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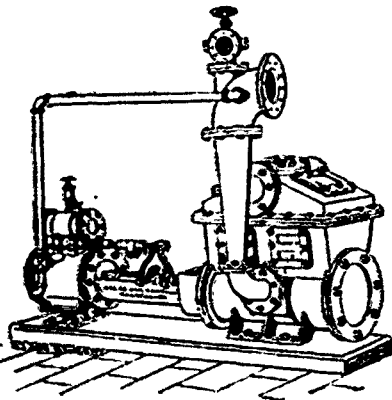
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TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, June 6.
VICTORIA.

Business has been fair in all lines since the beginning of the month. The fruit trade is brisk, and all other lines steady. The ss. Miowera, the first of the new Canadian-Australian steamship line, is expected this week. The inauguration of this service will be sure to result in a considerable increase in traffic between the two countries.

GROCERIES AND PROVISIONS.

The following are the receipts of California butter from San Francisco, by ss. Umatilla, June 2, for Victoria: 16 cs, 1,740 lbs; 51 hf-cs, 3,025 lbs; 10 tubs, 700 lbs; 1 hf-bbl, 175 lbs. Total, 5,640 lbs. Receipts May 23, 9,695 lbs; May 28th, 3,710 lbs; May 18, 24,575 lbs; May 13, 6,440 lbs; May 8, 6,310 lbs; May 3, 11,330 lbs; April 28, 7,715 lbs.

Packers' prices for American cured meats have fluctuated slightly, since last week, but jobbers' quotations are unaltered. There has been no change in the sugar situation, and most of the jobbers have sufficient stock on hand to supply their customers for some time.

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, 14c. Armour's white label pure lard, 10 lb. pails, 18½c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 21c, breakfast bacon, 22½c.

The Montreal *Troule Bulletin* say: "Butter receipts during the past week were 1,498 pkgs., against 2,321 pkgs., for the week previous. The butter market is weak and prices are lower and, as we stated last week, gradually dropping to the summer basis. There is every probability of a heavy make of creamery, and if factory men hold above an export basis instead of selling at marked prices at stated intervals, they will make a great mistake. To-day 20c is the top figure that would be paid for new creamery in quantities, while 21c of course might be had for single tubs. The American country markets along the frontier have dropped 3c to 4c per lb., during the past week. A fair quotation for creamery for this market is 19c to 20c and for dairy 16c to 18c. Of course 1c per lb., more might be got for single selected tubs. We quote prices as follow: Creamery 19c to 20c; Dairy, 16c to 18c. Rolls are in too large supply, and sales have been made of Western at 15c to 16c. Fancy in small packages might bring 17c. Cheese receipts during the past week were 8,006 boxes against 5,318 boxes for the week previous. The tendency of the market towards lower prices reported in our last issue has taken more definite shape, sales having been made of two thousand boxes of Western white and colored at 9½c to 10c for shipment by this week's steamers, which is a decline of ½c for finest Western since this day week. The market on the other side is dull and drooping, the copious rainfall in England have put an altogether different construction on the outlook there, and cable limits have been reduced. There is every prospect of a heavy make, and the shortage at the beginning of the season will no doubt soon be made up. French cheese at the boat sold at 9½c to 9½c."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27 @ 00
Manitoba Dairy choice	00 @ 00
California rolls, extra choice	26 @ 00
" fancy	27 @ 00
" squares, "	28 @ 00
" tub	26½ @ 27½
Cheese—Canadian, lb	12 @ 14½
California	16 @ 00
Eggs, case, per doz	18 @ 20

Smoked meats and lard are quoted:

Hams	15 @ 18
Breakfast bacon	17 @ 18
Short rolls	14 @ 15
Long rolls	15 @
Dry Salt, long clear	13 @ 14
Pure Lard, 50lbs	16 @ 17
" 20lbs	17 @ 17½
Lard Compound	14½ @ 15

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

Dry Granulated	6½
Extra C	6
Fancy Yellow	5½
Yellow	5½
Golden C	5½

Syrups, per lb.	3
" 1 gal. tins, American	6 50
" " "	6 00
" 1 " Vancouver	5 50
" 1½ " "	7 00

FRUITS AND VEGETABLES.

The following are the receipts of California fruits and vegetables from San Francisco by steamship Umatilla, June 2, for Victoria: 313 cs oranges, 1 crt bananas, 19 crts cabbage, 9 cs apricots, 4 pkgs containing 12 cs apricots, 1 bx gooseberries, 2 cs currants, 5 crts containing 10 cs strawberries, 67 bxs cherries, 135 pkgs containing 516 bxs cherries, 400 scks potatoes, 86 scks onions, 22 cs lemons, 11 cs cucumbers, 8 cs beans, 16 cs peas, 5 cs pines, 26 cs asparagus, 4 bxs squash, 1 cs horseradish, 10 cs cauliflower. Early Rose potatoes have been received from California and are selling at 2½c per lb. New potatoes are now very fair size and are filling the principal demand with a decreasing call for last years growth. Very few strawberries are being received they are perishable and dealers do not care to handle many of them. Prices are reduced to 80c a drawer, and probably will be cheaper when the steamer arrives this week. Mediterranean sweet oranges are quoted at \$2.75 to \$3.25 a case, and St. Michael's, a fancy sweet seedling with paper rind, \$3.25 to \$3.50 a case. Cherries are a little lower than last week. Trade is fair.

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 90 @ 2 00
Mediterranean sweets	2 75 @ 3 25
Lemons—California	4 00 @ 5 00
Sicily	5 50 @ 6 00
Bananas	3 50 @ 3 75
Strawberries	per box 80 @
Cherries	1 25 @ 1 50

Vegetables are quoted:

Potatoes	per ton 35 00 @ 40 00
New California	per lb 2½ @
Onions—Red California	2 @ 0
Oregon Yellow Danvers	0 @ 0
Cabbage	2 @ 2½
Asparagus	per lb 6 @ 7
Cauliflower, per doz	1 20 @

FLOUR AND FEED.

Prices on the whole are about the same as last week. Oats continue very scarce, and prices are reported advancing.

The Portland *Commercial Review* says: "In spite of the rather weaker tone to the wheat market, flour holds quite steady, standard brands being held at about \$3.40 per barrel, and most local business has been worked on or about that basis. Receipts have been moderate, about the average at this season of the year, whilst shipments are fair to San Francisco, good to China and poor to Europe. The last steamer sailing hence to connect with the China steamer at Vancouver took out between 8,000 and 9,000 barrels, and there are several hundred tons now in sight to go out by the next steamer."

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

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

Jobbers' quotations to the trade are :

Delta, Victoria mills.....	\$ 1 75 @	0 00
Lion, " ".....	1 75 @	0 00
Premier, Enderby mills.....	5 00 @	0 00
XXX, " ".....	1 90 @	0 00
XX, " ".....	1 80 @	0 00
Superfine, " ".....	3 90 @	1 25
Oglivie's Hungarian.....	4 90 @	5 00
Strong Bakers.....	1 85 @	0 00
H. B. C. Fort Garry Hungarian..	5 00 @	0 00
Strong Bakers.....	4 85 @	0 00
Oak Lake Patent Hungarian.....	1 80 @	0 00
Strong Bakers.....	0 00 @	0 00
Regina Hungarian.....	1 80 @	0 00
Strong Bakers.....	0 00 @	0 00
Benton County, Oregon.....	4 65 @	0 00
Portland Roller.....	1 75 @	0 00
Snowflake.....	1 75 @	0 00
Royal.....	1 60 @	0 00
Wheat, per ton.....	28 00 @	35 00
Oats.....	32 50 @	10 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.....	1 25 @	0 00
California rolled oats.....	4 00 @	5 00
Corn, whole.....per ton	37 50 @	10 00
Corneal.....	2 75 @	3 00
Corneal-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 whole-sale :

