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Cornwall, O ster, B.C. Vancouver, BC
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Ports, Sherries, Burgundies, Clarets,
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TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, May 31.
VICTORIA.

As is usual, a lull followed the celebration, but business will pick up again at the first of the month. It is said that the dry goods trade has been quiet with the wholesaler, for May. April was a good month, and with fair weather June should bring up the average for the spring trade. There is an advance of 10 per cent advised on shirtings, gingham and other colored cotton goods caused by the combination of the cotton mills of Eastern Canada. Collections are reported fair and some houses believe that money is circulating more freely. Dealers are buying light, and the wholesale trade are not disposed to push goods on their customers. Travellers returning from the interior report business very fair there and orders quite satisfactory. The establishment of a new steamship line from the Orient to Tacoma in connection with the Northern Pacific Railway, is an important event for Victoria as this city is made the first and last port of call for their steamers which will dock at the outer wharf.

FRUITS AND VEGETABLES.

The following are the receipts of fruit and vegetables from San Francisco by ss. Umatilla, May 26. For Victoria—236 cs oranges, 22 cts bananas, 4 bx lemons, 17 cs strawberries containing 34 drawers, 140 pkgs cherries, containing 134 boxes, 15 bx apricots, 53 sacks onions, 26 cts cabbage, 1 bx artichokes, 108 sks potatoes, 2 cts cauliflower, 1 cs asparagus, 13 cs tomatoes, 4 bx cucumbers, 19 bx peas, 1 bx beans, 1 cs squash, 4 cs vegetables—total 607 pkgs. For Vancouver—29cs oranges, 16 bx apricots, 60 pkgs cherries, containing 219 bxs, 56 cts cabbages, 49 sks onions, 64 sks potatoes, 7 bxs tomatoes, 2 crates cauliflower, 4 bxs peas, 6 bxs beans, 5 bxs asparagus—total, 298 pkgs; grand total—965 packages.

The first apricots for the season arrived by last steamer, and are quoted at \$2.25@ \$2.50 per box. Oranges are higher in price. The demand in San Francisco is good for choice fruit, and the market is firm. Riverside seedlings are quoted at \$3 by some dealers, and by others at \$1 to \$1.25. Navels have gone up about 50c. Mediterranean sweets and Californian Highland oranges \$1 to \$1.25. A carload of Messina lemons, 300 boxes, was received from Montreal last week, and are offered at \$5 a box. The cherries received by last steamer arrived in very good condition. The white sold at \$1.25 and black at \$1.75 per box, although some slightly damaged were offered at \$1.25. The price of cherries will probably be lower when the next steamer arrives. The cherries that were received on the 22nd were badly damaged, and sales at 10c to 40c per box were made freely. What good fruit arrived sold at \$2. It is estimated that the wholesale fruit dealers lost \$600 on cherries received by the Walla Walla on 22nd inst. A few native strawberries were on the market last week, and were quickly picked up at high figures. Supplies will soon come in freely. Nectarines and peaches will probably be on the market in a couple of

weeks, but the lateness of the season may delay them for a month. Fruit generally is in good demand. Quotations are: Oranges—Riverside seedlings, \$3 to \$1.25; navels, \$5.50 to \$6; Mediterranean sweets, \$1.00; California Highland oranges, \$1; California lemons, \$3.50 to \$1.75; Sicily lemons, \$5.00; bananas, \$3.50 to \$3.75; cabbage, 2c per lb.; potatoes, \$17 to \$18 per ton; cranberries, \$3.75@4 per box; new potatoes, 1½c per lb; strawberries, \$1.00 a drawer; cherries—white \$1.25 per box, black \$1.75 per box; red California onions, 1½c per lb.; pineapples, \$6 a doz.; coconuts, 90c. a doz.; peas, 5c per lb; beans, 20c; apricots, \$2.25.

FLOUR AND FEED.

There has been a drop in quotations of Oregon flour since last week. The H. B. Co. have reduced Benton County Oregon 25c per bbl. Portland Roller has also dropped 25c and Royal 10c. There is a steady consumptive demand and no special features in the trade. The *Portland Commercial Review* says: On the 20th inst., there was another reduction of 20c per bbl. on standard brands of flour. Since that date, no further decline is noted, although there is no firmness to the market, the demand being entirely for local and San Francisco trade. Local quotations are, standard brands \$4.10 per bbl.; lower qualities, \$3@3.75 per bbl.

The Columbia Flouring Mills quote: For Enderby flour in carload lots, Premier, \$5.40; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations to the trade are:

Delta, Victoria mills.....	\$ 5 25	@ 0 00
Lion, " ".....	5 25	@ 0 00
Premier, Enderby mills.....	5 50	@ 0 00
XXX., " ".....	5 50	@ 0 00
XX., " ".....	5 25	@ 5 50
Superfine, " ".....	4 25	@ 4 50
Ogilvie's Hungarian.....	5 85	@ 0 00
" " Strong Bakers.....	5 50	@ 0 00
H. B. C. Fort Garry Hungarian ..	5 85	@ 0 00
Benton County, Oregon.....	5 50	@ 0 00
Snowflake.....	5 75	@ 0 00
Portland Roller.....	5 50	@ 0 00
Royal.....	5 35	@ 0 00
Wheat, per ton.....	35 00	@ 40 00
Oats.....	30 00	@ 32 50
Oil cake meal.....	35 00	@ 00 00
Chop feed.....	30 00	@ 00 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.....	30 0	@ 0 00
California oatmeal.....	4 35	@ 0 00
California rolled oats.....	3 85	@ 4 00
Corameal.....	2 75	@ 3 00
Cracked corn.....	45 00	@ 50 00
Hay, per ton.....	18 00	@ 20 00
Straw, per balc.....	1 25	@ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$77 50
China rice ".....	70 00
Rice flour ".....	70 00
Chit rice ".....	25 00
Rice Meal ".....	17 50

GROCERIES AND PROVISIONS.

The following are the receipts of California butter by the SS. Umatilla from San Francisco May 26. For Victoria: 15 cs, 1,720 lbs; 90 kits, 2,800 lbs—total, 4,520 lbs. For Vancouver: 4 cs, 455 lbs; 50 tubs, 2,570 lbs—total, 3,025 lbs; grand total, 7,545 lbs.

