Robert Sudden	553 Uhlberg	Aug. 3	Vancouver	Valparaiso	771,140	8,797	Oct. 26	40s
Chil ship	Hindustan	1513 Walsh	Aug 7	Moodyville	Valparaiso	1,222,386	11,471	Oct. 28	owners ac
Br bark	Zebina Gowdy	1087 Manning	Sept. 5	Vancouver	Wilmington	853,215	10,125	Jan. 1	\$13.00
Chil ship	Atacama	1235 Caballero	Aug 24	Moodyville	Valparaiso	991,491	9,089	Nov. 1	owners ac
Br ship	City of Quebec	708 Carnegie	Sept 6	Vancouver	Adelaide	517,409	4,018	Nov. 30	40s
Br bark	Nineveh	1174 Broadfoot	Sept 3	Vancouver	Sydney	951,900	9,287	Nov. 8	owners ac
Am schr	Robert Searies	570 Piltz	Sept. 8	Vancouver	Port Pirie	815,321	5,962	Nov. 23	41s 3d
Am ship	George Skolfield	1276 Dunning	Sept. 29	Vancouver	Valparaiso f.o.	931,316	\$1,781	Dec. 21	40s
Chil bark	Lake Leman	1033 Bozzo	Sept. 22	Moodyville	Valparaiso	763,839	6,610	Dec. 15	owners ac
Br bark	Scammell Bros.	1218 McFarlane	Oct. 15	Vancouver	Philadelphia	907,551	11,763	Feb. 16	\$11.00
Am schr	Alice Cook	732 Penhallow	Oct. 5	Vancouver	Sydney	919,300	8,338	Dec. 19	39s
Nor ship	Morning Light	1310 Johansen	Nov. 3	Vancouver	Liverpool	939,193	10,000	April 1	58s 9d
Br bark	Columbus	691 Melhuish	Nov. 16	Vancouver	Adelaide	563,720	4,539	Jan. 3 pr	37s 6d
Am schr	Lyman D. Foster	730 Dwyer	Nov. 5	Moodyville	Sydney	822,858	7,809	Jan. 13	30s
Nor bark	Benj. Bangs	1118 Bjonness	Dec. 20	Vancouver	Halifax	786,085	10,015		48s 3d
Br bark	Fernbank	1338 Boyd	Nov. 25	Moodyville	Iquiqui	500,300	4,728	Feb. 13	36s 3d
Br bark	Grasmere	1246 Carter	Dec. 25	Vancouver	Valparaiso f.o.	911,688	10,370	March 23	36s d
Am ship	Edward O'Brien	1225 Taylor	Dec. 10	Vancouver	London	1,257,825	11,229		50s
Nor bark	Fortuna	1332 Mikelsen	Dec. 17	Moodyville	Valparaiso f.o.	1,263,729	12,088	March 5	36s 3d
Br ship	Abcona	979 Black	Dec. 29	Vancouver	Port Pirie	775,140	6,425		37s 6d

## B. C. LUMBER FLEET, 1893.

Br bark	Geo. Thompson	1128 Young	Jan. 13	Westminster	Sydney	806,938	7,814	March 21	owners ac
Br bark	Mark Curry	1256 Liswell	Jan. 4	Vancouver	Queenston Lk	924,058	9,882		52s 6d
Nor bark	Fritzoe	1078 Rolfsen	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am bark	Colorado	1036 Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657		April 27	37s 6d
Br bark	Highlands	1236 Owen	Jan. 26	Vancouver	Montreal	826,623	15,537		Private
Chil bark	India	953 Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn	Bittern	329 Stronach	Jan. 20	Vancouver	Fremantle, Au.	302,950	4,201		owners ac
Ger ship	Katharine	1030 Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	11,058	May 6	35s
Br ship	County of Yarmouth	1251 Swanson	March 23	Vancouver	L. K. f. o.	1,628,530	17,500		50s
Chil ship	Hindustan	1512 Welsh	March 6	Moodyville	Valparaiso	1,136,826	10,212		owners ac
Am bark	Seminole	1139 Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,966		Private
Am ship	Ivy	1181 Lovell	April 22	Vancouver	Wilmington				Private
Br bark	Assel	795 Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577		35s
Br ship	Natuna	1106 Graham	April 20	Vancouver	Port Pirie	961,863	7,718		12s 6d
Am bark	Harry Morse	1313 Hughes	April 19	Moodyville	Shanghai	928,219	8,900		45s
Haw. bark	John Ena	300 Schmauer	June 2	Cowichan	Port Pirie	2,580,797	19,500		40s
Br bark	Blairhoyle	1291 Gray	June 1	Vancouver	Sydney	917,685	7,801		31s 3d
Br bark	Mary Low	813 Robert-son	May 21	Vancouver	Pisagua	623,000	5,266		35s
Nor bark	Sigurd	1330 Aase	May 21	Vancouver	Port Pirie	1,126,000	10,638		40s
Chil ship	Atacama	1235 Caballero	May 13	Moodyville	Valparaiso	967,361	7,762		owners ac
Br bark	Wythop	1218 Edwards	May 26	Vancouver	Sydney	1,019,667	8,365		31s 3d
Br ship	Gracie	1083 Roberts		Vancouver	Cork f. o.				50s
Ger bark	Heinrich	123 Henne	June 7	Vancouver	Holland				55s
Br bark	Doelra	366 MacLarrow		Vancouver	Adelaide				38s 9d
Br ship	Kinkora	1799 Lawton		Vancouver	Callao				30s