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

DRY GOODS

Of dry goods, the Toronto *Empire* says : "The holiday this week has interrupted the course of trade to some extent so that the volume of business is not as large as a week ago. Quite a few country merchants took advantage of the cheap rates to come to the city and they were about the houses to-day. In this connection there is some talk in the trade of arranging a trade excursion to this city in midsummer to enable provincial merchants to pick up sorting lots and to see samples of fall goods. It is suggested that the Board of Trade should consider the question and make the necessary arrangements. Most houses favor the idea of giving a merchant who has purchased goods a return ticket free of cost to him. There have been no important changes in values during the week. In dress goods the business is largely in job lines and the market is without feature. No further changes are reported from abroad. Woollens are fairly active and a good fall trade is looked for. In staples there is no change on the week. The market rules quiet and steady, with hardly as much business doing as was expected. Nearly all the travelers are now on the road with fall samples, and they are getting fairly good orders. Buyers, however, are proceeding cautiously. In the European markets, linens have gradually advanced about 10 per cent., and latest advices are strong and favor higher prices. Several Canadian houses bought at old prices, but those who were late in

placing orders will have to pay higher figures. Complaints are general among the jobbers of cutting in Canadian staples. One house is an old offender in this respect, but it is now currently reported that two others are preparing to meet all cuts."

LUMBER.

There have been two clearances since last week. The Blairhoyle sailed June 1 for Sydney, and the John Ena sailed June 2 for Port Pirie. There have been no arrivals. The British ship Kinkora, 1,790 tons, Capt. Lawton, now at Vancouver, has been chartered by J. W. Grace & Co. to load lumber from Burrard Inlet to Callao at 40s.

There are at present four vessels loading at British Columbia ports for foreign. At Burrard Inlet—Ger. bark Heinrich, 923 tons, U. K. Cork, f. o.; Br. ship Gryfe, 1,069 tons, U. K., Cork f. o.; Br. bark Doehrn, 966 tons, for Adelaide; Br. ship Kinkora, 1,799 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 10 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, 1 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; 1-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.

CATTLE EXPORT TRADE.

Cables from the live stock centres in the Old Country continue to be unfavorable. Glasgow cables are of a most discouraging nature. It is at Glasgow that most of the money has been lost this year. Bristol has made money for shippers, while there has been some money made both in London and Liverpool. The trouble with Glasgow is that when there was no embargo on Canadian cattle they were purchased by drovers, fattened up and sold through the country as best Scotch or best Irish cattle. This cannot be done now, as besides arrivals of Canadian cattle having been very heavy, the market there was completely overloaded. The horse trade has not shown very good results this year, either, and shipments are lighter than usual. The Montreal *Star* says : "The exports for the season so far show a decrease of 1,375 cattle from last year. So far this season 15,336 cattle have gone forward, against 16,711 head for the same time last year. Exports of horses for the same period are 266 this year, 511 last year, and of sheep 101 this year, against 391 last year."

Lardeau townsite company will contribute \$5,000 towards the construction of the wagon road to Trout Lake City, and it is expected that the Trout Lake people will also assist.

BUSINESS CHANGES.

McCrae & Richardson will open the Miners' Hotel, Lardeau.

Mackie & Lockhart have bought out the Queen Art Studio, Victoria.

Irving & Smith, grocers, Victoria, seized by sheriff, at suit of S. Leiser.

Samuel Clay, groceries and liquors, Victoria, has assigned to R. W. Higginbotham.

J. St. Clair Blackett, has taken over the insurance and real estate business of F. G. Richards, Victoria.

The French store at Northfield is in possession of the bailiff on a chattel mortgage for \$7,000, held by Strouss & Co., Victoria.

Walter Wilson, has bought out the furniture and fixtures of the Hotel Wilson, Nanaimo, and will continue the business.

Nicholles & Renouf, hardware and agricultural machinery, have been incorporated under the style of Nicholles & Renouf, Limited.

The National Electric Tramway and Lighting Co., of Victoria, have purchased the complete electric lighting plant formerly operated by F. H. Osgood, of Seattle.

The Kanaka Bar Gold Dredging Co., Ltd., has been incorporated with a capital stock of \$50,000. The company acquire all the rights and privileges of the Kanaka Bar Driving and Dredging Co. R. A. Anderson, Wm. H. Goodwin and Chas. S. Bailey, of Vancouver, are the trustees.

SHIPPING INTELLIGENCE.

The British bark Chili, 678 tons, Capt. McKenzie, from Victoria, Dec. 12, with a cargo of 30,093 cases of salmon, was spoken March 21, in lat. 29 deg. N. long. 38 deg. W.

The German ss. Romulus, has been thoroughly repaired at the Esquimalt Dock and came around to the outer wharf Friday to load her cargo of coal for San Francisco.

The British ship Blair Athole, 1,697 tons, Capt. Taylor, from Samarang, March 3, for Vancouver, is now out 95 days. The average passage of the sugar ships last year was 111 days.

The British ship Morayshire, 1,428 tons, Capt. Mowatt, now out 228 days from Samarang, for Vancouver, has been given up for lost, and the insurance papers have been filed on the cargo.

A telegram from Spokane says that the Bank of Spokane Falls closed its doors this morning. Shortly after 10 o'clock the account clerk appeared at the door and posted a notice reading : "Owing to financial stringency, this bank will not be opened for a few days." The Bank of Spokane Falls is a private institution of which W. H. A. McCannon is the owner. Its deposits amount to \$200,000. Of this sum \$55,000 belonged to the city of Spokane and about \$75,000 to persons residing in the city. The remainder is largely due to individuals and correspondents outside the city.

— ∞ (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'Oreille 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.

USEFUL LABOR.

In measuring the usefulness of various kinds of labor or different occupations, one must consider what purpose each serves for humanity at large. Men work that they may obtain bread to eat. That is the first and primary purpose; but all useful labor has, besides, the reward it brings to the individual laborer, a good done to some one else or to humanity at large for which the reward is given. The man who labors on his own farm increases the sum total of the earth's products, and though he may consume it all himself, thus adding nothing to the world's markets, he draws from that market the demand for his own sustenance. The workers in every branch of labor produce something or do something that the world wants, and for that they are paid. There is a tendency to limit the class of useful workers to those who produce something, and to put in some other class, the merchants or middlemen, the agents, the artists, writers and professional men, who do no actual work with their hands.

But this is manifestly a mistake. All of these contribute in some way to the sum of human happiness. The lawyers as a class conserve human energy by settling disputes by a system much less wasteful (costly though it may be) than if there were no courts of justice. The doctors keep the busy workers in condition to perform their labor and save them sometimes from death, more often from weary weeks of illness. The middleman and the agents perform more economically than the producer could possibly do the work of marketing his products or buying his sup-

plies. The artist, the poet, the writer or the actor brightens his toilsome life, and thus fits him better for the work of the day. Directly or indirectly, professional men of well as mechanics, middlemen as well as laborers, have two aims in common—the one that of earning a living, the other that of increasing, directly or indirectly, the sum total of the substantial products of labor, or of making the leisure hours of the workers more enjoyable. There are, it is true, a few drones whose only purpose is to prey upon humanity, who neither produce anything, nor lighten the labors or minister to the wants of those who labor. This class includes lottery dealers, gamblers, certain kinds of speculators as well as thieves proper, and those who cater only to the brutalizing passions of men. Within this latter class all are disgraced, no matter what their pretensions may be.