The SS. Empire from San Francisco May

10, brought up 2,251 lbs butter for Nanaimo merchants. California fancy roll is quoted at 20c per lb and tubs 27c. A small quantity of Manitoba dairy has been received. It was of poor quality, and, being early make, off color. It was sold for 23c. The arrivals of butter from Manitoba will be fairly heavy in June. A consignment of Joly's Manitoba creamery is on the way to a local house. It will be the first eastern creamery to arrive this season. The market in San Francisco, on account of liberal receipts, is weak and a little lower. Canadian cheese is quoted at 14c, and new California cheese at 16c. Eggs are quoted from 18 to 20c.

Meats are unchanged in price by the wholesale trade, but the market is reported firmer than last month. A packing house agent quotes hams ½c and breakfast bacon ¾c per lb. higher, while backs and dry salt long clear side have declined ½c per lb.; lard unchanged. The first quality of hams sell at 15c and breakfast bacon 15½c per lb. by local jobbers.

Quotations are: Hams, 14c per lb.; breakfast bacon, 14c; backs, 13c; short roll, 11½c; long clear, 11c; pure kettle lard, 50 lbs, 13c; pure steam do., 12c; lard compound, 10½@11½c; lard tins, 12½@13½c.

Sugar quotations by jobbers are as follows: Granulated, 5½c; extra C, 5½c; yellow, 4½c; golden C, 4½c.

Falconer's Victoria Vinegar Works' goods are now carried by the leading wholesale grocers, comprising pure malt vinegar, tomato catsup, Worcestershire sauce, mushroom catsup, apple and quince cider, lemon and vanilla extracts and fruit syrups—of home manufacture.

SALMON.

Mail advices from London report an improvement in the market. Three weeks ago, there was a large clearance of the 1891 pack of British Columbia salmon which sold at from 20s 6d to 21s per case. This was quite a rise as the market had previously been at 18s. Since then, cable advices advise no further operations, the market being again depressed by the arrivals of large quantities of Alaska fish which is being offered at 17s. Preparations for this season's pack are progressing favorably, and everything will be in readiness at the canneries when the sockeye run commences. On account of the agreement among the canners limiting them to a half pack on the Fraser river, the preparations there are of necessity lighter than for the previous year.

Two charters have already been made for this season's pack. The Chili now on the way from London by Turner, Beeton & Co., and the River Ganges, from Rio Janeiro, by Findlay, Durham & Brodie. It is said that there will only be three charters for salmon this year.

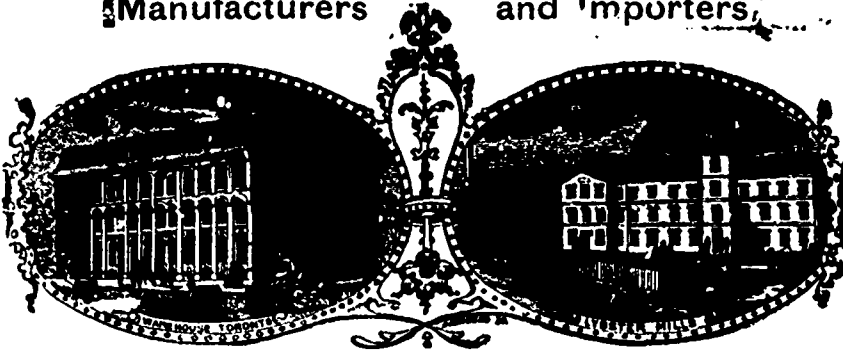
LUMBER.

The Fritzoë has finished loading at Chemainus and cleared for Melbourne. There have been no arrivals during the week, but the Palawan from San Francisco, May 21, is about due at Vancouver, to load for Iquique. The Chilian ship Atacama, 1,235 tons, Capt. Cabbalero, sailed from Valparaiso, May 13, for Moodyville; and the Chilian bark Leonor, 801 tons, Capt. Hanken, sailed from Antofagasta about May 9, also for Moodyville,

GORDON, MACKAY & CO. C. F. WALLIS,

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

which makes six vessels on the way to British Columbia ports to load lumber. There are six vessels loading lumber for foreign at British Columbia ports. It is reported that lumber mills in Vancouver are holding firm to the schedule established a couple of weeks ago. The Victoria dealers have also formed an association, and have raised the price to \$12 per thousand for rough mercantile lumber, with other qualities in proportion. The local dealers and mills in the different cities of the province having established regular schedules for their respective cities should now find the way paved to forming a provincial association, which would, among other things, prevent dealers from cutting the price in cities, where their local association would not be affected, while it would break up the schedule prices in the outside city. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

VANCOUVER.

The volume of trade during the past week has been slightly less than during the previous week, owing largely to the occurrence of the holidays. Still the amount of business done was large and satisfactory. Prices are good, yet not too high, considering the time of year. The *Telegram* says collections are easy and all classes are satisfied with the state of trade. During the week the last consignment of Alberta dressed beef was received for this season. It consisted of 27 carcasses of beef and 60 of mutton. After this date the meat supply will be obtained from the interior. The fruit market is well supplied with oranges, apples, cherries and other fruits. The vegetable market is also well supplied, the home vegetables taking precedence to the California article.

Alexander D. Campbell and Edith F. Campbell, general dealers, Sardis, have assigned to Stanley H. Riggs, Westminister, for the benefit of their creditors.

BUSINESS CHANGES.

J. K. Campbell, tailor, Vancouver, is adding men's furnishings.

T. L. Browne & Co., gent's furnishings, Nanaimo, has assigned to D. G. Marshall.

Lequime Bros., general store, Okanagan Mission, are offering their business for sale.

W. F. Cameron, builder, Vernon, has entered into partnership with T. Milne as builders and contractors.

The hardware stock of the estate of H. T. Read & Co., New Westminster, amounting to about \$14,000 as per inventory at Eastern invoice prices, was purchased en bloc at auction on May 28th for 75c on the dollar by Thomas Dunn & Co., of Vancouver.

PROVINCIAL TRADE NOTES.

Mr. R. P. Rithet, of Victoria, has been appointed Lloyd's agent for the province, to succeed the late Mr. R. Finlayson.

Advices have reached Victoria that about three weeks ago Duncan's new and well-equipped saw mill at New Methlakatla, together with cut and prepared material for 20,000 salmon cases, and lumber for the new church, was totally consumed by fire, the loss aggregating upwards of \$30,000.

News has been received that the Hudson's Bay Company's steamer Caledonian has succeeded in ascending the Skeena River to Hazelton, where she discharged a portion of the freight that had accumulated in the Canyon, returning for another cargo. This will effect a great saving over the old method by canoes and portages.

