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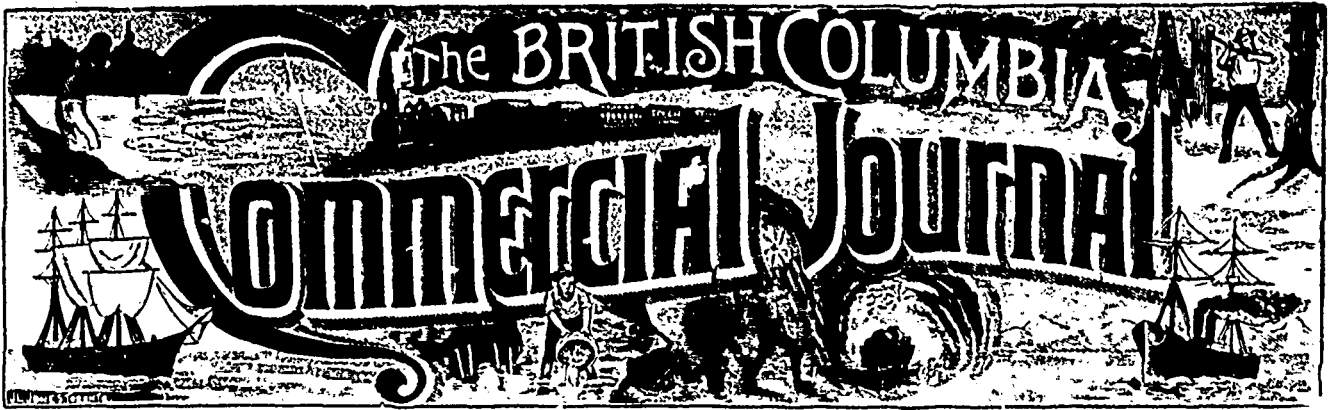
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Vol. IV.

VICTORIA, B. C., TUESDAY JUNE 26, 1894

No. 16

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Laidlaw & Co's Dominion Brand.
Wellington Packing Co., Wellington Brand.
Harlock Packing Co's Harlock Brand.

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Standard Packing Co., Skeena River, Neptune Brand.
Skeena Packing Co., Skeena River, "Diamond C" Brand.
Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
Cascade Packing Co., Naas River, Cascade Brand.

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British Columbia Salmon:—Ewen & Co., "Lion."
"Bonnie Dundee"; Bon Accord Fishery Co's Consuls; Canadian Pacific Packing Co. "Flagship" brand.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, June 26.

VICTORIA.

The opening of communication by rail with the interior of the Province and with the east is the most important occurrence of the past week. Orders which have accumulated from country merchants were shipped through last week, and stocks in wholesalers' hands have been replenished by receipts from the east. Large shipments are also on the way. Six failures have been reported for the Province since last review; the majority are, however, of small firms. Staple lines are generally steady in price. Fresh fruits are declining each week, as supplies become more plentiful. Collections continue close.

The Vancouver *News-Advertiser* says: "A slight improvement is reported in trade, as communication is being restored with the interior. Collections are, however, slow, and a couple of failures are reported. The announcement that another chartered bank is about to establish itself in this city, is another proof of the growing importance of Vancouver as a commercial centre. The bank in question is one of the strongest in the Dominion, and there is no doubt that others will follow its example. Wholesale business shows a slight improvement, though in some lines stocks are getting short. It is, however, announced that freight will be moved very shortly, so that but little inconvenience is expected."

FLOUR AND FEED.

Quotations remain unchanged. There are quite a number of carloads of flour on the way for local dealers. Stocks had run down during the late floods, and some dealers are almost out of some brands.

The Portland *Commercial Review* says: "The movement of flour is very steady locally and not much going out for export account, though orders from China are fair, and moderate amounts are going to San Francisco, of Walla Walla brands, by each outgoing steamer. Some orders are going to the Sound and British Columbia. Receipts are very small. Values show no marked changes, though prices are somewhat firmer, standard valley and Walla Walla brands being quoted at \$2.35 per bbl."

The Ogilvie Milling Co. quote their celebrated brands of Manitoba flours in car lots, on wharf in Victoria, as follows:
Ogilvie's Hungarian \$1 00
" Strong Bakers. 3 80

The Columbia Flouring Mills quote Enderby flour in carload lots on wharf in Victoria:
Premier \$3 90
XXX 3 75
Strong Bakers or XX 3 30
Superfino 3 05

The Victoria Roller Mills quote Victoria flour in 10-bbl. lots at the mills as follows:

Delta	\$1 00
Victoria XXX	1 00
Jobbers' quotations to the trade are:	
Delta, Victoria mills	\$ 1 25 @ 0 00
Lion, " "	1 25 @ 0 00
XXX, " "	1 25 @ 0 00
Premier, Enderby mills	1 25 @ 0 00
XXX, " "	1 10 @ 0 00
XX, " "	3 65 @ 0 00
Superfino, " "	3 10 @ 0 00
Ogilvie's Hungarian	1 10 @ 0 00
Strong Bakers	1 25 @ 0 00
H. B. C. Fort Garry Hungarian	1 10 @ 0 00
Strong Bakers	1 25 @ 0 00
Oak Lake Patent Hungarian	1 10 @ 0 00
Strong Bakers	1 25 @ 0 00
Regina Hungarian	1 10 @ 0 00
Strong Bakers	1 25 @ 0 00
Henton County, Oregon	3 75 @ 0 00
Portland Roller	3 75 @ 0 00
Snowflake	3 75 @ 0 00
Wheat, per ton	27 50 @ 30 00
Oats	39 00 @ 32 50
Oil cake meal	35 00 @ 50 00
Chop feed—California	59 00 @ 00 00
Shorts	25 00 @ 30 00
Bran	23 00 @ 27 50
National Mills oatmeal	3 50 @ 0 00
" " rolled oats	3 00 @ 0 00
" " split peas	3 50 @ 0 00
" " pearl barley	4 50 @ 0 00
Chop feed	25 00 @ 27 00
California oatmeal	3 75 @ 0 00
California rolled oats	3 75 @ 0 00
Corn, whole, per ton	37 50 @ 40 00
Peas, field, per ton	59 00 @ 60 00
Cornmeal	2 75 @ 3 00
Cornmeal-feed, per ton	40 00 @ 0 00
Cracked corn	10 00 @ 00 00
Hay, per ton	15 00 @ 18 00
Straw, per bale	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$ 75 00 @ 80 00
Best Chinarrico	80 00 @ 100 00
Chinarrico No. 1	68 00 @ 70 00
Rice flour	70 00
Broken rice	30 00
Rice Meal	17 50

GROCERIES AND PROVISIONS.

Ham and bacon have advanced in value. Choice fresh bacon is from 2 to 2½c higher. A considerable amount of California meats are being offered on this market. Fresh eggs have been received from Manitoba and are quoted by jobbers at 19c. Butter is steady, but cheese (California) has declined ½c. Pure lard and lard compound have lowered slightly. Victoria block matches in 5 gross tins are quoted by jobbers at \$1.40 and Californian at \$1.35.