Within the class of useful workers all are honored, no matter how humble may be their calling. Cynics sometimes say that humanity is governed by selfishness; that even the philanthropist gives away his money for his personal gratification. But this is specious reasoning, says the *Baltimore Sun*. It is true that the main thought of every man is self, but whereas a few think only of self, the many think and care both for themselves and others. Consciously or unconsciously, the worker who does more than is sufficient for his own maintenance adds to the world's surplus products, and so works for others than himself. It is better when he recognizes that he is one of a great human family, and endeavors not only to serve himself by his labor, but to promote the

welfare of mankind. The heroes of the world, industrial and military, are all of this stamp. But their selfishness is a desire to promote the welfare of their fraternity, or their country, or the world at large. High aims inspire noble work, and all contribute to the knowledge or the beauty of the world or the pure entertainment of its busy workers, all who relieve pain or distress or who help to keep the peace, as do our soldiers even when they wage war, all, in short, who promote the welfare of humanity and do not simply prey upon their kind, should be classed as useful workers.

During the last twenty years, there has been a great increase in the consumption of coal. In Europe, the amount burned during the decade ending with 1890 was 62,000,000 tons greater than during the one previous. It is estimated that the annual output of coal for the entire world closely approaches 500,000,000 tons, the chief consumers of which are: America, 141,000,000 tons; Great Britain and Ireland, 128,000,000 tons; Germany, 90,000,000 tons; and France, 280,000,000 tons. Of course, the supply cannot last forever, and there have been many attempts to calculate just when coal will be a rare commodity. Each year the amount used increases, and thus constant increase seems to be taking place in an ever growing ratio. A Royal Commission have estimated that in Great Britain about 140,773,000,000 tons are available at depths not exceeding 4,000 feet; and we note that another statistician declares that this supply will require less than 300 years to exhaust it.

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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 Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

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THOS. TUGWELL, Manager.

COMMERCIAL SUMMARY.

The World's Fair has two miles of lunch counters.

In the world there are 51,000 breweries, nearly 26,000 of them being in Germany.

A recent invention is a triple pen, which rules the three lines of a cash column at one stroke.

Buyers at Belleville are paying as high as \$200 each for stylish horses-suitable for the United States market.

A gentleman in Vancouver, who is connected with the Haytien Republic, says that \$7,000 worth of opium and 174 contraband Chinamen have been taken across to the States by that steamer since December last.

A Chicago retail grocery firm estimates that the fellow who comes in and sociably helps himself to a piece of cheese or a bit of candy and sometimes nibbles away until he has had a substantial lunch, costs them about a thousand dollars a year.

The New York *World* says the plan of refunding the Northern Pacific railroad floating debt is assured. The mortgage is made to the Farmers' Loan and Trust Company and is limited to an issue of \$15,000,000 of notes payable in gold, and amply secured.

Messrs. R. P. Rithet & Co., have applied to the Dominion Government for permission to erect a wharf at Telegraph Bay. This is where the new powder works are being erected, and it is for the purpose of shipping powder that the wharf is required.

A general meeting of the Union S. S. Company was held at Vancouver one day last week, when a by-law for the issue of \$50,000, 6 per cent., preference stock was passed. Ten thousand dollars had already been subscribed in England, while a number of those present subscribed.

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A high-speed locomotive has been sent from England to the World's Fair, the driving-wheels of which are seven feet six inches in height. It was built for private use, and is said to have covered ninety miles an hour. There are four cylinders on the front of the engine, and the driving-rods are so arranged that each driving-wheel is connected with a different cylinder.

According to last year's census, the results of which will shortly be published, there are 12 cities in France with a population of over 100,000 inhabitants. They are: Paris, with 2,147,000; Lyons, 1,380,000; Marseilles, 1,033,000; Bordeaux, 252,000; Lille, 201,000; Toulouse, 150,000; Saint-Etienne, 133,000; Nantes, 122,000; Havre, 116,000; Roubaix, 115,000; Rouen, 112,000; and Rheims with 101,000.

At Starks' crossing, about eight miles south of Nanaimo, along the line of the E. & N. railroad, the New Vancouver Coal Company is laying out a large tract of land in five-acre blocks for homestead purposes for their employees working at No. 5 shaft and in the vicinity. A depot will be erected for the convenience of the settlers. Roads are being opened up and a great deal of clearing is being done.

Advices from Cuba announce great depression and distress in the island owing to the heavy deficit in the sugar crop. Dalziel, telegraphing later, says that the reports regarding the Cuban sugar crop are very conflicting. It is practically conceded that there will be a heavy shortage this year, but the leading authorities are apparently unable to arrive at an agreement on the amount. The receipts are beginning to decrease.

Coal is being shipped very rapidly by the New Vancouver Coal Company at present. The new shaft on Protection Island contributes 500 tons daily, and as there is a separate wharf there, it is promptly despatched. Both seams are being worked at present from this shaft, but in another month it will be connected with No. 3 of the Esplanade shaft, when the motors will probably bring the coal from the top seam to the Esplanade shaft.

It seems that for some time Canada has been made the dumping ground for all teas rejected by the United States and English tea inspectors. During the space of ten days, the tea inspectors rejected some 1,200 packages of pingsueys. It was the vilest kind of stuff, and the arbitrators at New York refused to allow it to enter there. It is understood that it is the purpose to also throw these teas on the Canadian market. The Minister of Finance's attention was drawn to the matter a couple of weeks ago, and it is imperative in the interests of the trade that some stringent measure should be taken to prevent a continuance of the pernicious custom.

English grocers are experiencing a good deal of difficulty with co-operative stores. This movement, which began a great many years ago, has now reached very considerable proportions, and it is, therefore, worthy of careful study on the part, not only of those traders whom it is intended that the stores should displace, but also of the public, remarks a local paper. In considering the question, it is well that a broad distinction should be drawn between this movement generally and a few large stores in the west end of London, which are frequented either by rich people who have a passion for small economies, or by those in society who are not particularly well off, and who desire to make money go as far as they can.

Advices from Puget Sound report fish-running fairly free. On the Columbia River, very little packing is being done. The catch is light, while at some places high water interferes with the working of the canneries. At last mail advices, there were still large deposits of snow on the mountain ranges, which, with warm weather, would melt and cause still higher water. The traps on the river catch but few, while fishing by nets is dangerous and unprofitable. The average catch to the boat is from 6 to 8 at Astoria and 4 to 5 up-river. The fish average around 23 lbs. each. The flesh is firm and of good color. The pack, so far, is of exceptional good quality. We are not advised of anything regarding Alaska salmon, different from that heretofore published.

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VICTORIA, TUESDAY JUNE 6 1883

NO CONFIDENCE IN THEM.

Could, we should like to know, there be any more definite announcement made that the citizens of Victoria have no confidence in their municipal authorities than the vote of Thursday last, when three out of four important money by laws were rejected by the ratepayers? The vote polled was exceedingly small, not as many as 700 individual voters thinking it worth their while to turn out. The amount to borrow which the people's sanction was sought, was, in the aggregate, \$865,000, for sewerage, educational, electric lighting and park improvement purposes. The city fathers were entrusted with the \$85,000 for educational purposes and that not to be expended by them, but to be disposed of by the school trustees, a number of whom are the nominees of the Government, and the others the elect of the people. We have said that not 700 voters turned out to vote, for each voter had a voice on each of the propositions, the total vote on each of which was as follows: Sewerage by-law, 621; electric lighting, 631; educational, 662; park, 630. The total majorities against the by laws were 671, and, in their favor, 51.

We give these figures for our readers to think about, merely asking if any such votes of lack of confidence were ever recorded against any other elective body by their constituents, they would remain in office any longer? What is the utility of an organization, which, comparatively fresh from the polls, has had recorded against it such a vote of disapproval? We must confess that we had formed in advance a favorable opinion of the present Council, believing that there was sufficient good blood in it and sufficient practicability about it to render it an efficient and effective organization; but we have been disappointed. They have been, with one or two exceptions, too great talkers and not workers as they ought to have been. They have been mouths without hands, maintained at vast expense. They have been living and lively representatives of officialdom on a small scale. They have kept up at the public cost a large number of comparatively useless walking gentlemen, while the working staff the men who have been accustomed to dig our drains and keep our roadways in order have been dismissed because there was no money to maintain staffs of both workmen and gentlemen. In our opinion, it is just about time that an end were put to this kind of thing. Which of the coun-

cellors will be the first to take the hint so emphatically given by the voters of the city?