The secretary-treasurer of the Vancouver Board of Trade, made his report for the quarter ending May 22, 1892, last Thursday. Receipts and disbursements for the quarter as follows: Receipts—Balance from last quarter, \$33.71; City Council, one half reception expenses, \$25; entrance fees, \$100; half year's interest on mortgage, \$35; dues, \$196; total, \$390.71. Disbursements—Salaries, \$45.82; new seal and stamp, \$12.25; purchase Tree Island, \$23; printing, stationery and telegraph, \$805; subsidiary to Fairy Queen, \$5; balance on hand, \$296.59; total, \$390.71.

C. F. WALLIS,

MANTELS,

TILE FLOORING,

TILES,

GRATES,

Low Prices!

Prompt Work!

Latest Designs!

18 BROAD STREET

FOREIGN COAL SHIPMENTS.

The following are the shipments for the two weeks ending May 28:—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
18.	Mogul, str., Port Townsend.	39
20.	City of Puebla, ss, San Francisco	1,011
21.	Romulus, ss, San Francisco	4,048
22.	Wachusett, ship, San Pedro	2,600
27.	Wilna, bark, San Francisco	2,481
27.	Vanderer, str. Port Townsend	45
21.	Tacoma, str, Port Townsend	35
Total.....		12,924

FREIGHTS.

Lumber freights from British Columbia or Puget Sound are steady at previous rates. Quotations are:—Sydney, 30s; Melbourne, Adelaide or Port Pirie, 40s; West Coast South America, 32s 6d to Valparaiso for orders; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 47s 6d; and Yokohama, 42s 6d, both nominal.

Grain freights from San Francisco to the U. K. are somewhat firmer; 23s 9d to Cork for orders, with usual options, has been bid and refused. Rates may be quoted nominally at 25s for immediate loading and 30s for September loading. Other rates are unchanged. From Portland, 30s, nominal; Tacoma, 25s immediate loading and 32s 6d September loading.

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

At the meeting of the Vancouver Board of Trade, last Thursday night, Mr. G. E. Corbould, M. P., informing the Board that the matter of having the North Arm of the Fraser River spar-buoyed at the mouth had already received the attention of the Department of Marine, which had given instructions to have the channel properly marked with piles. Such work will be carried out during the summer months, during low water. This appeared very absurd, as during the summer months the water in the Fraser is at the highest, and the secretary was, therefore, asked to inform the Department that it would be necessary to do the work at once.

OUR CANADIAN MINERALS.

Canada is beginning to be known to the world as having almost illimitable resources in many lines of valuable minerals, and slowly but surely the appreciation of that fact is tending to the development of our mines and the increased investment of capital in Canadian interests. The production in 1891 was \$20,000,000, and in 1890 \$19,000,000, as compared with \$15,000,000 in 1889, and it is steadily growing. In the annual report of the Mineral Statistics Division of the Geological Survey Department, just published under the direction of Mr. Elfric Drew Ingall, may be found an immense amount of useful information, which shows that, out of our chief mineral products, embracing gold, copper, nickel, silver, asbestos, coal and glass, there is abundant room for an increase in nearly all those mentioned, and an unlimited capacity of production in iron, mica, petroleum, phosphates, bricks and other articles.

The Asbestos mines near Thedford, Danville and Coleraine, in the Quebec district, now employ over 1,000 men, while the export has grown from \$158,829 in 1887 to \$528,590 in 1890, and the production from \$24,700 in 1890 to \$1,260,240 ten years later. The annual amount of coal brought from the earth has risen from \$4,017,225 in 1886 to \$6,496,110 in 1890, whilst the possibilities of production are almost unlimited. When the St. Lawrence canals are deepened to equal the Welland, and that seems to be a not very distant possibility, coal may be brought from the maritime provinces at a paying rate, not only to Montreal, as at present, but through to Toronto, enabling Nova Scotia to supply Ontario with this great staple. Similarly, it will not be long before the Northwest will be the customer for a very large amount of coal drawn from its own soil and from British Columbia.

In gold we are not doing as well as formerly. Nova Scotia, which has since 1862 produced about \$10,000,000 worth, in 1890 only showed a product of \$474,000. British Columbia, which has, altogether, given the world \$55,000,000, produced in the same year only \$491,000, as compared with \$4,000,000 in 1883. However, it is claimed by Californian and Australian miners of experience that in the Cariboo district there once existed, and ultimately will be found, immense obliterated river channels traversing the country upon a higher level than the present streams, which must have received at some time a large supply of the precious metal. The first of these, it is claimed, has been discovered on the South Fork of the Quesnelle River. It is to be hoped that the "find" will prove a lucrative one.

Iron ore we have in immense quantities, but its recent production has proved somewhat of a disappointment. In 1890 it only amounted in value to \$40,000, while we imported manufactured iron and steel goods to the extent of \$7,200,000. This has been largely due to the fact that, while the Government has taken every possible step to promote the industry, which requires a great deal of capital, the Opposition has devoted every effort to convince outside capitalists that the National Policy was a wasting one, that it would be a waste

of time and money to invest in iron enterprises in Canada—and that the country was no good anyway. Eventually this difficulty will be overcome, but it will take time. In this connection, the discoveries recently made of magnificent deposits of high grade iron ore in the regions west and north-west of Port Arthur are most gratifying. Those in the neighborhood of the Aukokan River embrace many square miles of rich iron lands, and it is understood that arrangements are being made to develop them. It is estimated that the total charges for delivering the ore at a Lake Erie port, including freight, insurance and duty, is \$4.30 per ton. The present value of high grade Bessemer ore such as ours and delivered at Cleveland or Ashtabula is \$6 per ton, which would leave a profit of \$1.70. Then then the Government admits anthracite coal and coke for smelting purposes free, and gives a bonus of \$2 per ton upon home manufactured pig iron, so that every fair inducement is now afforded to capitalists to come in and develop these rich resources.

The nickel mining is growing in volume, and three great companies, with headquarters respectively at Montreal, Swansea, England, and Cleveland, U.S., with a host of minor ones, are now actively engaged in production and smelting at Sudbury and the surrounding district. Other important discoveries of nickel are reported from near Port Arthur and close to St. Stephen in New Brunswick, and a strong company has just been started in Toronto with a view to establishing smelting works here. Reference might also be made to the twelve oil refineries now in operation at Petrolia, and the large production of Canadian petroleum, and its vast possibilities in the great Mackenzie basin; to the steady growth in the export of silver, and many other minerals, but enough has been said to reveal the upward and onward tendency which is visible in the development of the mineral wealth of Canada.—*Toronto Empire*.

