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Pure California Wine Specialty.

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- Delta Canning Co's Maple Leaf Brand.
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- Wannuck Packing Co's Rivers Inlet Clipper Brand.
- 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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Columbia Flouring Mill Co. of Enderby.
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- Curtis & Harvey's Sporting and Blasting Powde
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- J. & W. Stuart's Patent Double-Knotted Mesh
- Fishing Nets, Twines, Etc.
- Importers of Havana Cigars, Oilmen's Store,
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- British Columbia Salmon:—Ewen & Co., "Lion."
- "Bonnie Dundee"; Bon Accord Fishery Co.
- Consuls"; A. J. McLellan's "Express.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Sept. 5.
VICTORIA.

Business, while quiet, is fairly steady, with a gradual increase in the demand. The salmon canneries on the Fraser River have completed their pack for the season and paid off the majority of their employees, principally Swashes, who are liberally patronizing the retail trade in the business centres before departure for their homes or the hopfields of Washington, where they secure employment during the picking season. An important feature of this week is the arrival of the transpacific steamers. The Mogul arrived from Hong Kong Sunday, the Empress of China is due and the ss. Warrimoo will arrive from Australia about the middle of the week.

The Vancouver News Advertiser says: "Business during the past month has been very fair, although complaints about collections are still heard. The salmon canning season is now over, and the canneries have all shut down. The fishermen have been all paid off, and this has put a considerable amount of money into circulation, which has already been felt by storekeepers. Reports from the Kootenay country state that whilst work on several mines has been temporarily suspended, an extension of time has in nearly every case been obtained by the bonders, who are unanimous in the opinion that silver will rise shortly. Satisfactory progress is reported on the different railways in course of construction, which are affording employment to a large number of men. In wholesale although business has been rather quiet during the last few days on account of the end of the month, it is already picking up again."

GROCERIES AND PROVISIONS.

The American packing houses have advanced their prices of choice breakfast bacon 1½c, but jobbers' quotations are unaltered. Local quotations on lard and lard compound have again been reduced, and are now about in sympathy with the eastern market. Eggs are 1½c to 2c higher. Butter continues steady at previous quotations.

The Montreal Trade Bulletin says: "Butter receipts during the past week were 3,663 pkgs. against 4,151 pkgs. for the week previous. The market is in an unsatisfactory shape, for the reason that factorymen refuse to come down to an export basis in a number of instances, and consequently business is limited. Sales of July creamery have been made at 20c to 20½c; with one lot of over 100 tubs selling at 20½c. After all, we are informed there is not so much July creamery unsold as some believe, and it is stated that one reason why factorymen are asking still prices on their August goods is because buyers have shown a little too much anxiety to ascertain what they would take for August creamery. We know of a standing bid of 21c for the entire August make of one factory, which is refused. Regarding Eastern Townships, the offerings are limited, and prices range from 18c to 19c, a round lot of very fine goods having been placed at 18½c. Western moves slowly,

the few lots recently selling being at 18c to 17c, a lot of very fine selected bringing the outside figures. We quote:—Creamery, July 20c to 21½c per lb.; Creamery, August, 21c to 21½c. Receipts of cheese during the past week were 31,003 boxes against 72,618 boxes for the week previous. The market at the moment is more or less a waiting one, there being quite a gap between the ideas of buyers and sellers. Still, what business has to be put through for the other side appears to be at bang up prices. When a buyer has to go into the market, it is found a pretty firm one, sales having transpired at 9½c for finest Western colored, and 9½c to 9½c for fresh Western white. These prices, however, are admitted to be high and too risky. Sales are reported of finest Townships at 9½c to 9½c, while under grades have sold at 8½c to 8½c. Factorymen west of Toronto are still holding on to their Julys, as they are to make a big fight for the purpose of carrying their point, but some think it will prove a futile movement."

American canned meats, staples, are quoted to the jobbers in bond as follows: Roast, corned and lunch beef, 1's per doz., \$1.05c; do. 2's per doz., \$1.75; lunch tongues, 1's per doz. \$3.00; do. 2's, \$6.00. Armour's white label conserved soups in 2 lb. tins are quoted at \$3 per doz.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 15½c per lb; heavy hams, 15c; choice breakfast bacon, 19c; short clear sides 14½c, and dry salt clear sides, 12½c. Armour's white label pure lard, 10lb. pails, 13½c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 18c, breakfast bacon, 21½c.

Dairy produce is quoted:

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

Smoked meats and lard are quoted:

Hams..... 16½ @ 18
Breakfast bacon .. 17 @ 18
Short rolls .. 14 @ 15
Dry Salt, long clear..... 13 @ 11
Pure Lard, 50lbs..... 14 @ 14½
" " 20lbs .. 14½ @ 15
" " 10lbs .. 15½ @ 00
Lard Compound, 10lbs..... 13 @ 13½
Sugar—Jobber's prices ½ barrels and kegs in each case being ½c higher:

Dry Granulated .. 63
Extra C..... 52
Fancy Yellow .. 51
Yellow .. 52
Golden C .. 51
Dry Granulated (China) .. 61
Syrups, per lb. .. 3
" 1 gal. tins, American. 6 50
" ½ " " .. 5 75
" 1 " Vancouver..... 5 50
" 1 " " .. 7 00

FRUITS AND VEGETABLES.

Demand has been good during the past week, the hot weather being in favor of business. Prices are but slightly changed. Peaches are about 15c cheaper, and nutmeg melons have dropped 25c a crate. Supplies of Australian and Hawaiian fruit are down low. The Warri-

moo is, however, expected Thursday or Friday and will bring large supplies. The receipts of California fruit continue large. Receipts of native fruit are small, but the jobbers do not handle any, as they claim that there is more satisfaction and better profits in handling the California product, because it is packed in suitable shape for the market, while the local growers give little attention to the kind of packages they use. The fruit canneries have contracts with the largest growers for the best portion of their crop.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian.....	2 00 @ 2 50
Tahiti seedlings.....	3 00 @ 3 25
Lemons—California	4 50 @ 6 50
Australian.....	2 50 @ 0 00
Bananas.....	1 35 @ 2 25
Apples, Red Astrakhan.....	bxs 1 35 @ 1 50
Nectarines.....	1 25 @ 0 00
Plums.....	85 @ 1 15
Peaches.....	1 00 @ 1 15
Pears.....	1 25 @ 0 00
—bartletts.....	1 35 @ 1 50
Grapes.....	1 25 @ 1 75
Cocoanuts.....	per 100 8 00 @ 9 00
Watermelons.....	per doz 3 00 @ 6 00
Nutmeg melons.....	crate 1 50 @ 0 00
Cantalopes.....	per crate 3 50 @ 4 00
Pineapples—sugar	per doz 4 00 @ 4 50
Hawaiian	per doz 2 00 @ 0 00

Vegetables are quoted:

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

FLOUR AND FEED.

The principal feature of the week is the receipt of small shipments of new oats and wheat. The prices are not yet affected, but oats will probably be cheaper. Flour and all other products are unchanged.