SUING THE DOMINION.

There is one individual who is manifestly of the opinion that the public are worth suing, no matter how poor a case he may have. Lewis P. Fairbanks, who has some interest in a canal connecting Halifax with Shubenacadie is suing the Dominion Government for two hundred thousand dollars damages, alleging that he had suffered great loss because navigation had been interfered with by the government building a bridge across the canal. We have said that the canal connects the two points, we ought to say it did so, forty years ago, when it was abandoned, being paralleled by a railroad, which threw it into disuse. What the Dominion has to do with that we fail to see, no matter how good the claim might have been before Confederation, when Nova Scotian legislation caused it to be paralleled.

There may, we admit, be possibly some claim for the value of the land required for the site of the bridge, but it is to be hoped that the Courts will see their way clear to nonsuit Mr. Fairbanks, otherwise there is no knowing to what extent the Dominion may be brought into the Courts on the mere hope possibly that the Government, which is always able to meet claims against it, may be inclined to compromise in order to avoid a trial or to satisfy the fictitious claims of individuals whose votes at election times count for something.

THE BANK STATEMENT.

In its analysis of the Bank statement for April the *Montreal Trade Review* says that it shows that the Banks "have not only been strengthening themselves, but have been directing their funds into the channels of trade, withdrawing them for the purpose from the various branches of investment which during the quiet winter season offer a source of revenue. The strengthening of their reserves indicates possibly that the banks are on the look-out for squalls, although due no doubt largely to the fact that they were preparing for their annual statements. Altogether, the Bank statement for April is one which is eminently satisfactory, especially as compared with the condition of affairs in the United States and Australia."

With respect to the figures it is pointed out that with regard to the reserves there is a desirable increase in specie and Dominion notes, amounting in the one case to about \$757,000 and in the other to \$755,000, a total increase of about \$1,520,000. Notes and cheques of other banks show a decline of over \$662,000; foreign investments have been reduced to \$17,165,455, the decrease for the month being over three and a quarter millions. From British balances nearly two millions have been withdrawn while call loans have been further diminished by nearly \$1,200,000. Current loans show an increase of about \$2,000,000, and over-

due debts have been reduced by nearly \$217,000.

Circulation fell off \$787,810 during the month, but Provincial and Dominion Government deposits show an increase of nearly \$560,000, while public deposits on demand, which showed a decline the previous month, now show a small increase of less than \$6,000. Public deposits payable after notice continue to increase according to the usual addition of a million per month, the increase for April being slightly over that figure. Foreign indebtedness shows an increase of \$12,000, while our indebtedness in Great Britain has been reduced by over \$310,000, standing at \$6,101,617.

THE ARBITRATION.

As the Irishman might be expected to say, Sir Charles Russell, in his argument before the Behring's Sea Arbitration Court, made a holy show of the claims and pretensions of the American counsel who had preceded him - Messrs. Phelps, Carter and Coudert. He showed the utter fallacy of their arguments, eschewed all metaphysical discussion and, from facts beyond controversy and by the application of the principles of law and equity, demonstrated that the course of the Americans had been utterly unwarranted. They had, in fact, been the aggressors, Great Britain having been wronged by the seizures, while her sovereignty had been invaded and her rights upon the high seas set at naught. President de Courcelles, who had previously complimented U. S. Counsel Carter, felt constrained to highly eulogize the British representative, which he did in the following pertinent remarks: "Sir Charles, the vigor and incisiveness of your argument have been fully appreciated. We feel that England has done honor to this tribunal when she chose as her counsel in this memorable case, one of her ablest and most powerful legal debaters."

SEALING.

Referring to the Order-in-Council prohibiting sealing in Behring Sea until May 1, 1891, the *Monetary Times* observes: "This means that no plan for the regulation of sealing which might be agreed upon between the United States and Great Britain could go into effect this year. But the delay ought not to be extended beyond the date mentioned. In the meantime, sealers have to lay up. To what extent sealing will be restricted, in future, by any regulation agreed upon, no one can foresee with certainty; the British argument against the pretended illegality of sealing in the ocean bears principally on the past; what may be done in future by agreement is another matter, but absolute prohibition is not likely to receive the assent of Great Britain." We say most certainly that the delay in coming to some understanding should not be longer delayed. There has been too much of it already as our sealers know to their discomfort and loss.

SAN FRANCISCO is talking of a World's Fair about Christmas, in the hope that quantities of exhibits at Chicago can be induced to come that way.

TRADE WITH AUSTRALASIA.

At a meeting of the council of the British Columbia Board of Trade, held on Wednesday, it was announced that the steamers of the New Australian line are to dock here—not to anchor off the outer wharf as in the custom of the C. P. R. Oriental liners. The opinion was expressed among others by Mr. Robert Ward that a most desirable trade is to be built up between Canada and Australia, which would be of peculiar advantage to British Columbia—timber and salmon being mentioned in this connection. It was in consequence resolved to ask the Dominion Government to take into consideration with the respective Governments of the Australian colonies, the customs tariff now in force on both sides and to arrange such alterations thereto as will encourage the development of reciprocal trade relations between the Dominion of Canada and Australia. It was further resolved that an address be presented by the Board to the owners of the new line on the arrival of the first steamer at this port.

THE AGITATION.

The Mainland agitation is we notice still continuing to attract attention in Eastern Canada and with respect to it the *Monetary Times* says: "The separation of the Mainland from the Island is not, at present, made a question by any party; but it is held out as a possible future question. Surely British Columbia will not commit the folly of seeking to saddle on a small population the burthen of two local governments; the common sense and the real interests of the people may be relied on to save them from insanity of this kind." * * * Redistribution is delayed by a contention over the actual result of the census, on which it depended. When this point is settled, a scheme of redistribution is promised by the Government. The contention of the Opposition is that the alleged ground for delay is not valid. With redistribution, the question of the seat of government is mixed up."

SANITARY MATTERS.

A special report to the Montreal Sanitary Association on the subject of the health conditions of that city says that a skilled inspector shows that in 83 per cent. of the better class of dwellings of that town there are serious defects. This being the case in what may be termed "upper tenement," what may there not be expected in those portions where the inhabitants, as it were, herd together? Bad plumbing and pipe laying are the most serious defects, and in almost all the cases sewer gas has access to the interior of the dwellings. To give one instance, it is said that in a large house in the best part of this city the soil pipes were found simply laid in without any jointing of any kind, and one two inch pipe, perfectly open at the end, was discharging volumes of sewer gas into the house. Besides this, the cesspool was situated directly under the kitchen where the servants lived, worked and cooked.

If matters in Montreal, which it was supposed had such an excellent sanitary

system, and the members of whose provincial board of health are accustomed to travel in search of information and learnedly discant abroad on how matters ought to be, what may we expect to be the case in less pretentious places where we know sewerage upon some set system has only just begun to be carried out? For instance, what is the condition of Victoria? Our City Fathers have never done squabbling over matters of a comparatively trivial character; have become accustomed to employ a high priced sanitary engineer and pay sewerage commissioners whose hands are tied for want of something to do, and that because the authorities do not act, while lack of confidence in the whole outfit has led the ratepayers to refuse to vote them the supplies necessary to carry on operations.

IMPERIAL INSTITUTE.