PUBLISHING WHOLESALE PRICES.

An interior merchant makes complaint against the practice of the daily newspapers to publish wholesale prices for merchandise. He instances, as a case in point, the publication of refinery prices for sugar, and says: "The price of sugar (dry granulated) from the refinery to jobbers is 5½c per pound. The jobbers all agree to sell it at 5½c. The published price is no advantage to any consumer, as he cannot get sugar at the refinery price unless he takes a lot of twenty-five barrels or more. Now what good purpose is subserved in the publication of manufacturers' and wholesalers' prices to consumers?" We confess that the question of our interior merchant friend is a hard one for us to answer. We cannot see that anybody is benefited by such publication. On behalf of the daily newspapers it might be said that it is a paper of general circulation. It reaches the wholesaler and the manufacturer, the jobber and the retail dealer. All of these great classes are interested in prices from first sources of supply, and by force of custom they have come to look to the daily newspapers for prices.

But we are gradually getting away from

that custom. It is found in actual experience that the number of commercial papers is increasing every year, and the number of subscribers of each in its own particular field shows a relatively larger increase. It is not so much the custom to consult the daily as the class paper for wholesale prices in any particular line of merchandise or manufactured goods. It has been found that prices for general merchandise and produce as reported by the daily newspapers are seldom anywhere near actual market values. Their prices always are "largely nominal." If any of our interior merchant friends think the dailies publish correct prices let them look at staple grocery quotations. Take coffee, for instance, and if the daily papers, all of them, are not from twenty to twenty-five per cent. above the market they are nearer to correct quotations in this line than they have been for the last month. In rice the same wild figures are to be found. Quotations are way wide of the market.

Of what use then are the first hands quotations of the daily newspapers? The trade should intimate to the dailies that their interference with the course of business is annoying to them and doing no good for consumers, and the practice will soon be dropped. Point out the fact that quotations are not correctly given once in six months, and the wholesale price lists should be dropped on the instant the exposition is made. We are of the opinion that this matter merits the consideration of the trade.—*Herald of Trade*.

Premier Abbott states that it will be necessary for Newfoundland to first reduce the duties on Canadian produce, before the Government can remove the duties on Newfoundland fish.

Official returns show that the withdrawals from the Dominion postal savings bank exceeded the deposits during the month of April by \$141,000, or at the rate of over \$1,500,000 a year.

The Hon. Minister of Finance has given some interesting figures, showing the rapid growth of the people's savings since May 31, 1890. On that date, the deposits held by the post office banks, the Dominion banks, the chartered banks, the City and District Savings Bank and the Caisse d'Economie amounted to \$176,703,258. Twelve months later the sum had risen to \$190,441,739, and in the nine months ending February 29th, 1892, this total was increased by \$13,528,980, or within a quarter of a million of the total increase for the previous year.

Great excitement has been aroused in the columns of the *Omaha Republican* by what it terms the "Canadian plan" of British preferential trade. It descends even to the depths of profanity in regarding the awful consequences which would ensue by the shutting out of American goods from their natural market in Britain, and concludes by saying that: "This country (the U.S.) must either stop foreign immigration, provide for and secure foreign dependencies, stop the acquirement of such by other nations, or, by-and-bye, starve." Newfoundland is to be annexed at once as a commencement in this work of American salvation from Canadian "plans."

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VICTORIA, TUESDAY, MAY 31, 1892.

BOARD OF TRADE BUILDING.

The Victoria Board of Trade Building project seems destined to be successful, judging from the manner in which the stock is being subscribed. Such an edifice as that proposed is what the merchants owe to themselves and their own commercial importance, particularly when we remember how great that importance is destined to be ere long. Victoria will require in the near future a trading exchange and a stock exchange, and the promises of the fruit and and fishing industries, together with other interests that are either being inaugurated or are *in prospectu*, fully warrant the belief that they will require such accommodations as will be obtainable within the proposed institution. We must look to the Victoria of the future. Already it is estimated that the building, which we hope soon to see formally opened, will pay the respectable dividend of 8 per cent. on the investment.

EDUCATION AND IMMIGRATION.

An official announcement confirms a rumor which has been current for some days that Lieut.-Col. Baker, member in the Legislature for East Kootenay, was about to enter the Robson cabinet. He has as his departments the important portfolio of Education and Immigration, two departments of the utmost consequence to the state—the one a new creation and the other whose severance from the premiership may be expected to remove its chief out of the way of the continuous political attacks that have been made upon his predecessor. We need not dwell upon the paramount importance of this branch of the service, nor upon the excellence of the system that already obtains—they are well recognized. But, as regards immigration and colonization, so far very little has been done, for the reason that we did not know the advantages we had to offer, while the distance to be traversed, the cost of transport and the difficulties of getting here rendered it difficult to secure among us the bone and sinew of the agricultural population of Great Britain and the rest of the world.

Our Agent-General in London, Mr. Beeton, has been very far from apathetic in the matter; he has done what he could, but in view of the scant information that was possessed as to the character and extent of the lands of the province, there was but little for him to say that would attract the people—however well fitted and circumstances they might be for life on the Pacific Coast. However, with the results

of recent surveys in his possession, the new Minister and his assistants will now be in a position to vigorously push forward the work of immigration to this probably the most eligible portion of the British Empire. There is room for people of all classes and conditions, and our climate and resources are not to be excelled anywhere under the sun. In his endeavors to promote railway and mineral development in the Kootenay country, Col. Baker has done his own section and the province splendid service, and there can be no question that his experience and talents, systematically devoted to the duties of his his own department, will be productive of no small amount of benefit.

ORIENTAL STEAMSHIPS.

Following late information that the Northern Pacific Railway Company had made arrangements with British steamship owners to run a line of China steamers comes the announcement that Messrs. R. P. Rithet & Co. have accepted the agency of that line and that these vessels, which are of large capacity, will put in at the outer wharf, the owners having no fear that the depth of water is not sufficient to float them. We shall thus have Oriental steamships connected with both the Northern Pacific and Union Pacific lines, mooring alongside our wharves, while those of the Canadian Pacific lie out in the stream and discharge with the aid of lighters. Apropos to this appears in the *Colonist* the following extract from an interview had with President Van Horne, who was in Victoria last week:

"Until we came over, to-day, and I saw the *Empress of India* lying in the offing, I had supposed the ships were calling at the dock regularly. I then spoke to Mr. Fullerton about them, and asked him why they did not run in, and he told me that plans showing the depth of water, etc., had been forwarded to Mr. Shaughnessy, who has charge of the matter. There is no doubt that if the ships can come into the outer wharf it will save us a large amount of money annually that we now are paying out for tenders, etc., and the people of Victoria can be satisfied. We do not want to throw away any money we can save."