The Montreal *Trade Bulletin* says: "Butter receipts during the past week were 3,503 pkgs., against 3,725 pkgs., for the week previous. The market is firmer, as those who wanted to buy have found out. Sales of late made creameries have transpired at 18½c to 19c at the factories, the purchasers being speculators, shippers and local dealers. Shippers, however, state with a good deal of truth that present prices in England will not warrant them paying the rates now ruling here; but we presume what business is being done is with an eye on the future,

probably for Sept.—Oct. shipment. It is said that as high as 19c was paid for a crack factory. In Eastern Townships dairy a fine lot of about 50 tubs was sold at 17c, and another lot at 17½c. Western has sold at 15c to 15½c for choice and one lot was placed at 14c, but it was a mixed lot, most of the tubs being store packed. We quote prices as follows: Creamery, fresh, 18½c to 19c per lb; Eastern Townships dairy, 16c to 17c; Western, 14c to 16c. Add 1c to above for single packages of selected. Cheese receipts during the past week were 69,395 boxes, against 63,102 for the week previous. Everyone expected lower prices this week, but offerings at country boards sold at stiff prices, nevertheless, which is accounted for by some, on the ground that country buyers exceeded their limits and that considerable cheese was bought before they could be checked. The shipments this week, which will again be heavy, have cost 9½c to 9½c for finest Western colored, and 9½c to 9½c for finest western white, while Quebec cheese going out by this week's steamers cost 9c to 9½c. At the moment, however, the above prices would not be paid as the week's business is now over. There are plenty of cable orders at 42s 6d; to 43s, but they cannot be filled at these figures. The New York market is weak at 8½c for finest. We quote: Finest western colored, 9½c to 7½c per lb; Finest western white, 9c to 9½c; Finest Quebec colored, 9½c; Finest Quebec white, 9c; under grades, 8½c to 9c; cable, 46s 0d.

Jobbers quote:

Valencia raisins, per lb	\$ 7 @ \$ 0
Malaga raisins, per box	3 00 @ 3 25
Currants (barrels), per lb	5 @ 5½
" half bbls., per lb	5 @ 6
" (cases), per lb	5½ @ 7½
Sultana raisins, per lb	8 @ 10
Taragona almonds, per lb	11 @ 18
Grenoble walnuts, per lb	14 @ 18
Filberts, per lb	11½ @ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	24 @ 25
Manitoba dairy	00 @ 00
California creamery, squares	25 @ 00
California rolls	@ 25
Cheese—Canadian, lb	14 @ 15
California	11 @ 14½
Eggs—Canadian, per doz	9 @ 00

Smoked meats and lard are quoted:

Hams	131 @ 16½
" 49er, California	17 @ 17½
Breakfast bacon	14½ @ 17
Short rolls	11 @ 12
Dry Salt, long clear	10½ @ 11
Bacon	131 @ 13½
White Label pure leaf lard, tierces	0 12½
" " " 50-lb (tins)	0 12½
" " " 20-lb "	0 12½
" " " 10-lb "	0 12½
" " " 5-lb "	0 12½
" " " 3-lb "	0 12½
Lard Compound, 10 lbs	10½ @ 00
" " 20 lbs	10½ @ 00
" " 5 lbs	10½ @ 00
" " 3 lbs	10½ @ 00

Sugar—Jobbers' prices half-barrels and kegs in each case being ½c higher.

Dry Granulated (China).....	5
Extra C. China.....	4 1/2
China, yellow.....	4 1/2
Dry Granulated (B. C. Refinery).....	6 1/2
Extra C.....	6 1/2
Fancy Yellow.....	4 1/2
Yellow.....	4 1/2
Golden C.....	4 1/2
Cubes.....	6 1/2
Powdered.....	6 1/2
Syrups, per lb.....	3
" 1 gal. tins, American (10).....	5 50
" 1/2 " " (10).....	5 25
" 1 " Vancouver.....	5 50
" 1 1/2 " ".....	7 00

Jobbers' quotations for Armour Packing Company's brands per lb.:

Helmet brand sugar cured hams, medium	0 15
" " " heavy..	0 14 1/2
" " breakfast bacon	0 17 1/2
Fancy Gold Band hams.....	0 16 1/2
" " breakfast bacon.....	0 17

FRUITS AND VEGETABLES.

A great many lines have declined in price during the past week. Local strawberries are now having the run of the market. The fruit is being marketed in prime condition, and finds a ready sale at low rates. New potatoes have further declined, and were generally sold last week at \$1.50 per 100 lbs. The stocks of old potatoes are about exhausted. The Provincial Government were purchasers of large quantities for distribution as seed among the flooded settlers in the Fraser River valley.

Jobbers' quotations for fruits are as follows:

Oranges—California seedlings ...	2 50 @	3 75
Mediterranean sweets.	2 50 @	3 50
St. Michael's.....	3 25 @	0 00
Australian.....	1 50 @	0 00
Lemons—California.....	3 00 @	4 25
Australian.....	1 75 @	0 00
Pineapples.....	2 00 @	3 00
Bananas—New Orleans	2 75 @	0 00
" Honolulu.....crates	2 75 @	3 00
" " bunches	2 00 @	0 00
Cherries.....	90 @	1 00
Apples, Australian.....	bxs 2 75 @	0 00
" California.....	1 75 @	0 00
Cocoanuts.....per 100	8 00 @	9 00
Strawberries, per crate of 21.....	1 50 @	1 75
Apricots.....	1 00 @	0 00
Peaches.....	1 25 @	1 35

Vegetables are quoted:

Potatoes.....per ton	20 @	25 00
Onions—Red.....per lb	11 @	
Cabbage.....per lb	2 @	21
New potatoes.....per lb	14 @	

LUMBER.

There have been three clearances during the week: The British ship Largo Law, 1,597 tons, cleared from Moodyville June 20 for Valparaiso with a total cargo of 1,358,471 feet, valued at \$12,477, composed as follows: 942,317 feet rough and 416,154 feet l. and g. flooring. The British bark Gainsborough, 985 tons, cleared from Moodyville June 21 for Melbourne with a cargo of 724,360 feet rough lumber and 1100 bundles lath containing 16,500 feet; total cargo, 740,860 feet, valued at 5,630. The British ship Astoria, 1,335 tons, Capt D gwell, cleared from Hastings Mill June 23 for Antwerp, with a cargo of 740,684 feet rough lumber, valued at 17,115. There have been no lumber charters advised for British

Columbia ports for some time. Both the Moodyville and Hastings mills are running full time on cargo trade and will for some little time be kept busy completing the cargoes of the fleet of vessels now at loading ports.

The following vessels are loading lumber at British Columbia ports for foreign: At Moodyville mill—Am. schr. Wm. Bowden, 727 tons, for Sydney; Ital. bark Elisa, 915 tons, for Valparaiso; Br. ship Borrowdale, 1,197 tons, for Valparaiso for orders. At Hastings Mill—Br. schr. Grace Harwar, 1,750 tons, for Queenstown for orders; Am. bark Olympic, 1,412 tons, for Callao direct; Nic. bark Don Carlo, 694 tons, for Noumea, New Caledonia; Am. bark Hesper, 664 tons, for Sydney; Br. bark Villalta, 866 tons, for Adelaide; Am. bark Southern Chief, 1,219 tons, for Santa Rosalia. At Sayward Mill, Victoria—Br. ship Benmore, 1,460 tons, for Adelaide. At Vesuvius Bay—Am. ship Guardian, 1,073 tons, for Santa Rosalia. Total, 11 vessels, 11,977 tons.