Mr. Clive Phillips Wolley has visited the Imperial Institute and, if what he says be only partially true, there has been a very great deal left undone to make British Columbia's contribution a representative one. He remarks that if we want to attract to our shores the best of the immigrants from England, we ought to do more than we do individually and collectively to publish the merits of our colony to the world. In this connection, he observes that Agent-General Becton complains that he has been unable to get anything sent to him that he wanted, or something to that effect, and he has no doubt been a great deal on the spot trying to make the show a success, but he must have much real hearty co-operation from our side, and a great deal of gratuitous help in the way of specimens, pictures, fish, fruit, grain and other exhibits.

C. P. R. DISCRIMINATIONS.

Again Victoria has good reason for complaint against the C. P. R. management. It is notorious that since the movement towards the Kootenay country has been accentuated, an effort has been made by discriminating rates to divert the wholesale business of that rich section to Winnipeg. We claim that that business properly belongs to Victoria or Vancouver—the commercial cities of the province to which the Kootenay country belongs. Under the original Pacific Railway construction arrangement, Victoria was to be the objective point; but considerations of that kind, even if they be written down in the bond, have little or no force and value with the gentlemen who have so far controlled our railway destinies. Several endeavors have been made by the company to give a special boom to the prairie city. We have no objection to that so long as our own cities and our own province are not unfairly dealt with; but, if we can do no more, we shall continue to raise our voice against a policy which from its inception has been an unfair one to Victoria in particular and the province in general. It is true that C. P. R. high officials have embarked in mining in Kaslo and other parts of the Kootenay country, but, it was only after Victoria and Vancouver capital and enterprise had demon-

strated how big a thing there was there, that they put up their money and lent it their influence.

EDITORIAL COMMENT.

CANADIAN exporters of cattle to Great Britain have been notified by importers at Glasgow, that it is useless for them to ship beeves to Great Britain, the regulations of the board of Agriculture having made the trade a ruinous one.

THE visit to British Columbia of the Ministers of Railways and Militia it is to be hoped will result in the requirements of the province being better understood and more promptly attended to. The Hon. gentlemen have had numerous representations made to them in connection with their departments.

THE British Columbia Board of Trade has declined to send a delegate to the annual meeting of the International Reciprocity Convention, which opened in St. Paul on Monday, for the reason that the McKinley tariff is a direct blow at Canada, and that any proposition for reciprocity should come from the United States. Moreover, the Board, while favoring reciprocity could not approve of anything that would interfere with the mother country or discriminate against her.

THE patent self-acting, double ventilating dolt, the Deputy Minister of Marine and Fisheries, has, we notice been obliged to take back water in connection with the Marine Hospital at Victoria. In a letter to the Board of Trade he has largely qualified some of the statements which he made as to the receipts and expenditures on sick mariners' account and has officially announced that as satisfactory arrangements have not been made with the Royal Jubilee Hospital the Department proposes to continue the Marine Hospital in operation.

THE new line of steamships between British Columbia and Australia seems to have awakened the interest which some time back was taken in the subject of closer trade and other relations between Canada and the British Colonies at the Antipodes. Advices from Ottawa state that communications have recently passed with the governments of the countries concerned and in connection with the line of steamships, the first of which is expected here daily, it is thought the Australasians will contribute a money-subsidy. Moreover, it is understood that the people of the South Pacific would welcome a commission from Canada to discuss with them questions of reciprocal trade. Some years since Hon. John Young went there at the instance of the Mackenzie Government and subsequently Mr. Alexander Woods, of Quebec, performed a similar mission under instructions from the administration of Sir John A. Macdonald; but little came of their respective efforts. Both gentlemen reported that "Barkis was willin'," but the way of doing what was aimed at was never properly demonstrated.

FOREIGN LACE MARKET.

The outlook continues promising for increasing attention. From manufacturing centers, we learn that the machinery is running on full time, and even then are in arrears on delivery. A correspondent at Nottingham says that the numerous designs of the guldure d'Irlande type are in great request, and all qualities of point de Paris and Valenciennes are required. The more expensive goods, such as dentelles, Bruges duchesse, and application Bruxelles, also find many customers. Goods are principally produced in two tones—cream and ecru but some of the better class are made in beurre, a new shade which is becoming very popular. Maltese, torchon, Bretonne and Brabant laces make up the assortments. A steady though not buoyant business is being done in ever lasting, beau ideal and other cotton embroidery trimmings. A fair demand prevails for crochet laces, Irish trimmings and common tatting, but there is less doing in the mob cap, apron, frock and other make up goods branch of the trade. Specialties in ruchings are easily sold, but ordinary frillings cannot be so soon disposed of, and there is only a limited demand for purls and Honiton lace braids.

LITTLE THINGS IN BUSINESS.

Say, a prominent manufacturer in a contemporary. I have recently become a thorough convert to the principle of paying attention to the little things in business, and I'll tell you why. I had occasion, a few weeks ago, to call on a manufacturer of copper goods to place an order that required some explanation, and I was pleased at the trouble he took to make everything plain and satisfactory. While talking to him a gentleman came in who wanted a small article made of copper. As I desired to do some figuring on the cost of the goods I was ordering, I requested the manufacturer to wait on his customer in the meanwhile, but this took so much longer than I thought it would, that my attention was at last taken up with the conversation between the two. The customer was very particular as to how his article was to be made, although it was a small and simple thing, yet the manufacturer was as patient and particular in every detail as if the job was worth \$1,000. The time taken was nearly half an hour, and I was getting somewhat impatient before the matter was settled.

When the manufacturer returned to his desk I asked him if he had many such jobs as that. His reply was characteristic of the man, and showed me plainly he knew my thoughts. While excusing himself for the delay, he said his rule of business was to pay strict attention to every order, personally, no matter what its size, and further conversation brought out the point that this habit was taught him by his father whom he had succeeded in business. The time he had consumed with the customer, he observed, was worth more to him than the profit on the work, but that was a point he did not consider. While this customer might never need his services again, his good

will was worth something, as was that of every man no matter how humble and a strict observance of this custom to pay attention to little things had brought him large orders from parties unsolicited, which he believed he would not have received otherwise.

THE LEAD LINING OF A TEA CHEST.

It is often said that tea chests are lined with tinfoil, but just as there is no lead in a lead pencil, so there is no tin in this tinfoil. The thin lining consists of lead, and is said to be the purest lead that can be found. Among the countless undeveloped resources of the Celestial empire is a supply of lead which would yield millions annually if properly worked, and from the inexhaustible supply the Chinese take what they need for making linings for tea chests. The lead is melted in small vessels and poured out while hot.

Before it has time to cool it is pressed into a sort of a mold, and when enough squares have been produced, they are soldered together, and the sheet thus formed is placed in the chest as a lining. Then the top layer of lead is soldered on, and all possibility of the tea losing strength on the voyage is at an end. The lead is so pure and the solder used is so fine that the lining of an empty tea chest is worth more than the chest itself, and it is in great demand for making the best quality of solder.

THE GROCER CAN DISCOUNT CHOLERA.

No one is better fortified against the possible inroads of cholera than the average grocer. According to the testimony of experts, oranges, lemons, and cinnamon are the three great weapons that put a quietus to a cholera microbe. The Imperial Health Office, at Berlin, just announces that experiments have demonstrated that the bacteria of cholera in contact with the cut surfaces of both oranges and lemons are destroyed in a few hours. They remain active for some time longer on the uninjured rind of the fruits, but even then they die within twenty-four hours. This destructive property is supposed to be due to the large amount of acid contained in the oranges and lemons. As a consequence, the health officer considers it unnecessary to place any restriction on the transit and sale of these fruits, even if it should be ascertained that they come from places where cholera is prevalent at the time. Not a single instance was noted in which cholera was disseminated by either oranges or lemons.

"No living germ of disease can resist the antiseptic power of essence of cinnamon for more than a few hours," is the conclusion announced by M. Chamberlain as the result of prolonged research and experiment in M. Pasteur's laboratory. It is said to destroy microbes as effectively, if not as rapidly, as corrosive sublimate. Even the scent of it is fatal to microbes, and M. Chamberlain says a decoction of cinnamon should be taken freely by persons living in places affected by typhoid or cholera.