In reply to a direct question, Mr. Van Horne added, "if there is plenty of water at the outer wharf, the vessels will come in there." Now there are many persons who are very much interested in knowing when those plans were forwarded to Mr. Shaughnessy and why they have not been acted upon before this. As Mr. Van Horne himself sees, there would have been a saving of money in doing so, besides, at the same time, supplying what the company aim at "the very best service."

According to Census Bulletin No. 8, the industrial establishments of Canada numbered 75,765 in 1891, while, ten years before, the country could show only 49,923. This is a net increase of 25,842, or nearly 52 per cent. In 1881, there were 251,935 men, women, boys and girls employed in these establishments, the total number in 1891 having been 367,946, an increase of 112,561 or 44.15 per cent. In British Columbia, there were in 1881, 2,871 persons employed in workshops and factories, and in 1891 there were 11,473—an increase of nearly 300 per cent.

TIME TO RETRENCE.

It has all along been contended by the one political party in the State and just as freely admitted on the other, that the Intercolonial Railway would never pay, and hence the necessity for the country to construct and maintain it for the public convenience. It passes through a vast extent of country, whose traffic fails to earn the grease required to lubricate the machinery while passing through it, and its object as a link in the all-through Canadian system is defeated by the rival road, part of which passes through the State of Maine, towards whose construction the public treasury of the Dominion largely contributed. As was urged, it would have been the better policy in the public interest of Canada—as will be emphasized should in any case the bonding privilege be withdrawn—to have cut off that long elbow in the Intercolonial and made the connection with St. John and Halifax by the alternative Canadian link. Then much of the Intercolonial could have been improved and utilized, and instead of being a permanent and increasing annual charge, the through traffic in winter would have enabled the road to have possibly paid its way. But it has gone from bad to worse. The average annual loss in its operation has averaged since its beginning, in 1875 6, \$90,607, while last year the total deficit came to no less than \$684,946, or the interest at 5 per cent. upon no less a sum than close upon fourteen million dollars.

It is true that upon the line there are employed over four thousand employes, and to materially reduce the staff would throw a number of people out of work. But though we are under, to some extent, what has been termed the paternal system, the government of the country is not a charitable institution, and the services of the people can be turned to more profitable advantage, and at the same time to greater public benefit in private or corporate undertakings elsewhere. With contemplated extensions in this province, there should be many openings for skilled railway men who would, it is true, not be likely to have so soft a time as has been theirs under the patronage method which has obtained in connection with the undertaking now under special consideration. It is understood that the Hon. Mr. Haggarty, the present Minister of Railways, hopes to effect an annual saving in the Intercolonial Railway management of \$513,000 by dispensing with 210 employes and reducing the service by 787,000 miles annually. We have not seen his scheme in all its details; but it may be asked whether the Minister has duly considered the case of some of the more highly paid men who have been recompensed for their services somewhat after the manner of first-class lines rather than upon a scale adequate for the conduct of a one-horse road.

MOST satisfactory reports are being received of the results of the samples from the Thunder Hill mines sent to San Francisco to be assayed. The directors, in view of this, have resolved to push along development work with all possible speed.

THE CANADA WESTERN.

It will be generally satisfactory to know that the prospects of the Canada Western Railway are very promising. Col. Kane, who had undertaken to do certain financing, having returned from Chicago where he has successfully conducted the necessary negotiations. He has, according to a published interview, formed a syndicate of practical railroad operators of influence and power in the railway world. The legal representatives are already in the city with Col. Kane, and it is said that, everything being satisfactory, a construction company with a nominal capital of \$1,000,000, but of practically unlimited resources, will at once go into operation, the terms of the charter being that actual construction must be begun by August, 1893, leaving none too much time for the carrying out of surveys. It is stated that the Island division of the line will be begun first, after which all possible effort will be put forth to form a junction from the east. The route, as tracked over from outside surveys, goes up the line of the E. & N., then 85 miles to a convenient point on Bute Inlet, from there to Chilcotin, then by way of Barkerville to the Yellow Head Pass, which is to be the terminus and where a connection will be made with the Great North Western Central coming in from the East.

THE B. C. COAST.

The fact of the Government steamer *Quadra* having been wrecked in waters whose navigability ought to be thoroughly understood emphasizes the necessity of completing those hydrographic surveys which, upon more than one occasion, have been brought to the attention of the Government. It is not long since *H. M. S. Amphion* was nearly wrecked, and now there is no knowing what the fate of the *Quadra* may be, all on account of obstructions not laid down in the charts. These two instances are given because the ships concerned belong to the Government—the one of the Empire, the other of the Dominion.

Commenting on this, Capt. Myers, of the C. P. N. Co's steamer *Danube*, says: "Now that the Dominion Government finds that their own steamer, on leaving its old beaten track around Vancouver Island, is liable to discover some of the stray rocks lying in the path of vessels trading on this Northern Coast, it is to be hoped they will take a little more interest in the matter of marking or lighting those waters, instead of leaving it altogether for the ships of private owners to discover these hidden dangers, at their own great costs sometimes." How dangerous some of our waters are, no one knows, but early and effective attention to the subject is of extremely pressing moment, since the amount of traffic is continually on the increase.

The United States Government has given an order for 24,000,000 postal cards of a new device. The card will be doubled in the middle. One half will be utilized by the sender, the other half for the answer, if the recipient sees fit to make one. The cards will be 5½ inches in size and will cost two cents.

EDITORIAL NOTES.

THE first two shipments of fresh Gaspe salmon have been received in the Montreal market and disposed of at 30c per lb., wholesale, which brings the retail price up as high as 40c to 50c per lb.

PREMIER ROBINSON has left for England, his mission being to perfect arrangements with the Imperial authorities for obtaining the Imperial loan for purposes of settlement, and settle details for bringing out the crofters and others who are the special objects to be advantaged by it.

THE result of the catch of the Newfoundland steam sealing fleet, which sailed March 10, is fairly satisfactory, and shows an increase over that of last season of 5,121 seals. This season there were twenty steamers, with a total catch of 348,624 seals, weighing nearly 7,736, as compared with nineteen steamers in 1891, with a total catch of 343,503 seals, weighing nearly 6,722 tons.