The following are the current city quotations, net in yard: Rough, \$8.00 per Mft; rough clear, \$14; ship lap, \$10; tongue and groove flooring, 4 in. No. 1, \$16; do. 4 in. No. 2, \$12; do. 6 in. No. 1, \$15; do. 6 in. No. 2, \$11; rustic, No. 1, \$15; do. No. 2, \$11; surfaced, \$15; shingles, \$2; lath, \$1.75.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet... \$ 8 00 Deck plank, rough, average length, 35 feet per M..... 19 00 Dressed T. and G. flooring, per M..... 15 00 Pickets, rough per M..... 8 00 Laths, 1 feet 6 in, per M..... 1 90

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending June 23:

Date.	Vessel and Destination.	Tons.
17.	Wanderer, str., Port Townsend.	43
18.	Monterrat, str., San Francisco.	1,502
21.	Sea Lion, str., Port Townsend.	64
21.	Tyce, str., Port Townsend.	90
21.	Carrollton, bark, San Francisco.	2,423
22.	India, ship, San Francisco.	2,090
Total.....		6,212

The Grays Harbor Commercial Company, of Cosmopolis, has received two large orders for lumber, to be shipped by rail to eastern Canada.

W. H. Lobb, lately in charge of the Hong Kong naval station, has been appointed naval storekeeper at Esquimalt, the position formerly occupied by J. H. Innes.

The pilot in charge of the ship Benmore when she partially stranded on McLaughlin Point, has been exonerated from all blame by the Pilotage Commissioners, after a most thorough inquiry into all the circumstances attending the disaster.

BUSINESS CHANGES.

A. G. Fuller has opened a general store at Vernon.

Elijah Dawe & Sons, tailors, Vancouver, have assigned.

F. W. Hart, furniture, etc., advertises retail business for sale.

F. G. Moody, grocer, Victoria, has assigned to F. G. Quick.

J. Kingham & Co., jewellers, Victoria, mortgagees in possession.

Byers Hardware Co., Kaslo, premises reported swept away storm.

Wm. Johnston, boot and shoe dealer, New Westminster, deceased.

Martin & Stewart are opening a men's furnishings business in Vancouver.

Newett Bros., grocers, Vancouver, have assigned to Thos. Williamson.

J. W. Webb contemplates opening a green grocery in city market, Victoria.

J. W. Morrison, merchant tailor, Vancouver, has assigned to Jas. H. MacGill.

Louis Lawrence, soda water manufacturer, Nanaimo, is reported as having sold out.

R. H. Jameson, grocer, has admitted a partner under style of R. H. Jameson & Co.

W. J. Unwin, hotel and livery, Kamloops, has sold out livery to Thos. Costley.

G. Brevelockway, general merchant, Nanaimo, has assigned to G. Leiser and A. R. Johnston.

Crean & Thomas, hotelkeepers, Vancouver, have sold out bar and restaurant to J. Roxburgh.

The Galena Trading Co., Ltd, general merchants, Kaslo, premises swept away by flood. Probable loss, \$8,000 to \$10,000.

P. T. Patton, hotelkeeper, Victoria, has assigned to W. H. Redmond. A meeting of creditors is called for the 29th inst.

Allan S. Dumbleton, barrister, Victoria, has taken R. T. Elliott into partnership, under style of Dumbleton & Elliott. Mr. Elliott has been for several years in the law office of Hon Theodore Davie.

The Brunette Saw Mills at New Westminster have recently been improved by the addition of a new band mill.

Three Wisconsin mill men have been looking over Port Angeles of late, and contemplate putting in a sawmill with 280,000 feet daily capacity.

At the annual meeting of the Imperial Bank of Canada, held at Toronto last Thursday, the report presented by the directors recommended the opening of a branch bank in Vancouver, B. C., or at some other provincial centre, owing to the growing importance of Eastern trade relations with British Columbia.

SAVE FUEL

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Of the highest quality.

PRICE LIST.

(Applicable to lots of not less than 10 barrels or equal.)

SUGARS —Powdered, Icing and Bar, in bbls.....	0½c per lb.
Paris Lumps, in bbls. or 100-lb. bags.....	5½c “
Granulated “ “	4½c “
Yellows according to quality “	4½c to 4½c “
SYRUPS —30-gal. bbls.....	2½c per lb.
10-gal. kegs.....	2½c “
5-gal. kegs.....	\$2.00 each.
1-gal. tins.....	\$4.25 per case of 10.
½-gal. tins.....	5.75 per case of 20.

Payment by Spot Cash. All prices subject to change without notice. Special terms for lots of 100 barrels and upwards.

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This Company have special machinery for the manufacture of cedar lumber and shingles, and dealers will do well to call at their office and get prices. Their shingles will lay more roof to the ft than any other shingles made, the packs being tight and no vacant spaces in bundles

Mills at Port Moody, B C

Office: 30 Broad Street, Victoria, B. C.

The prospects of an abundant fruit crop are good throughout the Niagara district. Vegetables and grain also look well.

Morocco has failed to pay the first instalment of the indemnity it agreed to pay to Spain for the attack on the Spanish troops.

The gaso meter proper for the Nanaimo Gas Company will probably be manufactured in one of the machine works of the Province. It is expected to be ready for use by the 1st of September, in time to meet all the demands for gas during the long winter nights.



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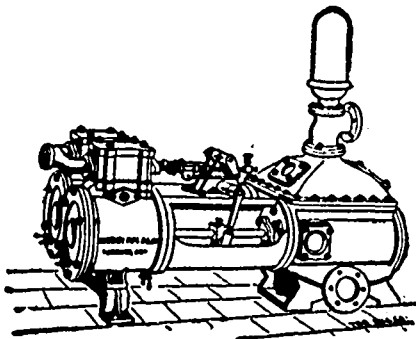
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It contains valuable suggestions on new goods, what's coming and what's going; enables you to avoid old stock, to attract trade and to hold it.

It deals with matters of greatest importance to you and your business.

THE DRY GOODS REVIEW,
TORONTO.

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THE LEADING BRANDS IN THE DOMINION ARE

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THISTLE,

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Manhattan Buggy Paints.

These and other brands of ours are stocked by all dealers in the Province.

BUY THEM ONLY—BECAUSE

First, We guarantee the quality every time. Second, they are always reliable.



PATENT RECORD.

The following list of United States patents granted to Canadian inventors May 29th, and June 5, is reported expressly for this paper by James Sangster, patent attorney, Buffalo, N. Y.:

J. Harvey Vanderburgh, Orono, cloth-measuring machine.

John H. Mayer, Waterloo, let off mechanism for looms.

H. Shorey & Co., Montreal, waterproofed cloths and garments made thereof. Essential feature: The word "Rigby." Used since December, 1891. (trade mark).

Edwin F. Moore, Toronto, anti-friction wheel hub.

James W. Woods and David L. Barnett, Toronto, length indicator for fabrics.

Arthur K. Evans, Toronto, stay traveler.

John B. Watson, Toronto, and Joseph R. Douglas, Ottawa, ventilating and furnace checking device.

Joseph Carter, Blyth, check rein support.

Charles W. Vanderburgh, Wellington, steam generator.

Henry C. Biette, Toronto, autographic register, assignor of one half to Andrew Blackburn and Florence Ada Ramake, same place.

AUSTRALIAN PROGRESS IN HORTICULTURE.