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## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Blair Athole	1637	Taylor	March 3	R. Samarang	Vancouver	B. C. Sugar Refinery Co.	102
Br bark	Formosa	915	Kain	March 16	H. Liverpool	Victoria	R. P. Rithet & Co., Ltd.	89
Br bark	City of Carlisle	823	Hughes		K. Newcastle	Victoria	Turner, Beeton & Co.	
Br ship	British General	1751	Tulloch		N. Samarang	Vancouver	B. C. Sugar Refinery Co.	
Br ship	Candida	1222	Whettem	May 31	L. London	Victoria	Turner, Beeton & Co.	12
Br ship	Drumraig	1919	Sparring		F. Liverpool	Vancouver	Evans, Coleman & Evans.	
Br ship	Rathdown	2038	Morrisey	April 1	C. Maryport, Eng.	Vancouver	Mellon, Smith & Co.	73
Am ship	A. J. Fuller	1782	Wallnut		Y. Yokohama	Vancouver	C. P. R. Co.	
Br bark	Thermopylae	991	Winchester	May 13	E. Hong Kong	Victoria	Victoria Rice Mills	28
Br bark	Ladstock	816	Williams	March 21	J. Liverpool	Westminster	Bell-Irving & Paterson	80
Br ss	Empress of Japan	3003	Lee	May 21	G. Hong Kong	Vancouver	C. P. S. Co.	19
Nor bark	Fortuna	1332	Bryde		I. Valparaiso	Vancouver	Robert Ward & Co., Ltd.	
Br ship	Earl of Dunmore	2295	Kay		N. San Francisco	Victoria	Robert Ward & Co., Ltd.	
Am schr.	Carrier Dove	672	Brandt		N. San Francisco	Cowichan	Robert Ward & Co., Ltd.	
Br ship	Gunford	2118	Wier		O. San Francisco	Vancouver	Hastings Mill Co.	
Am schr.	Puritan	551	Warner		S. Honolulu	Moodyville	Moodyville Saw Mill	
Ger ship	Sirene	1137	Sauermlch.		T. Yokohama	Victoria	Robert Ward & Co., Ltd.	
Br ss	Warrimoo	1897	Arthur		P. Sydney	Vancouver	C. P. S. Co.	
Br bark	Archer	789	Dawson		U. Liverpool	Victoria	R. P. Rithet & Co., Ltd.	
Br ss	Mogul	1827	Johnson	May 27	B. Hong Kong	Victoria	Dodwell, Carill & Co.	16
Br ss	Empress of China	3993	Archibald		D. Hong Kong	Vancouver	C. P. S. Co.	
Br ship	Dunboyne	1380			London	Vancouver	Evans, Coleman & Evans.	
Am bark	St. Katharine	1193	Frazier		Yokohama	Vancouver	C. P. R. Co.	

1. Cargo of 2,000 tons raw sugar. Chartered to load lumber at Vancouver for Cork f.o. at 18s 9d. H - March 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F - To sail during May. K - Via Santa Barbara. Chartered for salmon to Liverpool or London. A - Cargo of sugar. E - Cargo of paddy. 1 - June 2 passed Dover. B - Via Yokohama June 7. J - Via Honolulu. Chartered to load salmon for U. K. at 35s. C - Cargo of steel rails for C. P. Railway. G - Via Yokohama June 2. L - Chartered for lumber to Port Pirie at 37s 3d; to Port Sydney at 31s 3d and Melbourne Wharf at 37s 6d. M - Chartered for lumber to Port Pirie at 36s 3d and Sydney at 27s 6d. N - Via San Francisco. Chartered for lumber to Adelaide at 38s. O - Chartered for lumber to Port Pirie at 37s 6d. P - Via Brisbane and Honolulu. Q - Via San Francisco. Chartered for lumber to Tientsin at 55s. T - Chartered for salmon to London or Liverpool, cancelling date Nov. 15. U - To sail July 10. D - To sail June 11. Via Yokohama June 23.