Professor Saunders, of the Agricultural Department at Ottawa, is, it is announced, coming out to this province to work up interest in the World's Fair and, no doubt, to arrange for a creditable consignment of the fruit productions of this province. Wherever we have gone, we have shown that we are able to hold our own, and there is every reason to expect that this occasion will be no exception to the rule.

In their report for last week *Braidstreet's* comment on the more favorable weather, which has had the effect of augmenting both trade and collections. Wheat, corn and oats have lost some of their recent strength, while boots and shoes are quiet. On the other hand, leather is in better request; pig iron is depressed, but sugar has been firmer and higher, the general outlook being favorable to improved trade.

THE appointment of Farquhar Macrae, Esq., to the police magistracy of this city is one that reflects the highest credit on the Provincial Government. Mr. Macrae is a thorough lawyer, and a gentleman in every sense that the word implies. He is just the man required in the present stage of the history of Victoria, and we congratulate both the Government and the city on the appointment.

THAT little breeze between Canada and Newfoundland in which were involved the questions of free bait and tariff relations between the Dominion and the colony has, it would appear, to have blown over, and "as you were" is the motto. The matter, it is true, does not concern British Columbia very much, as little or no business is done between the island and this province. Still it is one of those incidents that make a showing in national history.

THERE are many people who, in view of the repeated announcements that have been made on the subject, ask why Mr. Dawdney, who is no longer directly connected with this province, should be imposed on it as its next Lieutenant-Governor? Numbers of other people are

quite as worthy, and as for what the hon. gentleman may possibly have done for this province, he has been amply rewarded. Let us have a live local man and not a politician whose usefulness is practically over.

To again refer to Census Bulletin No. 8, it may be well to remark that in his reference to the causes of industrial development in Canada, during the last twenty years, Mr. Commissioner Johnson remarks that of the 72 per cent. increase fully 52 was in the last ten years and, therefore, directly the result of the national policy which was only in operation during two years of the previous decade. It is pointed out that, for its population, British Columbia is the largest manufacturing province, the salmon industry being a very important factor. Out of \$80,803,263 invested in machinery and tools, Ontario owns nearly one half, Quebec having about twelve millions less, New Brunswick between five and six millions, Nova Scotia between four and five millions and British Columbia \$3,248,571, the other provinces being a long way behind.

AT a meeting of tanners and curriers held recently in Boston, at which sixty leading establishments were represented, an agreement was entered into to shut down operations for sixty days. This, says the *Philadelphia Record*, follows upon similar action on the part of New York makers of sole leather. The weekly output of leather is said to be largely in excess of the present demand. Prices have gone down until there is no further profit, and stoppage seems to be the only remedy. It is estimated that 4,000 men will be temporarily thrown out of work in the New England States, and if the Pennsylvania tanners should also stop, 5,000 men would be idle there. The American black leather tanners, following the example set them by the sole leather manufacturers, have resolved upon closing their tanneries for a space of sixty days. Probably, as a result of this step, leather is already from a cent to a cent and a half dearer.

THE Moncton (New Brunswick) *Transcript* announces that the shipping outlook is by no means as favorable as that of last year, the American duties on cedar ties having much to do with it. Local firms are only shipping about two-thirds as much as they did last season, bark is worth fifty cents less, and one firm announces that if they had not their own vessels they would not be able to ship sleepers at all. It may be remarked that at Chatham, N.B., there were recently sold properties, said to have cost \$250,000, for \$80,000, a bank which was interested being the purchaser. These belonged to the New Brunswick Trading Company, and consisted of 23,000 acres of land, a steam mill, a water mill site opposite Chatham, two tugs, a schooner, ten leases affording facilities to the Black Brook saw mill and water mill site, \$5,000 worth of stock in the Miramichi Boom Company, debentures of said company and a mortgage interest in the Tracadie steam mills.

CANADIAN INSURANCE FOR 1891.

We have received from Mr. W. Fitzgerald, Government Superintendent of Insurance, an abstract of the attested statements of the insurance companies doing business in Canada, for the year ending December 31st, 1891. A glance over the elaborate tables which it contains reveals the fact that the operations of the different companies last year exceeded in volume those of the previous one in a measure which—if we except the unusual fire losses—cannot fail to prove gratifying to all concerned. The net cash premiums received for fire insurance by the seven Canadian companies which transacted business in 1891 was \$1,278,730, against \$1,249,884 in the previous year. The net amount of losses was unusually heavy, being \$920,100, compared with \$788,259 in 1890. In the net amount at risk at the close of the year there was a falling off of nearly a million dollars, the figures being \$177,785,359, against \$178,001,762. The net cash premium income of the British companies operating in the Dominion was \$4,189,535, an increase of \$117,402 over the preceding year; while that of the American companies here was \$703,773, as compared with \$514,051 in 1890. The net amount held at risk at the end of 1891 was: by the British companies, \$495,308,708, an increase of \$20,424,000 compared with 1890; and by the American companies, \$81,200,437, against \$67,103,440 in 1890; the losses incurred during 1891 being: British companies \$2,004,155, against \$2,292,008 in 1890; American companies, \$428,356, against \$319,101 in 1890. The total amount of fire insurance in force in Canada at the end of the past year was \$757,360,504, compared with \$720,679,021 at the 31st December, 1890, the total number of policies, new and renewed, at the former date being 023,418,422, and at the latter 020,723,945. The total liabilities (not including capital stock) of Canadian companies doing fire or inland marine insurance were \$2,751,075, the total assets, \$4,645,738, making an excess of assets over liabilities, excluding capital stock, \$1,894,662. The liabilities in Canada of British companies amounted to \$4,268,632, and the assets in Canada to \$9,638,787, the excess of assets over liabilities being, therefore, \$5,420,155. The figures for the American companies are: liabilities, \$520,021; assets, \$1,114,375; excess of assets over liabilities, \$594,354. The total cash income of the Canadian companies during 1891 was \$3,733,481, and the total cash expenditure, \$3,922,486, the balance on the wrong side being \$189,005. The British and American companies were much more fortunate. The total cash income of the former was \$4,547,098, and the total cash expenditure \$3,726,618; of the latter, \$730,712, and \$682,305.