Our horticulture friends in Australia are active along the line of suppressing

insect pests and of producing the best fruit to be shipped in the best manner to distant markets. The last number of the *Vigneron*, published at Sydney says: "A conference of fruit growers summoned by the Minister of Agriculture to discuss the important subject of insect pests in orchards and vineyards, was held on the 29th March, in the Boardroom of the Lands department. The Minister of Agriculture presided, and in opening the conference said the matter of chief importance to them was to make the export trade a success, and to do this they had to grow the best kinds of fruit, and to decide upon the best methods of packing and transport. A series of papers were then read, Mr. O. Bertuch dealing with the methods of eradicating insect pests, Mr. Lancaster with the bill introduced by the present Ministry for that purpose, Mr. W. Farquharson dealing especially with the codlin moth, while Mr. J. Sykes and Mr. C. Allan dealt with the subject in general terms."

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Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, JUNE 26, 1894.

U. S. CONSULATE.

Although it was recognized that U. S. Consul Myers had done the State some special service in connection with sealing matters, the bringing to light of opium frauds and the seizures of quantities of the contraband, the carrying out of the Jacksonian principle of "to the victors belong the spoils" was inevitable in his case. In consequence, doubtless of the pressure brought to bear upon him by the office seekers, President Cleveland, as already announced, has appointed William P. Roberts to the consulate here, which he is expected to assume on July 1. It is probable that after visiting his old home in Ohio Mr. Myers will settle down in Seattle, his predilections being in favor of the Pacific coast.

THE BLACK DEATH.

The presence in Hong Kong and other Oriental cities of the Black Death, an epidemic similar to the great plague of London, has, not unnaturally, caused considerable alarm, and at the solicitation of Mayor Teague, through Mr. Earle, M. P., the Dominion authorities have issued instructions to Dr. Macnaughton Jones not only to inspect but to thoroughly disinfect and fumigate all steerage passengers and baggage arriving from China and Japan, before allowing inbound ships to pass William's Head. Premier Davie energetically backed up the Mayor's representations, and it is to be hoped that the malady which has been fearfully fatal wherever it has been will be prevented from getting a hold here. Filth is said to be the prime cause of the disease, and a large number of people have already succumbed to it in Hong Kong and Canton.

PROVINCIAL ELECTIONS.

In the majority of the constituencies in the Province, the nomination of candidates for election to the Provincial Legislature took place on Saturday. The news as to the results, owing to the magnificent distances to be traversed, is very meagre,

so far. The contests, the indications are, will be very numerous, more so probably than on any previous occasion, and few is likely to be the number of elections by acclamation. The government has, however, taken first blood. Premier Davie, President of the Council Pooley, Speaker Higgins and Major Mutter have been returned by acclamation, which gives the present administration a start of four. We regret to have to notice a serious interference with freedom of speech at a recent meeting at Vancouver, a circumstance in itself almost sufficient to answer the complaint of Rev. Mr. Maxwell that the cabinet Ministers were not often heard at the Terminal City. We do not, we must say, like to see ministers of the gospel interfere in politics. When they do so, they diminish their influence as clergymen, and, as partisans, lay themselves open to the application to their case of the divine maxim "No man can serve two masters."

MISCHIEVOUS CREDIT SYSTEM.

Under the heading of "What is the Matter with Hannah?" the *Winnipeg Commercial* has been discussing the present stringent and otherwise unsatisfactory state of trade among country merchants and is satisfied that in the field of freight rates no direct cause can be found. In its last issue it declares that the main cause of all the trouble is the reckless system of credit which has been the custom throughout the country. It goes on to say that the offers made by Manitoba merchants of ten per cent discount for cash and in not a few instances as much as fifteen per cent., is a loud protest against credit as at present given, for no mercantile profits at present will stand a shave of fifteen per cent for cash. Moreover, recent legislation has placed the farmers even further beyond the reach of the retailers' collectors and, says our contemporary, there never was more need for a convention of retail merchants to discuss the situation than there is now.

It is added that in almost every case of insolvency reported the great shrinkage is in the back debts, which have been found in many cases to be valueless. Indeed, inquiry has shown that while insolvent's assets on their shelves have been found to be worth on the average 60 cents on the dollar, those in the books do not average 15 cents. It is said that "the country merchant has all along been the unsecured creditor of the farmer, and it is hard to see how he can devise a system which will secure him. While he has been giving credit without security, the mortgage company, the farm machinery agent, and the local money lender, as well as other shrewd operators, have been se-

curing liens and mortgages on all the farmer's possessions."

In this Province most of our merchants have not been placed under the same conditions as their brethren of Manitoba, where the dependence has practically been on the one crop, still they have got mad on the subject of credit and both in town and country credit has been given to a degree which an inquiry into the individual cases would by no means warrant. Frequently entreaties to pay have been of no avail, while threats of legal action have been no better, and at the present time we learn that the merchants' books are full of good, bad and indifferent accounts, upon which in the meantime it is hard to realize anything.

Merchants will do well to turn over a new leaf in this particular by materially restricting, if not doing away with, existing lines of credit, making their debtors do something in the way of paying instalments on old accounts and paying as they go for the future. This would be found more satisfactory for all parties. It might at first be somewhat difficult to carry out this idea, but once inaugurated it could not fail to be for the better. Doubtless some people, during the present stringency, would require to be temporarily carried over; but, a very early period—say, for instance, the turn of the month—might reasonably be expected to come under the new order of things.

ERASTUS WIMAN.

Five and a half years in Sing Sing penitentiary is what Erastus Wiman has now to look forward to. He has already gone to take his place among the convicts and to be known by his number. It is much to be regretted that a man of his ability and energy should have come to such a fate, the more so, as the indications are that there was more in the prosecution than the desire to bring a malefactor to justice. In fact it was said that when he left the concern Mr. Wiman contemplated the establishment of another mercantile agency. This, however, he promptly denied. Whatever the intention may have been, however, Mr. Wiman, in the penitentiary, has more sympathizers than he had before he went there. It is noticeable, too, that the almost universal feeling in Canada is that he has been hardly dealt with and those who most opposed his projects for trade relations between the United States and the Dominion have now much to say in his favor. From among some of the Canadian editorial deliverances we take the following: "If his offence were a case of ordinary forgery nothing could be said against the sentence, but there appears to be a set of peculiar circumstances connected with it that might, perhaps, have warranted its being removed from that category."

EDITORIAL COMMENT.

UNDER the auspices of the American Bankers' Association, a law has been adopted by the N. Y. State Legislature abolishing "days of grace." It comes into effect with the new year.

THE fire loss in the United States and Canada for the month of May is estimated by the *Commercial Bulletin* of N. Y. at \$10,777,800, and the total loss this year to that date at \$53,330,900.

IT is announced that competition from the grain fields of India, Australia and South America has reduced the price of wheat until large U. S. exports produce no addition to the value of breadstuffs going abroad, which for the first four months of 1894 has been 6,700,000 less than in the like months in 1893.

OPERATIONS on the C. P. R. have resumed pretty much as usual, the breaks in the track caused by the flood which had to be covered by other connections having been largely repaired leaving but short distances still to be made up by outside assistance. In consequence the trains are running pretty closely on time.

SINCE our last another meeting of the creditors of Green, Warlock & Co's bank has been held. The printed statement presented showed the bank's assets to amount to \$568,766, the real property of Mrs. Green, \$36,733 and that of Mr. Warlock \$3,180, besides forty-two shares of New Westminster Gas stock, the liabilities being set down as \$457,835.