FIRE AND LIFE INSURANCE.

The official statement of life and fire insurance business transacted in Canada in 1892 issued by the Dominion Government, shows that the grand total amount received by the regular old line life insurance companies in premiums on Canadian business for 1892 was \$9,070,027, an increase of \$652,325 over the figures for 1891. Of this, the Canadian companies secured \$1,729,786, American \$3,251,598 and British \$1,088,613. The increase in the receipts of the Canadian companies during the year amounted to \$170,860, of the American to \$123,301, and of the British to \$58,161. The claims paid during the year reached \$4,028,826, divided as follows: American, \$1,849,155; Canadian, \$1,580,727; British, \$608,944.

The amount of Canadian life insurance carried at the end of 1892 by the regular stock companies doing business in Canada was \$279,122,207, divided as follows: Canadian, \$154,702,077; American, \$90,708,182; British, \$33,711,708. The following statement shows the income in Canada of the several classes of companies in 1882 and 1892: Canadian, 1882, \$1,562,085; 1892, \$1,729,786. American, 1882, \$1,308,158; 1892, \$3,251,598. British, 1882, \$674,362; 1892, \$1,088,613.

There were received in fire insurance premiums (net) in Canada last year \$6,715,474, as compared with \$6,168,716 in 1891. Of the total for 1892 \$1,025,000 was taken in by Canadian companies; \$1,685,569 by British companies and \$1,401,512 by American. The net losses incurred during last year amounted to \$1,116,811, an increase of over half a million as compared with 1891. The losses were divided as follows: Canadian, \$760,367; British, \$2,966,160; American, \$720,314.

BRIEF BUSINESS MAXIMS.

If you would establish credit, first create a confidence in your honesty and ability with your creditor.

It is a common fallacy for everyone to consider his neighbor's business more congenial and profitable than his own.

It is a wise man, indeed, who so regulates his affairs as to mix business and recreation to the prejudice of neither.

It is not how much a man sells nor the per cent. of profit which he makes, which determines his gains, but the relation which the expenses bear to the receipts.

The business man without enthusiasm is like a stove without fuel: he lacks the warmth of purpose necessary for success.

The matter of economy is not to be determined by the cost, but by the results.

It is the men who investigate that progress; the conditions of yesterday are seldom repeated.

The one end of business is to make money, but there is a distinction in the means which involve character.

It is only the really busy man who can find time to attend to the demands of others for assistance.

It is only the men who best know their business who perceive the limit of their knowledge.

Money invested in paying one's debts never fluctuates in value.—Business.

THE TREMENDOUS FORCES OF NATURE.

The force of gravitation is the force which keeps the earth and planets in their orbits, the invisible but potent cord which binds together the members of our system. We have heard the fact stated so often that it is an old story, and accept it without further thought. But consider for a moment, says Prof. A. J. Dubois, how great this force must be! A bar of steel one-quarter of an inch square can sustain a weight of about 7,000 pounds, or the weight of fifty full-grown men. Now, simply to hold the moon in its orbit, we should have to have a colossal bar of steel, stretching from the earth to the moon, whose section would be 87,500 square miles! An area which would cover the three Maritime Provinces and leave 36,700 square miles over. Or if, instead of one single bar, we should stretch a forest of steel bars, each bar one-quarter of an inch square, from the earth to the moon, we would have to cover the entire surface of the earth on the side toward the moon with such bars at intervals of only six inches. Think of it! A forest of steel whose stems would be so close together that a cat could scarcely squeeze through. This is what the "force of gravitation" means. Take another illustration of the mighty forces amidst which we live so securely and so unconsciously. The mean rainfall on the earth may be taken at, say, five feet, the mean height of fall at about 900 feet. We have, then, the average power of the rainfall per square mile, about 445 horse power. The work performed then, by the sun's rays in simply raising our yearly rain supply, without which all life would perish utterly, is 87,630,000 horse power. In comparison with this the puny 20,000,000 steam power of an sinks into utter insignificance. This steam power is, however, only the utilization by man of the merest trifle of the sun's heat, stored away in past ages and bottled up for future use, in the shape of coal and wood. Such are some of the great forces in the midst of which we live, forces so delicately balanced, so nicely adjusted, that such estimates strike one as incredible. And all these mighty forces to-day are going to waste on every hand! The direct rays of the sun, the rise and fall of the tides, electricity, magnetism, gravitation, these and many others—all strong servants—stand willing and waiting for the master who shall bend their vast energies to the service of humanity. Shall they always stand and idly wait? Is it too much to expect that the same persistent study of nature which has in the past achieved such wonders, and which has already subjugated one of nature's great forces, and in doing so ushered in the civilization of to-day, will yet conquer the others also, and thus achieve results compared to which all that has yet been done will seem insignificant? The great and beneficent forces of nature are but just beginning to be utilized and brought under control and direction. One only of these forces we have but very imperfectly captured. Heat alone has become our servant, but the giant wears his

chains lightly, and sometimes breaks them in derision. Our foot is not yet upon his neck, and he works for us with but a single finger. It remains to secure the entire and hearty service of all his mighty strength, and to enlist with him his now idle yet equally powerful comrades in united efforts for the advancement and prosperity of mankind.—*Canadian Engineer.*

DIRTY HARDWARE STORES.

We never could understand the necessity of permitting dirt, rust and disorder generally to accumulate in a hardware store, says the *Denver Commercial Tribune*. Go into first-class city hardware store and you will find it almost as attractive as a jewelry establishment, but get into the smaller towns, and clean, well kept hardware stores are the exception. Many of them look like old junk shops. Instead of having clean windows and attractive, well assorted displays, the fronts of most of them are filled with dusty iron or a confused, miscellaneous lot of ware that would do credit to a second-hand store. The floors are dirty, cases dusty, goods ill arranged, and, as a rule, in sad want of polishing. There is lack of order, method, arrangement. There is no need of this—none whatever. A hardware merchant has scores of articles which, displayed properly, give a neat appearance to his place of business and attract patronage. Cutlery, small tools and implements, tin and copper ware, novelties in shelf hardware and household utensils—all these, and a hundred things besides, can be used in proclaiming the dealer's taste, love of cleanliness and enterprise.

IMPRISONMENT FOR DEBT.

One of the County Court judges in England, according to the *Lau Times*, has made what seems a valuable suggestion with reference to the recent controversy about imprisonment for debt. He proposes that the Statute of Limitations should be amended, so that the period of prescription for simple contract debts may be reduced from six years to two. The effect of this measure would be to restrict largely the system of credit which is the cause of the whole procedure for commitment. As a matter of fact, it is found, we believe, in practice that most small tradesmen's debts which are not paid at once remain unpaid for more than two years, though far less than six. This is the case not only with the poorer classes, but also with the well-to-do. Frequently the system of credit leads to curious results. We have heard of a very well known firm of manufacturers who found themselves compelled on one occasion to issue a number of County Court summonses on one day, the debts which they represented being all on the point of extinction. Whether the suggested change would have the desired effect in limiting committal orders, it is impossible to say. But, no doubt, some curtailment of the credit system by legislation is to be desired.

Durable shoes for men are now made of pig-skin.

STREETS UNDER GLASS.