The Portland Commercial Review says: "The inquiry for flour continues largely to meet the wants of local and small coast ports, and, as wheat is cheapening in price, so flour is of an easier tone, and where cash custom is in sight, concessions as to prices would be made. Quote Standard Roller from \$3.25 to \$3.40 per bbl. Receipts are small, but ample to meet the comparatively poor demand."

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

Ogilvie's Hungarian.....	\$4 40
" Strong Bakers.....	4 10

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

Premier.....	\$4 40
XXX.....	4 30
Strong Bakers or XX.....	3 90
Superfine.....	3 40

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 50 @ 0 00
Lion, "	4 50 @ 0 00
Premier, Enderby mills.....	4 65 @ 0 00
XXX, "	4 55 @ 0 00
XX, "	4 15 @ 0 00
Superfine, "	3 65 @ 0 00
Ogilvie's Hungarian.....	4 75 @ 0 00
" Strong Bakers.....	4 60 @ 0 00
H. B. C. Fort Garry Hungarian..	4 75 @ 0 00
" Strong Bakers	4 60 @ 0 00
Oak Lake Patent Hungarian ..	4 75 @ 0 00
" Strong Bakers	0 00 @ 0 00
Regina Hungarian	4 75 @ 0 00
" Strong Bakers.....	0 00 @ 0 00
Benton County, Oregon.....	4 65 @ 0 00

Portland Roller.....	4 70 @ 0 00
Snowflake.....	4 75 @ 0 00
Royal.....	4 00 @ 0 00
Wheat, per ton.....	30 00 @ 35 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	45 00 @ 00 00
Chop feed.....	30 00 @ 35 00
Shorts.....	28 00 @ 30 00
Bran.....	25 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	26 00 @ 28 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	4 00 @ 5 00
Corn, whole..... per ton	37 50 @ 40 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed..... per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote whole-sale:

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

SALMON.

The sockeye run on the Fraser River is over, and the canneries have put up the largest pack that has ever been put up on the Fraser. It is estimated that the Fraser pack is about 425,000 cases. The canneries are now busy packing and preparing the pack of the season for market. Turner, Beeton & Co., have chartered the Br bark Primera, 507 tons, now at Acapulco, to load salmon at this port for England. She is expected for November loading. There is little doing in the market as yet. In view of the heavy shortage on the Columbia River, the United States market will require a larger quantity of Alaska fish than formerly. The Northern rivers of British Columbia have only put up about half the pack of last year. Accurate information regarding the pack of the Alaska canneries is difficult to obtain, but it is believed in well informed circles that they have had about the same luck as the Northern rivers of British Columbia. The large pack on the Fraser will about balance the shortage on the Columbia and Alaska rivers, and give the British Columbia fish a better market in England. The bulk of the pack will be held in strong hands with less competition from cheap grades of Alaska fish than in former years. The situation is a very hopeful one at present for the British Columbia canners.

LUMBER.

There have been two clearances since last review—the Am. ship Wm. H. Starbuck, 1,272 tons, Capt. Reynolds, sailed Sept. 1 from Vancouver for London with a cargo of 924,554 ft lumber valued at \$10,400. She carried about 365,000 ft dressed and 559,554 feet rough. The Chilean bark Elisa, 915 tons, Capt. Harken, sailed Sept. 2 from Moodyville for Antofagasta with a total cargo of 577,204 ft valued at about \$6,000, and comprised of 533,434 ft rough and clear, 303 bds laths and 420 bds pickets. The Am. ship Benjamin Sewell, 1,361 tons, Capt. Sewell, has been chartered to load lumber at the Hastings Mill. She came from Iquiqui to Port Townsend in ballast. Orders are reported very

scarce, and consequently there has been but little chartering of late.

These are at present eight vessels loading at British Columbia ports for foreign. At Burrard Inlet — Am. ship Gunford, 2,108 tons, for Port Pirie; Br. bark Gainsborough, 965 tons, for Valparaiso f. o.; Chil. bark India, 654 tons, for Valparaiso; Am. bknt Chas. F. Crocker, 813 tons, for Santa Rosalia; Am. ship Benjamin Sewell, 1,361 tons. At Cowichan—Am. schr. King Cyrus, 667 tons, for Port Pirie. At Westminster—Am. bknt Hilo, 642 tons, for Sydney.

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

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet..	\$ 8 50
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	17 00
Pickets, rough per M.....	9 00
Laths, 4 feet, per M.....	00

The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7 per M ft; rough clear, \$11; ship lap, \$10; flooring and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.00; lath, \$1.00.

PROVINCIAL TRADE NOTES.

Customs duties collected at Vancouver for the month were: \$21,680.80; other revenues, \$2,430.29; total, \$24,111.09.

Duty collected at Victoria for the month of August amounted to \$66,187.12; other revenues, \$4,536.87; total, \$70,714.00. The total value of free and dutiable imports was \$201,286.

Nanaimo's Customs duties and miscellaneous receipts for last month amounted to \$3,434.88 against \$3,041.15 last year. The imports were valued at \$11,761 as compared with \$12,331.

The New Vancouver Coal Company has closed the Protection Island shaft, pending better times and also knocked one shift off No. 5 shaft. Last month's Nanaimo District shipment of coal amounted to 60,232 tons.

Coast navigators are complaining at the slow progress made by the Dominion Marine authorities in replacing the fog horn on Entrance Island near Nanaimo. Its continued absence is a source of danger to coasting vessels.

Negotiations are now pending which will give the Northern Pacific railroad a direct line into Vancouver. It is proposed to build a line from Vancouver to Sumas, where it will connect with the Seattle, Lake Shore and Eastern railroad companies interested in the deal, including the Northern Pacific, Seattle, Lake Shore and Eastern, and the Burrard Inlet and Fraser Valley.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending September 2—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
30.	Commodore, ship, San Francisco	3,120
30.	Wanderer, str., Port Townsend..	43
31.	Romulus, str., San Francisco.....	4,139
1.	Mogul, str., Port Townsend.....	44
Total.....		7,346

BUSINESS CHANGES.

Allan & Cook, grocers, Vancouver, have sold out.

Joseph Gosnell, butcher, Victoria, has assigned.

J. H. Franck, grocer, Victoria; sheriff in possession.

W. Dufour & Co., have commenced business in Victoria.

H. Forrester & Co., auctioneers, have opened in Nanaimo.

McMillan & McLeod have opened as grocers at Vancouver.

Brice & Greaves, saloon, Victoria, are selling out by auction.

A. R. Exley & Co, grocers, Nanaimo, are retiring from business.

Beegan & Williamson are opening a general store at Revelstoke.

Robertson, of McPherson & Robertson, hotel, Vancouver, is dead.

Alex. J. Trainor has reopened the New York restaurant, Victoria.

W. J. Sardia has opened a Ceylon jewelry business at Vancouver.

H. M. Martin, Kaslo, has sold out his grocery business to J. B. Wilson.

Harry Sloan, formerly of Winnipeg, has opened a restaurant at Vancouver.

George Meldrum and James Wishart have opened the Clarence hotel, Victoria.

The estate of A. J. Smith, planing mill, Victoria, is to be sold at auction September 7.