THE Ontario crop report showing the condition of the various products up to June 15 has recently been issued. From it we gather that the weather in June had so far been quite favorable to the growth of both crops and fruit. The grape vines have suffered extensively, and the peach trees were injured to some extent by frost. There is promise of only a fair crop.

THE people of Canada have long had to complain of the delays and inconveniences entailed in connection with money orders between Canada and Hawaii and Canada and Australia. Recently, however, arrangements have been completed, making Victoria the Dominion exchange office for this service, all advices of money orders issued for or from the countries named being dealt with here.

IT would appear that there is not likely to be much delay in taking action with regard to re-dyking the Fraser valley. Colonel Baker recently announced at Chilliwack that the Provincial Government were already in communication with the Federal authorities on the subject,

and in the meantime would sanction and assist any local works which complied with the provisions of the dyking act, and could be made part of the general dyking scheme.

AS WE have previously indicated, the great New York wholesale grocery house of H. K. Thurber & Co. has been in financial difficulties, which have at last been solved by the incorporation of the concern as "the American Grocery Company," with a capital of three millions. In future, the concern will confine itself to the grocery business proper, reduce its expenses and relinquish the various manufacturing and canning enterprises in which it had extensively embarked.

SOME time back, in order to avoid all annoyances in connection with the U. S. canal at Sault Ste. Marie and obviate the retaliation which under certain circumstances was threatened by the Americans, the Canadian Government undertook to construct a canal on Canadian territory. This, it is said, is just about complete, and water will be let in about the 10th July. It will undoubtedly prove to be a great advantage to shippers of Canadian grain and produce, far ahead of many undertakings which have been carried out by the Ottawa authorities.

RECENTLY, Judge Ross, at Ottawa, decided that if a certain civil servant did not pay his debts, he must go to jail. At the Dominion capital, there have not been a few gentry in the service who have made it their business to contract debts and then set their creditors at defiance, their public position being considered sufficient to relieve them from the consequences of suits for debt. Whether or not theirs was a legal contention, certain is it that it has been a most dishonest one, and it is to be hoped that now the public have seen the last of this kind of thing.

WE observe that Mr. Corbould, M. P., has again brought up in the Canadian House of Commons the subject of lobster cultivation on the Pacific coast. Several ventures in this line, conducted both by Americans and Canadians, have, so far, proved to be failures, and Sir Charles Tupper predicts failure for this the latest proposal, nevertheless he says that he will do his best to secure another trial. Crabs thrive here, and why lobster should not do the same is a matter that few people can understand. We don't think Mr. Wilnot does.

BEFORE our next issue the Intercolonial conference will have opened at Ottawa and, we trust, will be productive of good results. Both the Australasian colonies and Canada require to know more of each other and of their respective

requirements, towards which this gathering will doubtless conduce. Moreover, as we have before said, tariff amendments are a prerequisite, and these having already been favorably discussed with the Home authorities the Australasian people will have no occasion to say that their hands are tied by the Imperial Government.

SUPERINTENDENT DUFFEE, of the Insurance Department of Illinois, recently made the following pertinent observations: "The solution of the difficulties surrounding the insurance situation lies more largely with the people than with the companies. When the people realize that their main protection against fire lies in their methods of building, in fire walls of substantial thickness . . . in their constant and unwearying care for their own property, then will they be entitled to low rates for insurance, and competition for business under healthy surroundings will make rates satisfactory to the insured."

ACCORDING to latest advices from the British Columbia Northern salmon canneries, some fifteen white and Indian fishermen for the above canneries are on strike for higher pay. When the canneries commenced operations this year the price for fish was reduced from 6 to 5 cents. The Indians, who own most of the boats and canoes employed, grumbled at the reduction, but it is thought they would have accepted it had they not been urged and organized for resistance by the whites. They now say they are prepared for a long resistance, and the cannery express equal confidence in being able to hold out. About 100 men are expected from the north by the next steamer to secure work, if possible, at Fraser river.

SOME of the Grit members of the Dominion Parliament, who have a very keen nose for hunting out scandals recently discovered that the firm to which Mr. Corby, M. P., for West Hastings, belongs, had sold to the Government five thousand dollars worth of methylated spirits, in violation, as they claimed, of the Independence Act. As soon as this was brought to the attention of the Hon. member he made enquiries and finding such to be the case at once resigned. Dalton McCarthy declared that the Government ought to introduce a bill to indemnify Mr. Corby. This, the leader of the Liberals, Hon. Mr. Laurier, said he would not oppose and it now appears that Mr. Corby will be re-elected by acclamation, having been annoyed and put to expense by one or two members of the McMullan stamp, whose chief mission seems to be that of political jackals.

DULL GENERAL TRADE.

The Cincinnati *Price Current*, perhaps the best authority in the United States, has the following concerning trade conditions: Of course the reduced volume of business can not be justly attributable to any one single cause, but while there is a combination of circumstances which has been detrimental to trade, there seems to be a consensus of opinion among business men that the chief impediment was the demoralization attending the change in the tariff. This has been hanging over the country month after month, and while assertions are made that there will soon be definite action, and we shall know what the duties will be on the importation of foreign goods, yet we can but remember that these promises have been frequently made before only to be disappointed, and we can have no great faith in them now, and until the tariff bill becomes a law, if indeed it ever does, business must remain unsettled. The demoralized condition of labor all over the country has been recently one of the main factors in preventing an adjustment of trade on a favorable basis; it is a bad time for the efforts of labor to obtain better conditions, but perhaps it is as well to get that matter out of the way while the tariff is being adjusted, for there can be no satisfactory adjustment of business while either question is pending. Production of most manufactured articles is on comparatively a low plane, but if there has been such a surplus over the requirements of trade during recent years as has been recently estimated, it is evident that there are yet abundant supplies of most articles, and there is scarcely an article that has advanced in price on account of a deficient supply; many articles, if they become scarce can be replaced by others of similar character at the same or lower prices. But it is confidently predicted that the tariff bill will be passed in the not remote future, and that it will prove to be better for manufacturers than has seemed probable or even possible, so that it will help the revival of fall trade. The recent advance in wheat and flour has infused more confidence into the markets for those articles, and, if sustained, will have a salutary effect upon general trade. While we admit all this, and that there is doubtless a future that will be more satisfactory, it seems to us that the road which leads to it must be a long one, because it is necessary to get the mass of consumers into a condition where they will be able to buy more freely. But there are indications of more confidence in monetary circles, and this is where the improvement ought to begin, for if it is based upon good grounds it will soon help general trade upon its feet again, and all business enterprises will feel its revivifying effect. It is to be hoped that there will be no disap-

pointment in this, for the delay already suffered has made the heart sick, and it is high time for something to occur which will give substantial encouragement to business men. God speed the time.

A FEW FACTS ABOUT CIGARS.

It is the prevailing opinion, even among dealers in cigars, that imported and domestic goods are affected differently by this climate. The general opinion is that imported goods deteriorate in value, and that the domestic article improves in quality, with age. This is not true; but it is true that they are affected alike and that both grow worse with age. Just why this is the case no one can tell; but that it is the fact any honest manufacturer will admit.

Climate is responsible for a good deal. For instance, if a man be in Havana, he can smoke Havana cigars continuously and experience no nauseating effects; but if he smokes the same tobacco in this country, a much smaller amount satisfies him. Imported cigars never satisfy one so well as in the country where the leaf is grown. There is a vast difference in the aroma, and a very perceptible difference in the taste.