A proposal to make London a glass-roofed city is the subject of a long letter addressed to the *London Daily News*. The plan, which will not be popular with the umbrella makers, resembles one in Mr. Belhuny's "Looking Backward." The writer, however, does not treat the subject as part of a scheme for a future Utopia, but as one to be carried to a practical and successful issue. He says:

"The covering of Cheapside, Poultry, Queen Victoria street, Regent street, Bond street or Oxford street with a glass roof may appear a quixotic suggestion, but other at first sight less practical schemes have been launched successfully, and the world has not ceased to revolve on its axis in consequence. The gain to the great British public, or to that section who are in the habit of travelling the main arteries of London, from a point of comfort alone, should be sufficient to warrant a trial. Most people prefer brightness and beauty to dirt and discomfort. Nothing to my mind, can have a more miserable and tawdry appearance than a leading London thoroughfare on a wet day, when poor, dripping humanity descends to the depths of despondency and every object, animate and inanimate, has a wash-out appearance. A change from the conditions of things would be delightful to all persons concerned—those who would reside under glass, so to speak, and those who would use the thoroughfare for business purposes. The former would, of course, be called upon to bear the expense of improvement. If I say the outlay they would incur would be returned to them in a few years, owing to the increased flow of business to their doors—and to the lessened expenditure upon paint and cleaning—I should be under the mark. Our wood and asphalt streets would be dry, perfectly safe in all weathers, and the lease of life doubled or trebled. If the rainwater were not preserved for domestic use, it could be usefully applied in flushing the sewers with clean water instead of liquid mud. The health of the inhabitants would be greatly benefitted by breathing dry atmosphere instead of a damp, humid one. Our clothes, boots, hats and general comfort would not suffer as they do now."

The Manitoba and Northwestern railway has defaulted. Although the step was not unexpected, it may prove a serious blow to any other railway schemes in the Northwest. A meeting of the trustees has been called for June 14.

A net gain of \$1,298,988 is reported during the first three months of this year by 112 railways, according to the *Financial Chronicle* of New York. In view of the bad weather and late spring, this is considered a fair showing. The same journal says that two of the roads that show a considerable decrease are the Canadian Pacific and the Grand Trunk. Examination of the figures, however, shows that the Grand Trunk Company, under exceptionally unfavorable circumstances, has been making substantial progress, and during the period in question held its own with its American competitors. Much the largest decrease is shown by the Northern Pacific and its Wisconsin Central lines. The Wabash also ran behind considerably.

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SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Martha Fisher	811	Meadow	ft. Oct. 18	Victoria	Liverpool	31,002	\$163,451	pr April 11
Br bark...	Glenarry	802	Davidson	Nov. 3	Westminster	Liverpool	37,352	186,760	pr April 15
Br bark...	Chili	678	McKenzie	Dec. 12	Victoria	Liverpool	30,000	163,061	
Br bark...	River Ganges	612	Budge	Dec. 19	Victoria	London	29,161	117,305	
Br bark...	The Frederick	812	Simpson	Dec. 18	Victoria	London	32,103	167,896	

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	1,495,129	8,255	March 18	47s 6d
Nor ship...	Morning Light	1310	Johansen	Jan. 22	Vancouver	Melbourne	1,601,171	9,193	March 25	60s
Am bark...	Hesper	691	Sodergren	Feb. 20	Vancouver	Shanghai	751,921	7,781	April 23	50s
Br ship...	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	831,457	7,045	May 20	42s 6d
Nor bark...	Czar	1324	Christophers n	March 4	Vancouver	Adelaide	1,016,611	10,476	June 7	57s 6d
Nor bark...	Agnes	811	Hofgaard	Feb. 20	Chemainus	Antofagasta	602,509	6,413	June 11	40s
Nor ship...	Kathinka	1163	Klevenberg	March 12	Vancouver	Melbou. ac	1,228,225	9,251	May 28	60s
Chil bark...	India	953	Funke	Feb. 22	Vancouver	Valparaiso	503,201	7,018	May 10	owners ac
Br bark...	Glenbervie	800	Groundwater	March 24	Vancouver	Iquiqui	631,810	7,689	June 8	37s 6d
Br ship...	British India	1190	Lines	March 31	Vancouver	Valparaiso	863,866	9,315	July 11	37s 6d
Am schr...	W. H. Talbot	776	Blumh	March 14	Vancouver	Tientsin	1,024,876	10,272	May 28	67s 6d
Am schr...	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	416,386	3,476	March	Private...
Br bark...	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 28	47s 6d
Br bark...	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	70,275	7,986	Aug. 31	\$16 00
Br bark...	Craigend	2218	Lewthwaite	April 18	Vancouver	Iquiqui-Callao	1,808,000	19,251	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	Yokahama	323,576	8,919	July 22	Private...
Nor bark...	Fritzo	1078	Rolfson	May 29	Chemainus	Melbourne	983,124	8,072	Aug. 7	45s
Br ship...	Burnah	1617	Newcombe	June 2	Moodyville	Valparaiso	1,239,359	9,883	Aug. 23	35s
Br ship...	Crown of Denmark	2029	Smith	June 24	Vancouver	Melbourne	1,830,225	15,135	Sept. 23	37s 6d
Nor bark...	Ursus Minor	305	Johnson	June 1	New Westminster	Sydney	181,214	4,393	Sept. 3	37s 6d
Br ship...	Earl Granville	1149	Flack	June 16	Cowichan	London	833,937	12,393	Nov. 5	62s 6d
Chil bark...	Antoniotta	929	Stack	June 27	Chemainus	Valparaiso	536,358	9,015	Dec.	owners ac
Ger bark...	Palawan	967	Van Heuvel	July 8	Vancouver	Iquiqui	688,831	7,521	Sept. 27	33s 9d
Chil bark...	Leonor	801	Jenatsch	July 8	Moodyville	Antofagasta	637,375	6,520	Oct. 13	owners ac
Chil bark...	Guinevere	950	Glennie	Aug. 6	Chemainus	Valparaiso	762,062	7,612	Oct. 28	owners ac
Am bktn...	Robert Sudden	585	Uhlberg	Aug. 3	Vancouver	Valparaiso	771,140	8,797	Nov. 26	40s
Chil ship...	Hindustan	1543	Walsh	Aug. 7	Moodyville	Valparaiso	1,252,356	11,471	Oct. 28	owners ac
Br bark...	Zebina Gowdy	1087	Manning	Sept. 5	Vancouver	Wilmington	833,218	10,125	Jan. 1	\$13.00
Chil ship...	Atacama	1235	Caballero	Aug 24	Moodyville	Valparaiso	994,191	9,089	Nov. 1	owners ac
Br ship...	City of Quebec	708	Carnegie	Sept 6	Vancouver	Adelaide	517,109	4,018	Nov 30	40s
Br bark...	Nineveh	1174	Broadfoot	Sept 3	Vancouver	Sydney	951,900	9,257	Nov. 8	owners ac
Am schr...	Robert Searles	570	Piltz	Sept. 8	Vancouver	Port Pirie	815,321	5,962	Nov. 23	41s 3d
Am ship...	George Skolfield	1276	Dunning	Sept. 20	Vancouver	Valparaiso f.o	931,316	\$1,731	Dec. 21	40s
Chil bark...	Lake Leman	1035	Bozzo	Sept. 22	Moodyville	Valparaiso	763,839	6,610	Dec. 15	owners ac
Br bark...	Seamuel Bros.	1218	McFarlane	Oct. 15	Vancouver	Philadelphia	907,554	11,703	Feb. 16	\$11.00
Am schr...	Alice Cook	732	Penhallow	Oct. 5	Vancouver	Sydney	919,800	8,348	Dec. 19	30s
Nor ship...	Morning Light	1310	Johansen	Nov. 3	Vancouver	Liverpool	929,193	10,600	April 1	58s 9d
Br bark...	Columbus	691	Melhuish	Nov. 16	Vancouver	Adelaide	583,720	4,339	Feb. 3 pr	37s 6d
Am schr...	Lyman D. Foster	730	Dwyer	Nov. 5	Moodyville	Sydney	826,853	7,809	Jan. 13	30s
Nor bark...	Benj. Bangs	1118	Hjornness	Dec. 20	Vancouver	Halifax	786,085	19,015		48s 3d
Br bark...	Fernbank	1338	Boyd	Nov. 25	Moodyville	Iquiqui	500,300	4,723	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	1725	Taylor	Dec. 10	Vancouver	London	1,257,635	11,229		50s
Nor bark...	Fortuna	1352	Mikelsen	Dec. 17	Moodyville	Valparaiso f.o.	1,265,729	12,638	March 5	36s 3d
Br ship...	Abeona	979	Black	Dec. 29	Vancouver	Port Pirie	775,110	6,425		37s 6d