W. J. Gallagher, contemplates starting the Nanaimo Daily Telegram in a few weeks.

Camplon & White have bought out Palmer Bros.' sand and lime business, Vancouver.

Thomas Blackwood, of Winnipeg, has bought the Murchison sodawater works at Vancouver.

Mrs. Alex. Thompson, fruits, Nanaimo, has left the city. Mrs. B. Aronson has bought the business.

The Commercial Printing Co. has been organized in New Westminster with a capital stock of \$20,000.

The J. C. Steen estate interest in the Revelstoke Lumber Co's. saw and planing mills will be sold to Frank Robinson.

The interest of Thomas Richards in the business of Matthews, Richards & Tye, hardware and metals, Victoria, is being disposed of by the sheriff to satisfy judgement held by Thos. Tye.

Burns, McInnes & Co. have opened a meat market at Nelson. Burns and McInnes reside at Calgary and are largely interested in stock raising. The Nelson members of the firm are J. J. Driscoll and Albert Barrett.

The stocks of goods taken over by J. A. Mara from Wood & Tustall, being the contents of stores both at Sicamous and Kamloops, have been purchased by F. W. Jordan & Co. and removed to Nakusp. This business, established by Mr. Mara during the survey and construction of the C.P.R., will now, in the hands of Mr. Jordan, follow the events of railway building in Southern Kootenay.

THE BRITISH COLUMBIA

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Alliance Assurance Company (Fire), England
The Albion Fire Insurance Association, Ltd., England.
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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Japan, Coach Varnishes,
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Ornamental Glass and
all kinds of Painters' and
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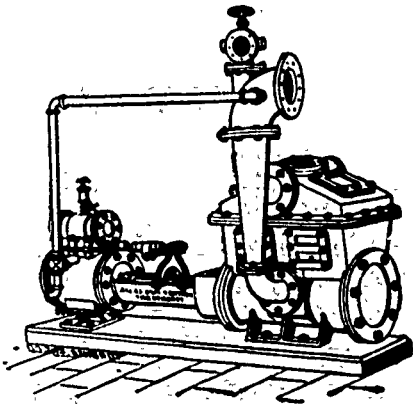
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TORONTO, ONT.,

FOR PARTICULARS.

COMMERCIAL SUMMARY.

It is said a plate glass trust has been formed in Canada, composed of three Toronto and two Montreal firms.

The Bank of Montreal has invited subscriptions in London for £140,000 sterling, at 4 per cent., debentures of the Montreal Street Railway at 98 1/4.

Mr. Carlin has bought the timber limits across the Columbia at Golden. The area is ten miles square and contains about 100,000,000 feet of lumber.

The *Columbian* naturally anticipates a very considerable early revival of good times for New Westminster, mainly as a result of this season's great salmon pack at the Fraser River.

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17, 19 & 21 ST. MARTIN ST., MONTREAL.

A. Dick, Government inspector of mines for British Columbia, has gone up to Lethbridge, Alberta, at the request of the Northwest Legislature, to inspect the coal mines of the Territories and assist in framing a mining regulation act.

The fish curing establishment of Messrs. Woods, Travis & Co., Mission City, in the erection of a home for which the people of the place helped actively, has financially collapsed. It is, however, stated that the business will be continued by other parties.

Marcus Wolf has completed the organization of a citizens' building society with a strong board of directors, including Mayor Haslam, Angus Johnston, Alderman Dobeson, J. D. Foreman, Alderman Quennell, J. W. Stirtan, W. Patterson and C. H. Stickles.

Capt. W. H. Smith, R. N. R., has delivered his decision at Halifax regarding the case of the *Donaldson* liber Alcides, which ran ashore on Anticosti some weeks ago. The captain is blamed for the accident and his certificate is withdrawn for two months.

Mr. J. B. McLean, who had charge of the commercial news for the *Toronto Empire*, has left that paper to devote his entire time to the *Canadian Grocer*, the *Hardware Merchant* and the *Dry Goods Review*. Mr. McLean is one of the best writers on financial and commercial matters on the Canadian press.

Iacoma has commenced putting down bituminous rock paving on its Pacific Avenue. The contract price for the whole work is \$60,500, and the approximate price per lot \$337.50. The contractor is bound to keep it in good repair for five years, and the property owners are to have at least two years to pay for the improvements.

Hardware, of Toronto, reports that whilst a big trade in harvest tools is being done with Manitoba and the Northwest, "business is very quiet with British Columbia." This is only what might be expected from the too stationary condition of our agriculture in general, as shown by the great increase of food imports capable of home production.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY - - - - EDITOR-IN-CHIEF.

L. G. HENDERSON - - BUSINESS MANAGER.

Office- No. 77 Johnson Street.

VICTORIA, TUESDAY, SEPT. 5, 1893.

HEALTH MATTERS.

It must be confessed that not a few of our best citizens are considerably concerned over the proposal to allow the city's surface system of drainage to be utilized for the purposes of ordinary sewerage. Of proposing this departure, Alderman MacKillean—who ought to know better—has assumed the responsibility. In the first place, it may be said that to make the change constitutes a gross breach of faith with those citizens who honestly voted in favor of the surface system and would serve to justify those who voted *contra* because they had no confidence in the breed of public watch dogs who had been chosen at the polls to safeguard the interests of the citizens. In addition, however, to the gross breach of confidence which the degradation of the surface drains would constitute, serious sanitary considerations are involved. Surface drains are not constructed with the object of carrying off the heavy matters which, if not held in solution, are precipitated to the bottom of the drain and require a considerable force of water to remove. These, during the long, dry seasons, would be constantly giving forth their exhalations and, besides the germs of disease contained in them, would have free course to work the worst results. It will never do for Victoria to have her surface drains made to do a duty for which they were not built and for which they have neither the required depth nor the necessary grading. It is, therefore, to be hoped that the common sense of the aldermen will see to it that Ald. MacKillean's project is killed. What is wanted is to complete our separate sewer system, have the necessary connections made and push on as rapidly as possible with the surface drains, whose function is second only in importance to the duties of the big sewers.

The Dominion Government has undertaken and almost carried to completion what is expected to be a most efficient quarantine station at Williams Head, where the present medical officer is to be stationed. We have already given our opinion as to the wisdom and the effectiveness of the course that was taken by him during the smallpox epidemic; but trust that, with the improved facilities, infected vessels will no longer be allowed to resume their voyages with such scant attention, and that it will never again be possible to say that any disease passed through the hands of those whose duty it was to prevent its spread, no matter the inconven-

ience and cost to vessel owners or, indeed of hardships to persons as to whom there are very reasonable suspicions. But, the Dominion having done so much to prevent disease coming in from abroad, it would be madness on the part of the city council to allow our sewers, drains or other appointments to become breeding places of disease and against the remotest possibility of this, it should be the first business of the authorities to provide.

As to the smallpox epidemic, the malady was brought in from abroad in the very teeth of the then supposed to be perfect arrangements at the quarantine station. Their uselessness has now been demonstrated by the extended works which are in process of completion. We, therefore, take occasion to protest against the insulting communication from Ottawa that the Government could not "aid" the city in meeting the expenses incurred by it during smallpox times. Indeed, we think that were a petition of right obtained and a suit instituted, the city could recover damages from the Dominion Government, whose responsibility was sufficiently demonstrated before the Royal Commission to have at least made out a strong *prima facie* case.