Many smokers entertain the belief that a cigar fresh from the maker's table is infinitely better than one that has become seasoned. This is also a mistake. A fresh cigar is never so good as one that has laid a while. Certain properties in tobacco require that a certain time shall elapse before the manufactured cigar shall have its best aroma. Years ago, in Germany, dealers were wont to advertise the fact that they had five-year-old cigars, and they kept them stored well up under the ceiling—the popular impression having been that age helped tobacco just as it does wines and liquors. It is needless to say that the practice was long ago discontinued.

As to the best manner of keeping cigars, where retailers or jobbers buy large stocks, experienced manufacturers recommend a perfectly dry but well ventilated cellar. They should not be moistened except when wanted for the show case, and then care should be taken not to over-moisten them. Neither fresh nor dry, but just between—that is when a cigar smokes at its best.

ELECTRICITY THE COMING POWER.

The coal fields, with all their vastness, cannot stand for many generations more the drain to which they are now subjected. For years the question has been gravely asked, what will our descendants be able to substitute in their place? The one great hope has been that a way would be found to harness the waste

forces of Nature—the winds, the waves, the waterfalls and the sun's energy, which is received by the earth and again dissipated into space. The near approach to completion of the gigantic experiment undertaken at Niagara looks as if a successful solution of the problem had been reached. If the power of those falls can, through the agency of electricity, be economically distributed over a radius of one, two, or, perhaps, three hundred miles, what may not result from future developments in this line? The power of running water can be found in almost every section of the country. The power of wave action extends for thousands of miles along our coasts, and the power of the wind is everywhere. Coal has already ceased to reign alone in its old domain, and may soon cease to be king.

Throughout the country electric trolley roads are extending with marvellous rapidity. Scarcely a village of any note but has its trolley railroad. From motives of economy wires for furnishing power have been in many instances connected with the trolley wires, having ground or earth returns; this is, perhaps, as dangerous a mode of use as any which can be adopted for electrical wiring and the distribution of power, and in no case should it be permitted. The use of the trolley itself in thickly-settled towns is a source of danger such as is believed by many cannot very long be tolerated. Using the earth as a return circuit disseminates an amount of electrical current reaching water pipes and gas pipes, and gradually working their destruction, which must lead at no distant date to an entire change of system either by the substitution of storage batteries, or by a return wire in place of the ground connection. Lately, the use of electricity has been extended to include many household purposes, it being adapted for heating, cooking, heating of sadirons and curling irons, involving new dangers, which require new safeguards to be adopted, in addition to the rules and requirements for the general use of electricity.

In view of the position which this new power is so rapidly assuming, too much study and care cannot be devoted to the applications of electricity by the fire underwriters. To attempt to check its progress would be as futile as an effort to dam that same Niagara. The people are bound to utilize electricity regardless of insurance. The only thing which can be done is to make its use consistent with safety.

The paper mill at Alberni is now in good working order, the first paper having been manufactured.

Six thousand three hundred and seventy cattle, 1,387 sheep and 399 horses have been shipped from Canada to England this season.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports June 16 as follows: "During the week, 28,224 tons have arrived from the Coast mines. Business generally is very quiet, as consumption is gradually easing off, the demand for domestic uses being very much lighter. The market is completely bare again of Australian; the last cargo which arrived has already been distributed among consumers, and some overdue vessels are anxiously looked for. In the interior British Columbia shipments are finding ready sale at full figures, and on arrival each vessel's cargo is delivered with dispatch. It is very singular in the face of the forcible advocacy by our Senatorial representative, Hon. Geo. C. Perkins, for the consumption of Washington coals, that a better showing is not now being made by them. In his speech, recently made, resisting the abolition or reduction of the present coal tariff, in one breath he intimates the irreparable damage to the Washington mines if British Coal is admitted duty free, and in the next breath he lauds the superior qualifications of the Franklin and other Washington collieries as compared with the British Columbia products. If the latter be true, why fear an even competition? Our honorable senator simply stultifies himself, being well aware that the increasing demand for British Columbia fuel handicapped with \$1 per ton (duty and extra freight) ratifies the consumer's verdict, viz., the difference is in the goods.

CLERKS AND TRAVELLERS.

More than once, and by more than one representative, has our attention been drawn to the relationship existing between clerks and travellers employed by the same firm. We gather that in many instances these are not quite as they should be. On the face it would appear that everything should be agreeable between the respective gentlemen named, if the best interests of their house are to be served. Certainly there is no reason whatever why clerks and travellers should not be mutually agreeable, and assist each other all they can. In a rightly-managed house, the proprietors would soon see that this was done, and would come down right hard upon the party that transgressed the happy rule. Some travellers may take too high a view of their position and authority, and clerks may not—and very properly so—be prepared to buy the traveller at his own valuation. On the other hand, there are clerks and cashiers who consider they know the traveller's business, and all its ins and outs, as well as, and even better than, he knows it himself. Consequently they take upon themselves the insolent

duty of disobeying his instructions, even when those instructions are nothing more or less than the definite orders of his clients. Regarding the collection of debts, cashiers are particularly prone to err. Straight and unbending letters are often written where the matter can be much more easily, and more satisfactorily, managed by the traveller, who knows all the circumstances of the case, and can have verbal intercourse with his client. Then, again, some clerks have a "nagging" way of constantly bothering about unimportant details, as though a traveller had nothing to think of but pettifogging matters of no importance. The traveller has enough to worry him without being bored after that style.

Those who sit on the stool year in and year out have no idea of the difficulties and obstacles that are placed in the path of the travellers, and hinder their progress. Writing squibs is a pleasure compared to securing orders in these days; and if they who worry the travellers had to do just a week's work upon the road, they would, in future, ask to stop in the stable. It is to the interest of everybody (employers, customers, travellers and clerks) that those employed in any firm should work harmoniously together, and it is the duties of masters and managers to see that their staff works in concert. Let everybody attend to this side issue of their business. Turn up the leaves of the copying book, as well as read the letters that the travellers send. Carefully study the reply as well as the question.

THE GOLD MINING PROSPECTOR.

The prospector is a peculiar product of an industry fraught with danger, full of privations and fickle to the last degree. His cabin, or tent, being established, he carefully examines the region for outcroppings or other signs of mineral deposits. If satisfied with his "find," he announces a claim by means of a stake bearing a legend descriptive of the direction and length of the ground desired. This gives him possessory right to ten acres or less, and notifies all comers of pre-emption: otherwise, he moves on, ever in pursuit of the *ignis fatuus*. Sleeping amid snows, suffering untold exposure with a fortitude worthier of a nobler cause than the greed of gold, ever confident of success, no danger deters him. Like the delicate lace-like weed called "tumbler," or "traveller," that is uprooted and carried with every breeze, touching here and there, the prospector is a curious prototype of the migratory spirit of the West. So among the rugged hills the indomitable prospector exposes the metalliferous deposits which centuries of the Indian's possession of the

lands have failed to reveal. That these natives did not secure for themselves the transcendent riches of the mountains is a wonder to many. But earth gets her price for what she gives—a price the noble red man deemed too high. In the words of chief Severo, "Trees don't work, God don't work, Indian don't work, white man works." And surely it does require work. Neither witchery nor magic charm will entice the mineral, and in nature's conservation of energy an ounce of metal produced requires its equivalent of labor.

ITEMS OF INTEREST.