B. C. LUMBER FLEET, 1893.

Br bark...	Gen. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,438	7,811	March 21	owners ac
Br bark...	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Canaston UK	923,088	9,882		52s 6d
Nor bark...	Fritzo	1078	Rolfson	Jan. 10	Vancouver	Callao	\$79,260	8,031	March 3	36s 3d
Am bark...	Colorado	1036	Gilson	Jan. 19	Cowichan	Valparaiso f.o.	\$22,657		April 27	37s 6d
Br bark...	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	886,663	15,537		Private...
Chil bark...	India	953	Funke	Jan. 11	Moodyville	Valparaiso	793,782	7,169	March 50	owners ac
Br bktn...	Bittern	320	Stromach	Jan. 20	Vancouver	Fremantle, Au	302,950	4,201		owners ac
Ger ship...	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,228,879	11,038	May 6	35s
Br ship...	County of Yarmouth	2151	Swanson	March 23	Vancouver	U. K. f. o.	1,628,539	17,500		50s
Chil ship...	Hindustan	1543	Walsh	March 6	Moodyville	Valparaiso	1,196,826	10,242		owners ac
Am bark...	Semtole	1149	Weeden	March 19	Moodyville	Santa Rosa, Ia.	1,010,913	7,966		Private...
Am ship...	Ivy	1181	Lovell	April 22	Vancouver	Wilmington				Private...
Br bark...	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577		35s
Br ship...	Natuna	1106	Grain	April 20	Vancouver	Port Pirie	964,865	7,718		42s 6d
Am bark...	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900		45s
Haw bark...	John Ema	2300	Schmauer	June 2	Cowichan	Port Pirie	2,580,707	19,500		40s
Br bark...	Mairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,655	7,594		31s 3d
Br bark...	Mary Low	1310	Robertson	May 24	Vancouver	Pisagua	663,000	5,296		35s
Nor bark...	Sigurd	1530	Anse	May 21	Vancouver	Port Pirie	1,426,000	10,693		40s
Chil ship...	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762		owners ac
Br bark...	Wythop	1246	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365		31s 3d
Br ship...	Gryfe	1029	Roberts		Vancouver	Cork f. o				50s
Ger bark...	Heinrich	923	Henne		Vancouver	Cork f. o				5s
Br bark...	Dochn	966	MacJarr w.		Vancouver	Adelaide				38s 9d
Br ship...	Kinkora	1730	Lawton		Vancouver	Callao				30s

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VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Morayshire	1428	Mowatt.	Oct. 21.	Q Samarang.	Vancouver.	B. C. Sugar Refinery Co.	228
Br ship	Blair Athole	1697	Taylor	March 3.	H Samarang.	Vancouver.	B. C. Sugar Refinery Co.	95
Br bark.	Formosa	915	Kain	March 16.	H Liverpool.	Victoria.	R. P. Rithet & Co., Ltd.	82
Br ship	City of Carlisle	823	Hughes.		K Newcastle	Victoria.	Turner, Beeton & Co.	
Br ship	British General	1754	Tulloch.		A Samarang.	Vancouver.	B. C. Sugar Refinery Co.	
Br ship	Candida	1222	Whettem.		J London.	Victoria.	Turner, Beeton & Co.	
Br ship	Drumeraig	1919	Sparring.		F Liverpool.	Vancouver.	Evans, Coleman & Evans.	
Br ss	Miowera.	1911	Stott.	May 18.	P Sydney	Vancouver.	C. P. S. Co.	
Br ship	Rathdown.	2058	Morrissey	April 1.	C Maryport, Eng	Vancouver.	Mellon, Smith & Co.	66
Am ship.	A. J. Fuller	1782	Wallnut.		L Yokohama.			24
Br bark	Thermopylae	991	Winchester	May 15.	E Hong Kong.	Victoria.	Victoria Rice Mills	21
Br bark	Ladstock	816	Williams	March 24.	J Liverpool.	Westminster.	Bell-Irving & Paterson	74
Br ss	Empress of Japan	3063	Lee	May 24	G Hong Kong	Vancouver.	C. P. S. Co.	
Nor bark	Fortuna	1332	Bryde		L Valparaiso	Vancouver.	Robert Ward & Co., Ltd.	
Br ship	Earl of Dunmore.	2205	Kay		M San Francisco	Victoria.	Robert Ward & Co., Ltd.	
Am schr.	Carrier Dove	672	Brandt.		N San Francisco	Cowichan	Robert Ward & Co., Ltd.	
Br ship	Gunford.	2118	Wier.		O San Francisco	Vancouver.	Hastings Mill Co.	
Am schr.	Puritan	584	Warner.		S Honolulu	Moodyville	Moodyville Saw Mill	
Br bark	Enone.	1437			T	Victoria.	Robert Ward & Co., Ltd.	
Br ss	Warrimoo	1897	Nevison.		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.	10
Br ss	Empress of China	3003	Archibald		D Hong Kong.	Vancouver	C. P. S. Co.	

Q Cargo of 2,100 tons raw sugar. Chartered to load lumber at Vancouver for West Coast of South America. R—Cargo of 2,300 tons raw sugar. Chartered to load lumber at Vancouver for Cork f.o. at 48s 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. I—To sail before May 10. 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 36s 3d; option 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 39s. O—Chartered for lumber to Port Pirie at 37s 6d. P—Via Brisbane and Honolulu. S—Via San Francisco. Chartered for lumber to Tientsin; terms private. T—Chartered for salmon to London or Liverpool, cancelling date Nov. 15. U—To sail July 10. D—To sail June 14. Via Yokohama June 23.

VESSLS IN PORT.

(June 5, 1903.)

VICTORIA.

Ger. steamship Romulus, 1,722 tons, Capt. Berendt, reloading cargo of coal for San Francisco.

VANCOUVER.

Ger. bark Heinrich, 993 tons, Capt. Heine, loading lumber for Cork f. o.

Br ship Gryfe, 1,000 tons, Capt. Roberts, loading lumber for Cork f. o.

Haw. schooner Americana, 830 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. MacFarrow, loading lumber for Adelaide.

NANAIMO.

N.W. VANCOUVER COAL CO'S SHIPPING.

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

Am. ship Commodore, 1,976 tons, Capt. Davidson.

Am. ship Willie Rosenfeldt, 2,353 tons, Capt. Dunphy.

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

Am. ship J. B. Brown, 1,473 tons, Capt. Magune.

Am. bark Carrollton, 1,390 tons, Capt. Lewis.

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

WELLINGTON SHIPPING.

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

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

Am. ship T. F. Oakes, 1,906, Capt. Reed.

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

EAST WELLINGTON SHIPPING.

Am. bark Melrose, 944 tons, Capt. Kalb.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	1	1,722
Vancouver	5	5,506
Nanaimo	12	18,935
Total	18	26,253
Previous week	24	29,295
Correspond'g week last year	12	16,970

FREIGHTS.

During the past week no changes have occurred of any importance, and rates are steady at about last quotation.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 27s 6d; Callao direct: 30s; 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.



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Scott & Co.—Special Scotch Whiskies—Glas-
gow, Scot.; Ceylon Tea Plantation Co.—Ceylon
and English Breakfast Teas—London, Eng.;
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 Isls; La Soldena Mfg.
Co.—Havana Cigars—Havana; C. J. & E. Lewis,
—Boots and Shoes—Northampton, Eng.; Allen
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