As to the duties devolving upon civic authorities, we note that our contemporary the *Canadian Trade Review* has some very pertinent observations. It says: "Absolute in munity from cholera cannot, however, be assured by detecting cases at the frontier. During the prevalence of cholera in England, in the thirties and forties, there were outbreaks in several towns which could not be traced to the direct contact of any one of the inhabitants with any person who was afflicted with the plague, or traced to any but local causes. In three places the verdict of a Government commission was that bad water, exposure of garbage and no drainage were the causes. Places where human food is on sale should be especially clean and tidy. In the hot season putrefaction sets in rapidly, hence accumulations of vegetable refuse frequently seen are a menace to public health, which demands the prompt attention of the authorities. Numbers of vegetable and fruit stores are connected with dwelling houses or tenanted rooms. Every night these stores are closed, the warm air in them is stagnant, so the foul air given off by putrefying vegetables, as well as garbage which some vendors allow to remain around, penetrates into bed rooms or parlors, to the imminent danger of their occupants. Being accustomed to these conditions their olfactory nerves do not detect anything offensive, but none the less are they breathing gases that are the harbingers of disease."

There will, no doubt, be some of the mossback class who will be disposed to say let matters alone, the hot and dangerous season is about over, then why incur the trouble and expense which would be entailed by closer attention to sanitary matters? We reply that all over the city and in some of what are considered to be the best parts of it there are germs enough of disease to poison the whole community the moment they are disturbed, and their existence needs no further demonstration than the cases of typhoid which have oc-

curred on the line of Cook street where sewer "improvements" are supposed to be going on.

"THEY ARE ALL RIGHT!"

The more one sees and hears of matters Australasian the more it would appear it is certain that, despite their recent troubles, the Antipodean colonies are all right. The Dominion Government very properly appreciated the situation, and, under that conviction, have extended the contract with the owners of the Miowera and Warrimoo, who, in their turn, have undertaken to put on a third vessel and at an early date to employ newer and faster steamships. It must be confessed that, in view of the prevailing financial depression in some parts of Australasia, the outlook was not the most promising; nevertheless, in the estimation of the parties immediately and financially concerned, the departure has been more than a success, and the dream of Canada the highway from Europe to the South Pacific has, to a large extent been realized.

It has been demonstrated that there can be an important interchange of products between the two countries, both by practical tests and the official returns of the exports and imports of Canada and the South Pacific colonies, while the way trade between the two termini and the Sandwich and other islands promises to be of no small importance. But to revert to the Canadian route as the highway for mails, passengers and fast freight, the record made upon the passages already made has manifested that time can be saved by coming this way, thus avoiding the miserable and discomforting conditions of the Suez Canal as far as passengers are concerned. This consideration will certainly bring the mails and certain classes of freight this way, their transhipment at Vancouver and on the Atlantic coast not involving any troublesome or inconvenient delay. What surprises us the most is, however, that, with their accustomed enterprise, the Canadian Pacific management should by their procrastination have allowed themselves to take second place in the matter. The country is in honor bound to support the present steamship line which met the requirements of the situation when no one else was ready, and it is to be hoped that as time goes on the business will be increased.

The *Monetary Times* says:—Before the amount of the damages which became payable under the decision of the Behring Sea arbitrators can be settled, some further negotiations will be necessary. Some American journals name \$1,500,000 as a probable amount, and others state that a claim of \$2,000,000 will be made by Canada. It is not probable that either amount can be regarded as other than proximate or conjectural. The claim is for improper capture of vessels, cargoes and apparatus, and imprisonment of the crews. The "Onward," the "Thornton" and the "Sayward" were all seized hundreds of miles from shore. There is of course no question of the liability for damages; all that has to be done is to ascertain the amount.

THOMPSON TALKS.

The Premier on his return from Paris has, not unnaturally, been the object of the attentions of the professional interviewer, who desired to know his opinions with respect to the results of the arbitration. The interviews, as published, are rather interesting reading, particularly in view of the slight partizan color that has been bestowed upon them by the respective papers. Sir John too had a reception which some have described as tame, and others have said to be enthusiastic. All of these reports have therefore to be accepted with some reserve. The whys and the wherefores of the conclusions of each arbitration will, to a certain extent, be set forth in protocols hereafter to be issued.

Sir John, however, distinctly declared that the award was final, and in brief the reason for his dissent from the regulations were because he considered them ill adapted to the preservation of seal and in some particulars unnecessarily severe against the industry of pelagic sealing as conducted by both United States and Canadian vessels. The sixty mile zone around the islands he regarded as too extensive and injurious to pelagic sealing on account of the difficulty of ascertaining the locality of the vessels, although as regards the catch of seals, if the great mass of evidence were to be relied upon, no great reduction of catch would be effected by it as the greater portion of sealing is done outside of that limit.

The close season, he said, left open to the pelagic sealer the months of January, February, March and April, and statistics showed that the catch during those months represents one-fourth of the entire catch of the Pacific Ocean outside of Behring Sea. During these months the seals, especially the females, are proceeding northwards towards Behring Sea along the coast from San Francisco towards and beyond Vancouver Island. These female seals were, almost without exception, in pup, and bound for the Pribilof Islands where they give birth to their young within the first fifteen days after arrival. The catch of these early months of the year is, therefore, the catch of gravid females. As regards Behring Sea, the seals enter that sea about July 1st, and sealing is prohibited during that month and allowed during August and September in the latter of which the catch is not relied on on account of the stormy weather.

This award, Sir John says, is final, yet simply provides for the slaughter of adult females on their way to the rookery at which when they arrive they, with their newly born pups, are protected from ordinary sealers but are left to the tender mercies of the Commercial Company which has been licensed by the American Government to kill and slay about let or hindrance until a certain number of skins have been secured, though there is no knowing how many of the poor creatures may have been made away with in their endeavor to take their tale of their class skins or such as are acceptable to the master butchers who have charge of the bloody proceedings.

And, as we have before said, the award is final, being like the law of the Medes

and Persians—unalterable. What next! The sooner those who thoroughly understand matters throw more light on the subject the better, for, to all appearances, the seals are no better off than they were before, while the Commercial Company and the U. S. Government are almost infinite gainers, for the next thing we may expect will be that the limit of seals to be taken will be enlarged with an increased return, as a matter of course, to the American Treasury.

POST OFFICE SAVINGS BANKS.

The annual report of the Post Office Savings Banks shows that they have entirely recovered from the effect of the reduction of the rate of interest from 4 per cent. to 3½ per cent. made in October, 1889, as the deposits are the highest since that year, and are larger than any year except 1886-87, 1887-88, and 1888-89. At the same time the contention that the people are not prosperous is contradicted by the statement, which shows that the amount of deposits withdrawn was the lowest of any year since 1887-88; while the balance at the credit of depositors had reached high-water mark, and now stands at the imposing sum of \$24,153,193, an increase of \$1,851,792, and being \$1,141,711.00 over 1888-89, when the highest previous mark was reached. On the 30th June 1879 the amount on deposit was only \$3,105,190. The average yearly increase since 1879 has been over one and a half millions, and of depositors about 6,000 persons.