In all of Persia there are only twenty miles of railroads.

A locomotive lasts fifteen years and earns about \$300,000.

Every country in Europe considers secret marriages illegal.

One-seventh of the territory of France is composed of forests.

Bricks said to be from the tower of Babel are plentiful at Birs Nimrud, Babylonia.

The silkworm is the most useful insect. Five million persons are constantly employed in its production.

Horses are so cheap and plentiful in Chili and Buenos Ayres that even the beggars ride on horseback.

At Corunna, Spain, is the oldest lighthouse in the world. It was built nearly eighteen hundred years ago.

Steel barrels, made from sheets ranging in thickness from one-sixteenth to a quarter of an inch, are coming into use.

The Japanese take a hot water bath daily. If they are too poor to have a bath in their home, they patronize the public baths.

In view of the fact that Vancouver is to receive shortly a consignment of wooden blocks from Australia for the purpose of paving, the *News-Advertiser* believes it may interest the public to know that two reports on wood pavement have been issued by the authorities in Washington and in New South Wales. The board of health of the American capital declares that though four-fifths of the newly-paved streets of the city have been covered with wood blocks, every one of these thoroughfares, after a lapse of barely three years, is in an unsatisfactory state, and that nearly all of them give signs of "rapid decomposition." The report from Australia as to the absorption of ordure by wood pavement is quite as discouraging as that from Washington. One thing, indeed, seems to be quite clear on the subject, and that is that wooden roadways of whatever kind cannot be kept in a harmless condition without frequent washing.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
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	Plymouth	923,058	9,882	May 20	52s 6d
Nor. bark	Fritzoe	1078	Rolfson	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	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private...
Chil. bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn.	Wittern	399	Stromch	Jan. 20	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger. ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	11,053	May 6	35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,028,530	17,500	July 27	50s
Chil. ship	Hindostan	1512	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 14	owners ac
Am. bark	Seminole	1139	Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,963	April	Private...
Am. ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 28	Private.
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,163	6,577	June 23	35s
Br ship	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	964,868	7,718	Sept. 22	42s 6d
Am. bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark	John Ems	2000	Schnauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 21	Vancouver	Pisagua	663,090	5,296	Aug. 26	35s
Nor. bark	Sjgard	1530	Aase	May 21	Vancouver	Port Pirie	1,426,000	10,693	Aug. 31	40s
Chil. ship	Atacama	1245	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryte	1069	Roberts	June 25	Vancouver	Antwerp	785,228	11,790	Nov. 29	50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,908	Oct. 4	55s
Br bark	Doehra	966	McJerrow	June 26	Vancouver	Adelaide	740,234	5,920	Oct. 16	38s 9d
Br ship	Kinkora	1739	Lawton	July 29	Vancouver	Callao	1,436,128	12,463	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,982	Oct. 11	39s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,015,008	7,896	Aug.	Private...
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,551	8,625	Sept.	55s
Am bark	Sonoma	938	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 26	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,554	10,900	Jan. 20	52s 6d
Nor bark	Fortuna	1382	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288	Nov. 17	36s 3d
Br bark	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	792,157	5,324	Dec.	33s 9d
Chil. bark	India	933	Funke	Sept. 10	Moodyville	Valparaiso	799,257	7,060	Dec.	owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000	pr Nov. 30	owners ac
Am schr.	King Cyrus	867	Christiansen	Sept. 12	Cowichan	Port Pirie	911,716	5,916	Nov. 28	37s 6d
Am bktn.	Chas. F. Crocker	1113	Lund	Sept. 29	Vancouver	Santa Rosalia	783,518	7,076	Oct. 25	Private...
Am bktn.	Hilo	642	LeBallister	Sept. 23	Westminster	Sydney	688,652	6,619	Nov. 18	28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 14	Cowichan	Sydney	871,305	7,614	Jan.	27s
Am bark	Hesper	661	Underwood	Oct. 12	Vancouver	Adelaide	779,388	5,886	arrived	37s
Am schr.	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,692	6,031	arrived	37s 6d
Br bark	Elizabeth Graham	598	Anderson	Oct. 21	Moodyville	Melbourne	524,681	3,969	Jan. 6	Private...
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	511,228	1,157	Dec. 19	27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	617,974	6,060	Dec. 14	40s
Am bktn.	Robert Sidden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,808	4,616	Jan. 23	37s 6d
Am schr.	Salvator	444	Well	Oct. 29	Westminster	Port Pirie	527,049	4,216	arrived	37s 6d
Am schr.	Louis	320	Hatch	Nov. 8	Vancouver	Iquiqui	863,445	8,694	Jan. 28	40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	765,872	5,922	Jan. 21	28s
Nor ship	Germanic	1239	Sunde	Dec. 29	Vancouver	Cork, U.K., f.o.	910,485	9,373		60s
Am. schr.	Reporter	333	Mackie	Nov. 24	Vancouver	Nagasaki	369,294	10,000	Feb. 12	Private.
Am bark	Snow & Burgess	1578	Mortenson	Dec. 31	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private...
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U. I., f.o.	1,021,624	13,135		55s
Am bark	Colorado	1390	Gibson	Jan. 1	Vancouver	Shanghai	767,000	5,656	arrived	37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	507,001	1,911	prior Apr 20	5s
Am schr.	W. H. Tallbot	776	Buhm	Dec. 28	Vancouver	Cape Colony	804,183	6,631	April 17	75s

A—Also 100 spars.

B. C. LUMBER FLEET, 1894.

Am ship	Eclipse	1336	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720	June 7	60s
Nor ship	Beaconsfield	1430	Bastiansen	Feb. 5	Vancouver	Cork, U.K., f.o.	1,055,111	13,101		Private.
Am schr.	Pioneer	367	Hughes	Feb. 28	Victoria	Santa Rosalia	577,714	161		Private.
Am schr.	Aida	507	Anderson	March 25	Moodyville	Shanghai	686,562	6,462		40s
Chil. bark	India	933	Funke	April 7	Moodyville	Valparaiso				owners ac
Br bark	Thermopylae	918	Winchester	May 7	New Westminster	Shanghai				37s 6d
Chil. ship	Hindostan	1512	Welsh	May 12	Moodyville	Valparaiso	1,207,552	9,378		owners ac
Br ship	Astoria	1335	Bagwell	June 23	Vancouver	Antwerp	740,681	17,115		63s 9d
Ger bark	Gutenberg	627	Zepfien	May 12	Moodyville	Valparaiso f.o.	591,766	5,392		42s 6d
Am bktn.	Modoc	452	Bosch	May 5	Victoria	Santa Rosalia	101,211	2,240		Private...
Am bktn.	Katie Flickinger	419	McLae	May 5	Vancouver	Santa Rosalia	380,148	3,258	May 29	Private...
Br ship	East Croft	1312	Bammer	May 25	Moodyville	Valparaiso f.o.	1,058,081	9,067		49s
Br ship	Benmore	1160	Scott		Victoria	Adelaide				40s
Br schr.	Grace Harwar	1750	Hunt		Vancouver	Queenstown fo				62s 6d
Br bktn.	Nantippe	961	Falconer	June 14	Vancouver	Queenstown fo				Private...
Am bktn.	Chelalis	656	Watts	May 31	Vancouver	Adelaide	72,163	6,197		40s
Br ship	Largo Law	1507	Furcaux	June 20	Moodyville	Valparaiso f.o.	1,358,471	12,477		37s 9d
Br bark	Gainsborough	985	McPhail	June 21	Moodyville	Melbourne	740,860	5,630		37s 6d
Am ship	Guardian	1073	Marden		Victoria	Santa Rosalia				Private...
Am bark	Olympic	1412	Gibbs		Vancouver	Callao				35s
Nic bark	Don Carlos	691	Tobey		Vancouver	Noumea				40s
Br ship	Borrowdale	1197	Holderston		Moodyville	Valparaiso				10s
Am bark	Hesper	661	Sodergren		Vancouver	Sydney				30s
Br bark	Vilalia	866	Harland		Vancouver	Adelaide				37s 6d
Am bark	Southern Chief	1219	Svensen		Vancouver	Santa Rosalia				Private...
Am schr.	Wm. Bowden	728	Fjerem		Moodyville	Sydney				30s
Ital bark	Elisa	915	Harken		Moodyville	Valparaiso				owners ac

A—Also 68,043 lineal feet of props valued at \$1,020. B—Also 20 cords of slabs and 100 poles. C—Lineal feet of poles

FREIGHTS.