### VESSELS IN PORT.

(June 12, 1893.)  
VANCOUVER.

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

Haw. schooner Americana, 839 tons, Capt. McLellan, to load coal for Honolulu.

Br. ship Kinkora, 1,799 tons, Capt. Lawton, loading lumber for Callao.

Br. bark Dochra, 906 tons, Capt. McClerrow, loading lumber for Adelaide.

Br. ss. Miowera, 1,911 tons, Capt. Stott, from Sydney, June 9, with general cargo.

#### NANAIMO.

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

Am. ship Bohemia, 1,563 tons, Capt. Hogan.

Nor. bark Stjorn, 1,327 tons, Capt. Halse.

Am. ship J. B. Brown, 1,173 tons, Capt. Magune.

Am. bark Carrollton, 1,300 tons, Capt. Lewis.

Am. ship Tacoma, 1,672 tons, Capt. Gaffry.

Am. ship Sea King, 1,136 tons, Capt. Reed.

Am. ship Llewellyn J. Morse, 1,325 tons, Capt. Clapp.

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

#### WELLINGTON SHIPPING.

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

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

Am. ship T. F. Oakes, 1,898 tons, Capt. Reed.

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

Br. ss. Wellington, 1,267 tons, Capt. Salmond.

#### EAST WELLINGTON SHIPPING.

Am. bark Melrose, 914 tons, Capt. Kalb.

#### RECAPITULATION.

Ports.	No.	Tonnage.
Vancouver	5	6,581
Nanaimo	11	20,315
Total	19	26,896
Previous week	18	26,253
Correspond'g week last year	16	20,233

#### FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending June 10—

#### NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
5.	Tyce, str., Port Townsend	27
6.	Sea Lion, str., Port Townsend	18
6.	Commodore, ship, San Francisco	3,075
8.	Tyce, str., Port Townsend	63
8.	W. Rosefeld, ship, San Francisco	3,822
8.	Mogul, str., Port Townsend	63
8.	Grandholm, ss., San Francisco	1,670
9.	Holyoke, str., Port Townsend	66
9.	Tacoma, str., Port Townsend	41
10.	Romulus, str., San Diego	405
10.	Bawmmore, ss., San Francisco	3,020
Total		12,275

The American bark St. Katharine, 1,193 tons, Capt. Frazier, has been chartered by the C. P. R. for tea from Yokohama to Vancouver. She will sail about June 15.

### FREIGHTS.

The market is dull, and, as very little business is passing, rates remain at very much the same level as previously reported.

Freights from British Columbia or Puget Sound are quoted as follows:— Valparaiso for orders, 27s 6d; Callao direct, 30s to 32s 6d; Sydney 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 36s 3d to 37 6d; United Kingdom, calling at Cork for orders, 50s; Tientsin 55s to 60s;

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

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

The British ship Morayshire, from Samarang to Vancouver, has been posted missing at Lloyds.

The British steamship Miowera, 1,911 tons, Capt. Stott, arrived at Victoria June 8 from Sydney, via Brisbane and Honolulu, in 22 days. She sails June 14 for Sydney.

The Quesnelle Forks Canal and Hydraulic Mining Co., Ltd., has been incorporated by W. H. Ellis, Jos. Pierson, and T. C. Nuttall. Capital stock \$250,000. Victoria is the principal place of business.

The Prince Albert Flat Hydraulic Mining Co., Ltd., has been incorporated with a capital stock of \$200,000. The incorporators are: A. H. MacNeil, W. J. McGuigan, Geo. D. Scott, Donald MacLeod, C. S. Phillips, Wm. Ralph, W. H. Maclaren, J. Sheasgreen and Allan Sharp. The first three are trustees. Vancouver is the principal place of business.



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Grossmith & Co.,—Perfumery, Etc.,—London,  
Eng.; Whight & Co.,—The "Prima Donna"  
Sewing Machines—London, Eng.; New York  
Piano Mfg. Co.,—Pianos—New York; Brinsmead  
& Sons,—Pianos—London, Eng.; Miller et Cie.,  
—Cigars—Grand Canary Is.; La Soldana Mfg.  
Co.,—Havana Cigars—Havana; C. J. & E. Lewis,  
—Boots and Shoes—Northampton, Eng.; Allen  
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