MARINE AND FISHERIES.

British Columbians will not be sorry to learn that Mr. William Smith, Deputy Minister of Marine and Fisheries, is to be superannuated, his place being taken by Mr. McDougall, M. P. for Pictou. However that may be, since a Tupper is at the head of the Department, there may be just a little too much of Pictou in connection with Marine and Fisheries, both the Minister and the gentleman who is spoken of as his deputy representing that constituency in the House of Commons. Mr. Smith has been bad enough, but Mr. McDougall may be worse, and it does seem as if the appointment of the latter was Mr. Tupper's method of paying an old political debt.

It will be fresh in the public memory that Hon. John Costigan, who was Acting Minister of Marine during a portion of Mr. Tupper's stay in Paris, felt obliged to give up the position owing to interferences from the outside indirectly if not directly traceable to the Minister himself who, it may be, has been more of a fossil and dun-derhead than Mr. Smith was supposed to have been. British Columbia has had too much Tupper, too much Smith and too much Wilmot, and the fervent prayer of all its people is: "From all such, good Lord, deliver us!" It scarcely need be said that the Marine and Fisheries people must pay more attention to the requirements of this province than has been their custom.

EDITORIAL COMMENT.

UNCERTAINTY about prospective values

in manufactured articles is alleged to have done more to paralyze the industries of the United States than any uncertainty about silver legislation.

A FRUIT packing company at Selma, Cal., recently discharged about twenty white women and substituted Chinese. This so exasperated the citizens that a meeting was held and a committee appointed to wait upon the company to notify it to discharge the Chinese at once. This was done in short order.

WHEAT and wool are selling in the United States at the lowest price in the history of the trade. This is attributed to the expectations of a change in the tariff according to the declaration of the platform which elected a Democratic president and congressmen at the election in November last.

In England, the Chancellor of the Exchequer has given assurance to Parliament that the Government has found in the course of events in India nothing to induce it to interfere with the single monetary standard. After September 13th, Russia will prohibit the importation of foreign silver coins. One motive for the issue of the order was the fear that the repeal of the Sherman Act by the American Congress would turn the stream of silver coin to Russia, where already the silver rouble has fallen below its paper namesake.

To judge from an article in a recent number of the London *Statist*, the tide of trade contraction in the United Kingdom appears to have reached its limit. This is based in part on the fact that for three months past exports from the United Kingdom have shown a moderate expansion. In July British and Irish exports increased in value £188,000, or nearly 1 per cent., while the decline in value of imports was \$205,000, or about .6 of 1 per cent. The decline of reexports, amounting to £1,150,000, or nearly 20 per cent., is said to be due to exceptional causes.

TWO MEASURES of no small importance have within the last few days been passed by the lower houses of the Imperial Parliament and the United States Congress respectively. One of these is Gladstone's Home Rule Bill which, having gone through the Commons, has been passed to the House of Lords where the indications are that it is likely to stay. That is it may not receive from that branch of the legislature the sanction necessary to its obtaining the full force of law. What will be the outcome is already being variously discussed, a strong opinion prevailing that, inasmuch as it was not such a measure as the people of Great Britain and portions of the North of Ireland expected they will give it its quietus by defeating the present British government. As for the Bill to repeal the Sherman Act which was passed in the United States House of Representatives, it is now before the Senate with the expectation that in some shape or other it will be disposed of during the present week.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, Aug. 1, 1883, is expressly reported for THE COMMERCIAL JOURNAL by James Sangster, solicitor of patents, Buffalo, N. Y.:

Robert Abercrombie, Meaford, assignor of one-half to John A. Rose, Essex, sack scale.

Robert S. Anderson, Toronto, embossing machine.

Thomas Crompton, Midland, tea-blending machine.

Henry E. Moebus, Woodstock, vehicle hub.

George E. Norris, Berlin, assignor of one-half to Fred H. Norris, Troy, N. Y.

Percival W. St. George, Montreal, dirt or garbage receptacle.

Total issue, including patents, designs, trade-marks and reissues—480.

SAN FRANCISCO COAL TRADE.

J. W. Harrison reports Aug. 26 as follows: "During the week there have been the following arrivals: From the Coast collieries, 18,819 tons; from foreign sources, 4,931 tons. Trade generally in the fuel line is reported quiet, except for domestic purposes the demand for which remains very uniform, but the heavier consumers (factories, etc.) are cutting down their orders very materially. The recent advance in outward grain freights should naturally have caused free offerings of foreign grades, but such is not the case. Australian tonnage is scarce and labor troubles in England have proscribed offerings from these sources; still any marked advance will be checked locally by the British Columbia shipments, which can be readily called upon. There is enquiry for Australian to arrive within sixty days, at full figures. The quantity to arrive within that time is very limited and there is a very small quantity which has not already passed out of first hands. The prices of Cardiff and English steam coals have been marked up at ports of shipment and the advance will be sustained the balance of the year.

IS A EUROPEAN WAR IMMINENT?

With the better informed there is a growing belief that we are to witness a general European war, and that it is not in the dim future. It must be admitted by all who have given close study to the situation that the impression appears to be well grounded. This view is not based so much on surface information as on the quiet preparations which have been going on for some time to place the leading nations in an independent position, financially and commercially, to resist any unfavorable effect which would result from war without these preparations. The storing of gold was the first important move, for a nation without the metal could not enter the markets of the world as a purchaser for needed requirements. This has been followed by a quiet but secret move on the continent to increase the number of horses that could be made available in the event of war. There has been given more attention to

army drilling and maneuvering and also by nations having sea coasts, to the improvement of their navy. The forage question has also entered largely into consideration, and the anxiety exhibited by the continent to keep the supply large is accepted as evidence of the disquiet abroad. But probably the most important move was the persistency of the Emperor of Germany in forcing to favorable action the army bill. The passing of this bill places Germany on a war footing second to no European country. With this bill becoming law Russia placed a heavy import duty on Germany's leading products imported into that country. This was retaliated by Germany in a heavy duty on Russia's products imported into the former country. Taking these signs as a whole it looks very much as if a war in Europe is liable to be precipitated without a moment's warning. A war in Europe would be to America's advantage.—*Herald of Trade.*

BRITISH COLUMBIA'S FISHERIES.

A fisheries supplement just issued to the annual report of the Department of Marine gives details of the British Columbia fisheries for the year ending December 31st, 1892.

During 1892 the total value of the Canadian fish catch was \$18,911,171, exclusive of the catch of the Indians of British Columbia for food purposes, estimated at \$1,000,000 more. This is, with the exception of 1891, which was a few thousand dollars more, the most valuable record.