There have been very few charters, hardly sufficient to test the market, and quotations are steady and mostly nominal. Grain freights from San Francisco to Cork, U. K., for orders, are quoted at 25s for im-

mediate loading, and 28s 9d for new crop September loading. A late charter has been made on reserved terms. Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 32s 6d; Sydney, 39s; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling

at Cork for orders, 60s to 62s 6d; Shanghai, 42s 6d; Tientsin 55s; South Africa 60s; Noumea, 40s. The last three rates are purely nominal. Coal freights from Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

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	October 9	Victoria	Liverpool	38,800	\$201,875	March 25
Ger ship	Sireno	1137	Sauermilch	October 19	Victoria	London	56,558	282,790	April 4
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	615	Blanche	October 14	New Westm'r	London	30,000	137,112	April 22
Br bark	Ladstock	810	Williams	October 19	New Westm'r	Liverpool	35,773	173,965	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,880	April 25
Br bark	City of Carlisle	1222	Hughes	November 21	Victoria	Liverpool	37,381	185,905	May 30
Br ship	Candida	1222	Kee	December 22	Victoria	Liverpool	A 50,318	249,523	May 12
Br bark	Harold	1307	King	January 18	New Westm'r	Liverpool	61,091	321,511	May 26
Br bark	Primeria	597	Gardner	December 17	Victoria	London	B 24,666	123,350	

A - Other cargo value \$1,316. B - At Talcahuana, March 13.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Ballachulish	1806	Gowdey	March 19	Passerocean	Vancouver	B. C. Sugar Refinery Co	99
Br ship	Eaton Hall	1779	Lourison	April 2	K London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C.&E.	85
Br ship	Lis-more	1598	Ferguson	March 17	J London	Victoria & Van	Turner, Beeton & Co.	101
Chil. ship	Atacama	1235	Caballero		F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd	
Br ship	Clan Robertson	1625	Lane		H Hogo	Royal Roads		
Br ship	City of Glasgow	1168	Tannock	March 5	A Cardiff	Esquimalt	Naval Storekeeper	113
Br bark	Ladstock	810	Williams	May 25	Liverpool	Victoria	R. P. Rithet & Co., Ltd	31
Br bark	Corryvreckan	1299	Abbott	April 26	B Cardiff	Esquimalt	Naval Storekeeper	61
Ger bark	Senta	1037	Thiemaun	March 20	O Liverpool	Westminster	A. B. C. P. Co.	98
Nor ship	Drammen	1317	Anderson	May 27	T Honolulu	Vancouver	Hastings Mill	30
Am bark	Colorado	1636	Gibson	May 25	C Hakodate	Victoria	Victoria Lumber & Manufacturing Co	32
Br ss	Empress of China	3003	Tillet	June 13	G Hong Kong	Victoria & Van	C. P. S. S. Co.	13
Br ss	Warrimoo	1897	Perry	June 17	E Sydney	Victoria & Van	C. A. S. S. Co.	9
Br ship	Queen Victoria	1601	Logle		Yokohama			
Br ss	Empress of India	3003	Marshall		D Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br ss	Victoria	1922	Perkes		H Hong Kong	Victoria	Dodwell, Carrill & Co.	

K - April 6 passed Dungeness; April 8 passed Brixham. Spoken April 26 lat 22° N., long. 25° W. F - To load a return cargo of lumber. J - Passed Deal March 18; Dungeness March 21; Prawle Point March 22. Spoken April 15, lat. 8° S. long. 40° W. A - Spoken March 26 lat. 19° long. 9° W. Chartered for salmon by Turner, Beeton & Co. B - Chartered for salmon to U. K. at 36s 3d, by Robert Ward & Co., Ltd. O - Via Honolulu. Chartered for salmon to U. K. at 36s 3d, September loading. T - Chartered for lumber to United Kingdom; private terms. C - Via San Francisco. G - Via Yokohama June 22. E - Via Suva and Hono-lulu June 30. D - To sail July 4. Via Yokohama, July 13. H - To sail.

VESSELS IN PORT.

(June 25, 1891.)
VICTORIA.

Am. bark Wrestler, 417 tons, went ashore during a gale on White Rock.

Br. ship Corolla, 1,261 tons, Capt. Frazer, arrived April 28, from Yokohama for orders.

Br. ship Benmore, 1,460 tons, Capt. Scott, loading lumber for Adelaide on account of Robert Ward & Co., Ltd.

Am. ship Guardian, 1,073 tons, Capt. Marden, arrived May 23, loading mining props at Vesuvius Bay for Santa Rosalia on account of Robt. Ward & Co., Ltd.

Br. bark Northernhay, 1,221 tons, Capt. Miller, arrived May 28, from Cardiff with cargo of coal for naval storekeeper.

VANCOUVER.

Br. schr. Grace Harwar, 1,750 tons, Capt.

Hunt, arrived April 22, loading lumber for Queenstown f. o.

Am. bark Olympic, 1,412 tons, Capt. Gibbs, arrived May 21, loading lumber for Callao.

Nic. bark Don Carlos, 691 tons, Capt. Tobey, arrived May 25, loading lumber for Noumea.

Am. bark Hesper, 664 tons, Capt. Sodergren, arrived May 31, loading lumber for Sydney.

Br. bark Villalta, 806 tons, Capt. Harland, arrived May 27, loading lumber for Adelaide.

Am. bark Southern Chief, 1,219 tons, Capt. Svensen, arrived June 1, loading lumber for Santa Rosalia.

Am. schr. Wm. Bowden, 728 tons, Capt. Ejerem, arrived June 1, loading lumber at Moodyville for Sydney.

Ital. bark Elisa, 915 tons, Capt. Harken,

arrived June 2, loading lumber at Moodyville for Valparaiso.

Br. ship Borrowdale, 1,197 tons, Capt. Bolderston, arrived May 27 from Liverpool with general cargo. Chartered to load lumber at Moodyville for Valparaiso.

Br. ss. Empress of Japan, 3,003 tons, Capt. Lee.

NANAIMO.

UNION SHIPPING.

Am. ship Glory of the Seas, 2,100 tons, Capt. Freeman.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	5	5,465
Vancouver	10	12,448
Nanaimo	1	2,100
Total	16	20,022
Previous week	24	31,820
Correspond'g week last year. 10		12,979
1892	9	10,524

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

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