Turning to the operations of life insurance companies in Canada, we find that the net premiums required by the home companies, during 1891 amounted to \$4,347,543, against \$3,921,137 in 1890, an increase of \$433,152. The number of policies new and taken up shows a decrease, the figures being 20,179 for the past year, compared with 26,749 for 1890. The amount of new insurance in both years were respectively \$21,904,302 and \$21,511,401, a decrease of \$1,604,102 for 1891. The total number of policies in force by Canada companies at

the close of the year was 90,851, covering \$143,363,817 net, an increase of \$8,360,027 over 1890. As to the British companies' business in Canada, the returns show that the number of policies in force on December 31, 1891, was 15,096, covering \$32,578,335 net, against 15,589 in 1890, when the amount in force was \$31,613,730, a gain of nearly a million dollars. At the same date, the American companies had 57,950 policies in force in the Dominion, covering a net amount of \$85,608,475, compared with 51,883 in 1890, with a net amount of \$81,591,847. The total number of policies in force was, therefore, 170,793, against 161,691 in 1890; and the net amount in force \$261,645,627, against \$248,424,507 in 1890—an increase of \$13,221,060. The total liabilities of Canadian life companies at the end of 1891, including reserves, but not capital stock, were \$20,278,133; and their total assets were \$23,160,926—a surplus of assets over liabilities (excluding capital stock) of \$2,882,792. The liabilities of the British companies doing life business here were, including reserves, \$7,738,507; and the assets were \$12,722,306. With regard to the American companies, their liabilities in Canada at the same date were \$15,290,252, including reserves; and their assets were \$14,324,302. The total cash income of the Canadian companies doing life business in 1891 was \$5,607,580, and their total cash expenditure was \$3,190,162, showing an excess of income over expenditure of \$2,421,423. Of the British companies, the total cash income was \$1,517,571, and total cash expenditure \$968,376, the excess of the former being \$579,194; of the American companies, \$3,421,375 and \$2,634,963, an excess of income over expenditure of \$786,412. The total amounts paid to policyholders during the year were: by Canadian companies, \$2,036,710; by British companies, \$731,666; and by Canadian companies, \$2,085,790. The total amount of insurances effected in Canada from 1875 to 1891, inclusive, was \$427,160,411. It was divided as follows: Canadian companies, \$237,098,220; British, \$19,005,594; American, \$140,375,597.—*Canadian Trade Review.*

A BUSINESS LIKE APPEARANCE.

The importance of a neat appearance about store stocks is often spoken of as a strong feature in business success. The personal appearance of the merchant and clerks is often overlooked, yet it is of equal importance. The *Storekeeper* makes some excellent suggestions on this point and we give them herewith:

There are certain details connected with a man's personal appearance, also his setting or surroundings that materially help or detract from his business success. The matter of dress is clearly a matter of moment. It is no use getting over the question by telling yourself that in your own store you can do as you please, and that as you are making fair headway in your business you can suit your own taste. Because, unless you are a man of very marked individuality, and for the matter of that personality, too, the fact that you do not pay a certain attention to dress and to your setting will pull you down, not up.

In your store you should most certainly aim to be neat and business like in appearance—neither slipshod nor yet overdressed.

Outside your store, in meeting business acquaintances round town you should be particularly particular (if we may use the reiteration) to pay them the compliment of having a nice appearance, if for no other reason than to be up with them—dressed as well—in the swim, what you will. But if you can add to this nice appearance both taste and discretion and keep your lips moderately well sealed, you will find yourself growing fat on a business like appearance. But do not dress extravagantly or in too frequent and too loud changes.

Connected with this subject of a business like appearance is the setting or surroundings in which a business man places himself. Though not as prominent as the appearance, yet it plays an important part in the life of a business man. For gradually and surely the kind of setting in which a man is placed, filters its way through till it becomes common property. If a man be married it should be his care—setting aside all moral and natural reasons and dwelling only on business reasons—to keep that home in such a manner that it will reflect credit on him and those in it. If he be a bachelor, it will best become him; and best advance his interests, to make his surroundings or setting as clear and simple as possible. By no means is it necessary to be a goodly-goody or otherwise, but his indiscretions he should keep very carefully to himself. The more orderly and carefully he regulates his life, the better for his ultimate success. This matter of setting is all important, and with it suitable and with a fair appearance a man can accomplish fifty times as much as if he went slovenly and with small or no attention to appearance.

BIGGEST NUGGET EVER FOUND.

The biggest nugget of gold ever discovered was found in February, 1890, near the village of Moliaral, Victoria. Two diggers found it on the extreme margin of a patch of auriferous alluvium, within two feet of the bed rock of sandstone. It lay on stiff red clay, in a loose gravelly loam and was barely covered with earth. It was brought to light by the wheel of a cart turning it up. The nugget was 21 inches long, 10 inches thick, and, though mixed with quartz, the great body of it is solid gold. The finders heated the mass in a fire to get rid of the adherent quartz. They also detached and gave away a number of specimens of the gold before they took it to the assayer. When melted the gold was found to weigh 2,268 ounces 10 pennyweights and 14 grains, and contained only 1-75 of alloy, chiefly silver and iron. Including the pieces given away, the nugget is estimated to have yielded 2,290 ounces of pure gold, the value of which was \$46,335. Near the same spot where this nugget was unearthed, two other nuggets were found later, weighing respectively 114 ounces and 36 ounces.

H. H. Warner, of Rochester, N. Y., has bought the Hillside group of mines in Arizona for \$500,000.

The Pike Manufacturing Company, of Boston, wholesale dealers in plumbers' supplies, with works at Pell City, Ala., has assigned. Liabilities unknown.

COMMERCIAL DEVELOPMENT.

THIRD PAPER.

That the province of British Columbia offers exceptional inducements to capital will not be denied, when the following facts are presented: (1) It is a province of the Dominion of Canada, the people of which are peace loving. (2) The Dominion is a portion of the British Empire. (3) The position of the province in the western part of the Dominion bordering on the Pacific coast and being connected with the eastern country by a trans-continental railway, give it especial advantages for the pursuit of commerce.

It has, therefore, a maritime position with noble harbours, bays, fords and all the necessary conditions for the successful prosecution of maritime trade which includes (1) The fishery industry which has been prosecuted to some extent. (2) It is rich in the following resources: Its rivers teem with salmon and other varieties of fresh water fish; its coast waters abound with herring, halibut, mackerel, cod, dogfish and other varieties; it has exported \$50,000,000 worth of gold exclusive of the cost of production, since it became a province; its native timber, especially its pine, is famous the world over for its use and utility; its coal is not limited to the bituminous variety, but it possesses anthracite, which is found in Vancouver and Queen Charlotte Islands.