British Columbia ranks third of the provinces in the commercial value of the catch, and would rank only just below the highest if Indian fishing counted. The provinces figure commercially as follows:

Nova Scotia.....	\$6,310,721
New Brunswick.....	3,263,922
British Columbia.....	2,203,922
Quebec.....	2,236,732
Ontario.....	2,012,198
Prince Edward Island.....	1,179,836
Manitoba and N. W. Territories ..	1,688,254

Total.... \$18,911,171

Although Canada as a whole made almost the best showing last year on record, the Pacific Province fell off a little, being \$159,271 below 1891. The quantity of salmon disposed of in a fresh state exceeded that of 1891 by 800,000 lbs., but the pack of the canners fell short by over 3,600,000 cans. This limited output is said to have been due more to a desire to regulate the supply than on account of any scarcity of fish. The season of 1892 was considered satisfactory for what is termed an "off year" having turned out much better than the preceding periodical "off year" (1888.)

As was to be expected in view of the Behring Sea *modus vivendi*, a decline in the number of fur seals taken occurred, due apparently to the prohibition of sealing in Behring Sea, and not to any diminution in the number of those valuable animals.

The other fisheries of British Columbia yielded fairly well for the attention paid them. Halibut especially shows an increase of over 200,000 lbs.

An incident worthy of note was the

capture of several shad at River's Inlet, and on the North Arm of the Fraser. The inspector states that all the shad on the Pacific Coast originated from the fry planted in Sacramento River, and he alludes to the incident to show a northward migration by these fish of over 1,000 miles.

The following is a statement of 1892 of the Pacific Coast fisheries:

	1892.
Salmon	\$ 28,176
do fresh	293,533
do preserved, in cans	1,371,631
do smoked.....	27,000
Herring, fresh and salted.....	23,632
do smoked.....	2,520
Trout, fresh	6,303
Sturgeon	26,025
Halibut, fresh.....	67,875
Skill, salted.....	1,140
Clams.....	9,625
do canned.....	
Mussels.....	525
Oysters.....	4,000
Oolachon, pickled	7,001
do smoked.....	3,270
do fresh.....	8,779
Fur seal skins	602,706
Hair seal.....	6,700
Sea otter skins.....	2,100
Fish oils.....	129,016
Crabs.....	30,000
Smelts, fresh	7,830
Assorted or mixed fish.....	21,516
Rock Cod	8,675
Too-hqua, fresh	20,815
Fish products.....	6,425
Fish for home consumption, Chinese laborers, not included above.....	125,000

Total.....\$2,819,453

That there is destined to be a tremendous development in the fisheries of British Columbia is shown by the fact alone that the length of sea coast of British Columbia, 7,000 miles, is greater than the sea coast of all the other provinces put together.

At present capital invested in fisheries in British Columbia is put down at \$1,806,352, and the number of hands employed in fishing, sealing and canning at 8,170. The capital is figured as follows:

143 vessels, 5,231 tons.....	\$ 636,150
1766 boats.....	91,365
278,463 fathoms of gill nets.....	210,692
15,200 fathoms of seines.....	15,300
Trawl lines.....	13,875

Total

38 salmon canneries	\$ 760,000
12 oil factories.....	38,000
2 freezing establishments.....	18,000
6 salting stations.....	3,000

Total

Grand Total.....\$1,806,352
There are also 250 canoes employed by sealing vessels, valued at \$15,000.

The men employed are set down as white sailors and seal hunters, 861, Indians 511; fishermen and canners, 6,698.

The total loss by fire in Halifax the other day is \$150,000; insurance \$134,000.

Mr. Blount, who was sent to Honolulu as U. S. Commissioner, has returned to Washington.

Hon. Mr. Daly will return to Ottawa by way of Chicago, so as to enquire into what work the emigration agents have been doing there during the Fair. He will probably not reach Ottawa before the middle of September

COMMERCIAL SUMMARY.

The pulp industry is active in Nova Scotia.

Nanaimo now rejoices in the completion of its waterworks system.

Detroit is worked up over an anarchist plot to blow up the water works.

The Bank of England rate of discount has been raised from 4 to 5 per cent.

Provincial Government road making is in fair progress in the Lytton country.

Business is dull in the New Brunswick shingle market and many of the mills are idle.

The United States treasury officials regard the financial situation as permanently improved.

Lumbermen will be glad to learn that the South American lumber trade is experiencing a revival.

A good silver lead strike is stated to have been made in the Bush Creek district of East Kootenay.

The New England coast has been swept by a storm which destroyed shipping and did much damage on land.

There is great excitement in Nanaimo over recent discoveries of gold and silver bearing ore at Cameron Lake.

Dr. Albrecht Lentze, formerly vice-consul of Yokohama, has been appointed German consul-general for Canada.

Grapes, melons, onions and tomatoes in large quantities are going from Spain to the markets of Great Britain during this season.

The sardine fisheries at St. Andrews, N. B., are giving very good returns, and large shipments are being made to Eastport, Me.

The Canadian Pacific has announced a reduction of about 1½ cents a bushel in rates on grain this fall. The reduction is considered too small.

The State of New York leads every State save California in the production of grapes. About 40,000 acres in that State are planted in grapes.

There is no question that there is a more hopeful feeling in business circles—a confidence gaining slowly, but nevertheless steadily from day to day.

One thousand and fifty-six lives were saved by lifeboatmen on the coasts of Great Britain during last year and without the loss of one lifeboatman.

Members of the Northwest Assembly have been speaking strongly against the C. P. R. on the prairie fire question. They accuse the railway of causing such fires by carelessness.

William C. Stevens has been appointed receiver for the Windermere hotel, one of the most fashionable establishments in the World's Fair district. Assets, \$400,000; liabilities less.

A paper-making machine has arrived at Mill, P. Q., and will be placed in the E. B. Eddy Company's new mill. The duty on the machine, which came from New York State, was \$6,000.

The mica business is not so dull as represented. It is stated that six carloads of prepared mica were sent from Ottawa and vicinity recently, and the demand

now keeps the factories cutting night and day.

Work has been started in Winnipeg on the new \$12,000 warehouse for the Canadian Rubber Co., of Montreal. The structure will be four stories, including the basement, in height, and will be built of brick and Selkirk stone.

Late sales of Port wine in London include four pipes and two half pipes at 15½ to 16 pounds sterling per pipe of 115 gallons. Also two bordelases (96 gallons) California white wine at £2 each, or only about 10 cents per gallon.

Australia is coming prominently to the front as a competitor of the United States and Canada in the foreign cheese market. European countries require about 130,000,000 pounds of cheese annually from other countries, heretofore chiefly from Canada and the United States.

It is a popular notion that the Irish consume most potatoes. Germany is by far the largest consumer of potatoes of any country in the world. Nearly all of the 900,000,000 bushels of potatoes annually grown in Germany, are consumed at home yet it is difficult to see how a population of 46,000,000 can use so great an amount of potatoes.

The department of trade and commerce has issued a circular in regard to the hay trade in England. It shows that while the demand for hay has considerably abated and the price materially fallen, there is still a market for the Canadian article, provided it is of good quality. Information as to pressing and the condition in which Canadian hay can be disposed of in Britain is given in the circular.

Last year Kansas produced the largest wheat crop of any State, and probably larger than any other State ever produced—about 70,000,000 bushels. This year her wheat crop is estimated at only about 21,000,000 bushels; but the corn crop is said to promise a yield in excess of any former year except 1880 when the crop reached 273,000,000 bushels, from 6,820,003 acres. The area in corn this year is estimated at 6,296,018 acres.

From the *Adelaide Observer*, of Australia under date of June 17th last, we take the following: "A number of representative fruit growers have been meeting recently at the office of the Chamber of Manufacturers for the purpose of considering what steps should be taken to improve our fruit markets, and to make the industry of fruit growing more remunerative. The chamber had arranged for a lecture upon "Co-operation Applied to Production," which was delivered by Mr. H. D. Gell, on Friday evening.

THE MANUFACTURE OF DIAMONDS.

M. Moissan's discovery of a method of manufacturing diamonds has naturally attracted the attention of chemists, who are assiduously laboring to improve on the process; and though it is admitted that "much time and labor will have to be expended before marketable sized jewels will be produced," their production seems to be somewhat confidently anticipated.

If so, it will be unfortunate for the possessors of fortunes in these stones. But it has long been believed that in time the secret of nature—how to produce diamonds—would be solved. M. Moissan, it seems, hit on the idea that if the ordinary forms of carbon could be converted into a liquid or gas they might then be made to solidify as diamonds; but the point was how to convert the carbon. The inventor, it is explained, "took advantage of the property possessed by melted iron of absorbing and diffusing carbon throughout its mass. He saturated the highly heated iron with carbon by infusing into it a quantity of purified sugar. By suddenly cooling the melted metal he formed a solid crust over the still liquid interior. As the mass continued to cool the interior gradually solidified, but it was prevented from expanding by the rigid exterior. The interior was thus compelled to solidify under enormous pressure. During the process of hardening the carbon solidified, in part, as diamond." Usually graphite is formed by a cooling of melted iron, and it thus appears that the transformation of the graphite into diamond depends entirely upon the infusion of the purified sugar. Having got so far, it seems not unreasonable to believe that M. Moissan and his fellow-laborers in the field of science—one which alchemists have sought to explore for centuries past—will go still further.

HOME LABOR.

Commenting on an article which recently appeared in THE COMMERCIAL JOURNAL on the advisability of employing home labor on municipal contracts, the *Retail Grocers' Journal*, of San Francisco, says: "To have work done or goods furnished for the least cost is a commercial privilege and forms the basis of competition, but still there ought to be some protective feature whereby those upon whom tradesmen depend for patronage ought to be given the preference. Cigars made by Chinese labor can certainly be produced and sold cheaper than can the product of white labor, but where is the dealer in Chinese cigars who makes his living from the patronage he receives from the source of cheap mongolian labor? Some dealers buy their goods from a cheap labor source, but expect to effect their sales among a class of people whose product they will not encourage, and for whose personal welfare they show not the least interest. Cigar making could be made a profitable field for many young men who are now forced to remain in idleness if the question of encouraging home labor was given a little more practical attention. Nor is cigar making the only field in which cheap mongolian labor is taken in preference to white labor. There are many industries where white labor could be employed, which are now entirely conducted by cheap Chinese labor. If people elsewhere advocate the home labor issue, why should it not be done here? And don't let it end by merely advocating the same, but put it into practice."

The above applies with equal force to Victoria.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck...	430	Russell...		Victoria.....	Liverpool.....			
Ger ship...	Sirene.....	1137	Sauermilch...		Victoria.....	London.....			

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	1236	Liswell.	Jan. 1	Vancouver	Plymouth.	925,058	9,882	M. y 20	52s 6d
Nor. bark.	Fritzoë	1078	Rolfson..	Jan. 10.	Vancouver	Callao.....	874,250	8,031	March 3.	36s 3d
Am. bark.	Colorado	1036	Gibson	Jan. 19.	Cowichan	Valparaiso f.o.	832,637	7,077	April 27.	37s 6d
Br bark.	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	894,633	15,537	June 23	Private....
Chil. bark.	India	933	Funke	Jan. 11.	Moodyville..	Valparaiso	738,782	7,169	March 30.	owners ac
Br bktn.	Bittern	339	Stronach	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	14,058	May 6.	35s
Br. ship.	County of Yarmouth.	2151	Swanson.	March 23	Vancouver..	Cork	1,628,530	17,500	July 27	50s
Chil. ship.	Hindustan	1342	Welsh	March 6	Moodyville..	Valparaiso	1,196,836	10,242	July 14	owners ac
Am. bark.	Seminole	1439	Weeden.	March 19.	Moodyville..	Santa Rosalia.	1,040,913	7,966	April	Private....
Am. ship.	Ivy	1151	Lovell..	April 22.	Vancouver..	Wilmington	791,911	10,497		Private....
Br bark.	Assel	745	Gilmour..	March 6.	Moodyville..	Antofagasta	631,163	6,577	June 23	35s
Br ship.	Natuna	1166	Grain	April 20.	Vancouver..	Port Pirie	924,863	7,718		42s 6d
Am. bark.	Harry Morse	1313	Hughes..	April 19	Moodyville..	Shanghai	928,219	8,900	July 18	45s
Haw. bark.	John Eric	2300	Schmauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7.	40s
Br bark.	Hairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,635	7,804	Aug. 16.	31s 3d
Br bark.	Mary Low	813	Robertson.	May 24.	Vancouver	Pisagua	683,000	5,296		35s
Nor. bark.	Sigurd	1530	Ause	May 21	Vancouver	Port Pirie	1,426,000	10,638		40s
Chil. ship.	Atacama	1235	Caballero.	May 13	Moodyville..	Valparaiso	967,361	7,762		owners ac
Br bark.	Wythop	1218	Edwards.	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15.	31s 3d
Br ship.	Gryfe	1023	Roberts..	June 25	Vancouver..	Antwerp	576,228	11,700		50s
Ger bark.	Heinrich	923	Henne	June 7	Vancouver..	Holland	577,337	4,968		55s
Br bark.	Doelra	965	McJerrrow	June 26	Vancouver..	Adelaide	740,234	5,920		38s 9d
Br ship.	Kinkora	1739	Lawton	July 29	Vancouver..	Callao	1,436,123	12,405		30s
Am schr.	Carrier Dove	622	Brundt.	Aug. 7	Cowichan	Adelaide	886,389	7,982		39s
Am bark.	Seminole	1439	Weeden	Aug. 1	Moodyville..	Santa Rosalia.	1,015,003	7,897		Private....
Am schr.	Puritan	584	Warner	Aug. 4	Moodyville..	Tientsin	725,954	8,625		55s
Am bark.	Sonoma	338	Anderson	Aug. 16	Vancouver..	Iquiqui	811,183	9,289		30s
Br ship.	Gunford	2108	Wier		Vancouver	Port Pirie				37s 6d
Am ship.	Wm. H. Starbuck	1272	Reynolds.	Sept. 1.	Vancouver	London.	924,551	10,300		52s 6d
Nor bark.	Fortuna	1332	Milkeisen	Aug. 23.	Vancouver	Port Pirie	1,286,192	10,288		36s 3d
Br bark.	Gainsborough.	985	McNeil		Moodyville..	Valparaiso f.o.				33s 9d
Chil. bark.	India	933	Funke		Moodyville..	Valparaiso				owners ac
Chil. bark.	Ellsa	915	Harken	Sept. 2	Moodyville..	Antofagasta	577,204	6,000		owners ac
Am schr.	King Cyrus	607	Christiansen.		Cowichan	Port Pirie				owners ac
Am bktn.	Chas. F. Crocker.	813	Lund		Vancouver..	Santa Rosalia.				37s 6d
Am bktn.	Hilo	612	Lelballister.		Westminster.	Sydney				28s
Am ship.	Benjamin Sewell	1361	Sewell		Vancouver					

FREIGHTS.

The market is very firm with an upward tendency and grain charters are made at constantly advancing rates.

Freights from British Columbia or Puget Sound are quoted as follows:— Valparaiso or orders, 2s 6d; to 3s 6d; Sydney 30s; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 45s; Tientsin 55s.

Grain freights from San Francisco to

U. K., Cork for orders, 28s 9d; to 30s.

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.

H. Pim, of Toronto, has taken the management of the Edison General Electric Co. at Vancouver.

H. V. Burner, has been appointed general agent for the great Northern Railway for the Province, with headquarters at

Vancouver. A local agent will also be appointed. The Northern Pacific intend pushing their business in British Columbia, both for freight and passengers.

Quite a number of business changes have occurred during the past week at Kaslo, many having moved out while others have gone into cheaper quarters. Notwithstanding that rents have been reduced to a great extent, they are still too high, and the result must be that empty stores and saloons will continue to multiply.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNERS OR AGENTS.	DAY'S OUT.
Br bark	Formosa	915	Kain	March 18	H Liverpool	Victoria	R. P. Rithet & Co., Ltd	171
Br bark	City of Carlisle	823	Hughes		K Santa Barbara	Victoria	Turner, Becton & Co.	
Br ship	British General	1751	Tulloch			Vancouver	B. C. Sugar Refinery Co.	
Br ship	Candida	1222	Whettem	May 31	I London	Victoria	Turner, Becton & Co.	97
Br ship	Drumraig	1919	Sparring	June 8	F Liverpool	Vancouver	Evans, Coleman & Evans	89
Am ship	A. J. Fuller	1782	DeWinter	Aug. 27	S Silligo	Vancouver	C. P. R. Co.	9
Br bark	Ladstock	816	Williams		J Honolulu	Westminster	Bell-Irving & Paterson	
Br bark	Archer	789	Dawson	Aug. 4	Liverpool	Victoria	R. P. Rithet & Co., Ltd	32
Br ship	Dunboyne	1380	Neill	Aug. 4	London	Vancouver	Evans, Coleman & Evans	32
Br bark	Jessie Stowe	645	Blanche	June 18	X Townesville	Vancouver	C. P. S. S. Co.	79
Am schr	Golden Shore	644			G San Francisco		Robert Ward & Co., Ltd	
Br ss	Grandholm	871	Masson	Aug. 10	B	Victoria	Robert Ward & Co., Ltd	25
Ger bark	Gutenberg	627	Zeplein	Aug. 10	L Glasgow	Cowichan	Robert Ward & Co., Ltd	21
Am schr	Lyman D. Foster	725	Dreyer	Aug. 15	L San Francisco	Cowichan	Robert Ward & Co., Ltd	
Am schr	Wm. Bowden	728	Fjerem		Q San Francisco	Cowichan	Robert Ward & Co., Ltd	
Br ss	Empress of China	3003	Archibald	Aug. 16	D Hong Kong	Vancouver	C. P. S. S. Co	20
Br ss	Crown of England	1638	Hollywood		D Hong Kong	Victoria	F. C. Davidge & Co.	
Br ss	Warrimoo	1897	Arthur	Aug. 17	M Sydney	Vancouver	C. P. S. S. Co.	19
Br ship	Brodick Castle	1745	Ferguson		O Yokohama	Vancouver	C. P. R. Co.	
Br bark	Martha Fisher	811	Meadowcraft	Aug. 4	E Liverpool	Vancouver		32
Br ship	Ainsdale	1725	Owens		N Liverpool	Vancouver		
Br ss	Victoria	1922	Paton	Aug. 29	P Hong Kong	Victoria	Dodwell, Carlill & Co.	7
Br ss	Empress of India	3007	Marshall		R Hong Kong	Vancouver	C. P. S. S. Co.	
Br bark	Primera	557	Gardner		A Acapulco	Victoria	Turner, Becton & Co.	

H—March 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F—June 12 passed Tuscar. K—Chartered for salmon to Liverpool or London at 33s 9d. I—June 2 passed Dover. Spoken June 11 lat. 35° N., long. 12° W. June 24 lat. 23° N., long. 22° W. June 28 lat. 12° N., long. 26° W. Chartered for salmon from Victoria to London or Liverpool by R. P. Rithet & Co., Ltd. J—Chartered to load salmon for U. K. at 33s. N—Chartered for salmon by A. B. C. P. Co. G—Lumber to Port Pirie at 37s 6d. B—Chartered for salmon to U. K. at 42s 6d. September 15 loading on Fraser River. L—Lumber to Sydney at 27s 6d. Q—Lumber to Sydney at 27s 6d.; option Adelaide at 37s 6d.; Sept.-Oct. loading. D—Via Yokohama Aug. 25. M—Via Brisbane Aug. 19. and Honolulu. S—Chartered to load grain at Tacoma. E—Aug. 6 went ashore on Kish bank, afterwards put into Kingston. Aug. 18 sailed again. O—To load grain at Tacoma. P—Via Yokohama Sept. 9. R—To sail Sept. 6. Via Yokohama Sept. 15. A—Chartered to load salmon for U. K.; November loading. N—To sail Sept. 30.

VESSELS IN PORT.

VICTORIA.

(September 4, 1881.)

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

Br. ship Rathdown, 2,058 tons, Capt. Morrissey, arrived Aug. 22, with steel rails for Sidney and Vancouver, Turner, Becton & Co., consignees.

Ger. ship Sirene, 1,437 tons, Capt. Saucrmelch, loadingsalmon for U. K. on account of Robert Ward & Co.

VANCOUVER.

Br. ship Gunford, 2103 tons, Capt. Weir, loading lumber for Port Pirie.

Br. bark Gainsborough, 935 tons, Capt. McPhail, arrived Aug. 2, loading lumber at Moodyville for Valparaiso f. o.

Br. bark India, 933 tons, Capt. Funke, arrived Aug. 5, loading lumber at Moodyville for Valparaiso.

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

Am. ship Benjamin Sewell, 1,361 tons, Capt. Sewell, loading lumber.

NEW WESTMINSTER.

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

COWICHAN.

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

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
Am. bktn Sea King, 1,436 tons, Capt. Pierce.

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

WELLINGTON SHIPPING.

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

Am. ship Yosemite, 1,104 tons, Capt. Fullerton.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	3	4,424
Vancouver	5	6,220
Nanaimo	4	5,882
Cowichan	1	667
New Westminster	1	612
Total	14	17,835
Previous week	16	20,522
Correspond'g week last year	18	23,038



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Eng.; Whight & Co.,—The "Prima Donna"
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Piano Mfg. Co.,—Pianos—New York; Brinsmead
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