Nature has been bountiful in her gifts to the west coast province, and it is especially worthy of note that these resources are in demand by the world. The coal is needed not only for local consumption, but for export to the adjacent Pacific states where coal is not produced or, if produced, is found only in limited quantities.

And the same remark applies to her fish which are in great demand by the people of the Pacific coast. The American government has long recognized the immense possibilities of the province especially of its food supply, for while its waters abound with succulent fish, in its valleys are to be found thousands of horses, cattle and sheep which find ample pasture there.

Its valleys, too, afford prosperous occupation to the farmer, and there are yet valleys whose names have not a familiar sound but which will yet become as familiar as "Saskatchewan" or "Fraser," for here is no small province, its area being greater than the combined area of Assiniboia, Alberta and Saskatchewan, but there is not such an extent of fertile lands as are to be found in the districts named.

It is, perhaps, debatable if British Columbia should seek additions to its population in the ordinary way that immigration has been invited into Manitoba and the territories. The independent settler will, no doubt, find his way into the valleys which invite him as they did in early days, but what the province especially needs is the investment of capital for the prosecution of various enterprises and for the establishment of new undertakings for which there are openings. In these days of keen competition, it is not desirable for the new comer to enter into business which is already well represented, because it very often happens that in so doing he injures another without even

benefitting himself, for all experience of modern business goes to show that it is better all round for a new comer to secure a proper opening before embarking his capital. Such a man is not only welcome but he becomes a benefactor. If this principle be observed by those who go to British Columbia to embark in business, it will be found, in the end to be satisfactory.

There is a tendency on the part of the business public to complain of the restrictions which the Federal government is placing on trade matters.

Reference is not now made to the general trade policy of the government, but to those internal measures to provide against waste and theft as applied to the natural resources of a province. These precautions have been found wholesome in other countries. Why should they not be found beneficial in British Columbia? There are regulations too which are necessary to the safety of the business public if for no other reason than this, that unworthy people are generally benefitted by the absence of such regulations, hence it is well that they be enforced.

What is particularly striking to the traveler who visits British Columbia is the absence of business organization on a provincial scale. No doubt there is a cause for this; it may be partly owing to local jealousy and partly to apathy, but it is clear that such an organization if composed of representative business men would exercise great influence in shaping the commercial policy of the province and thus prevent many abuses. For years, Halifax, N. S., has had a chamber of commerce, so has St. John, N. B. Montreal has had its board of trade and chambre du commerce, Toronto has been satisfied with its board of trade, but no one acquainted with their work will deny that these bodies have done an immense amount of good by their deliberations.

Should Victoria take the lead as the capital and senior city of the province, a Chamber of Commerce might be so formed as to be provincial in character and purposes, for if not provincial in purposes it will be nothing, but should it be done a new era in west coast commerce will commence. Such a chamber could greatly strengthen the hands of the Ottawa representatives when matters relating to the commercial affairs of British Columbia are under discussion at Ottawa. They could, by adopting a broad and merchant-like policy, place British Columbia's commerce on a better footing than it now possesses, and add strength to its standing, which is already good, besides giving it a status abroad that would be only its due when the future possibilities of the province are considered.

There are, no doubt, many local issues which are now retarding the advancement of the province, and if anything could be done to remove these local issues it would certainly be a forward step. It can never be done while local boards of trade continue to keep up rivalries. A Provincial Chamber of Commerce, being composed of members from the various local boards, would be a step in the direction of a solution. Business men interested in the province generally can grasp this question and solve it as business men should.

TRINITE.

THE EGG TRADE WITH BRITAIN.

Mr. C. Howe, chief clerk in the employ of the Continental Egg Company, of Grimsby, England, had a conference with the Dominion Minister of Finance last week on the egg trade. The company which Mr. Howe represents is one of the largest importing concerns in the mother country, having agencies and branch offices in nearly all the leading cities from Glasgow to Swansea. The attention of the company has been directed to the handling of Canadian eggs, and Mr. Howe has come out here with a view to consulting Canadian dealers. He says that the selected Canadian article will hold its own in point of color, size and quality with any foreign eggs imported to Great Britain, and is equal to the best Irish. Mr. Howe will be in Canada for some weeks.

POLITE ATTENTION BEHIND THE COUNTER.

We have written on this subject before. We shall write of it again. It is a subject that will bear repetition a good many times. The cheapest article on the market to-day is politeness, and it is one of the best; and yet it is a commodity that a good many are sublimely and blissfully ignorant of. If a trader does not know how to be polite himself, then he should stay in the back of the store and hide himself, and hire men at the front and behind the counter who have the inclination and can find time to be polite for him. If he will not do this, then he should go into the nickle-in-slot-machine business, or retire altogether. It would be for the better for the customer, and it would prove decidedly more remunerative to the trader, were he to serve his patrons by automatic machines rather than through the medium of inattentive and impolite clerks. How many times has a good customer been driven away on account of a surly clerk? A customer wants attention, and polite attention. It matters not who it is, be it a man or a woman, young or old, that person expects civility, at least. The writer has had many such experiences as above described, and he has ever made it a rule never to give an impolite salesman a second opportunity of exhibiting his ugliness at his expense, and there are thousands similarly situated. It seems astonishing that a merchant who expects to succeed should overlook, or, as is often the case, cares so little about who serves his customers and how they are served. It is not obsequiousness that is wanted, but a civil answer to a civil question. It is only by politeness with a desire to please and satisfy the customer, that a profitable and satisfactory trade can be built up.

We know some people who would do well to cut this out and paste it in their hat.—E.C.

In the opinion of the new Treasurer of the Province of Quebec the ducks and drakes which the Mercierites have played with the finances of the Province, will necessitate the resort to direct taxation, which is peculiarly objectionable to a large element in the French Province, who, except by paying their tithes and the litigation that is very frequent among them, live almost altogether among themselves and to themselves.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

B. C. LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship.	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	960,300	9,600	April 2	60s
Chil bark.	India	953	Funke	Feb 1	Moodyville	Valparaiso	751,396	8,348	April 20	65s
Br bark.	Nineveh	1171	Broadfoot	Feb 28	Vancouver	Sydney	855,352	9,335	April 24	owners ac
Br bark.	Formosa	915	Kain	Mar 21	Vancouver	Arica	744,000	6,000	July 6	55s
Am bkt.	Catharine Sudden	368	Thompson	Mar 31	Moodyville	Tientsin	427,539	5,177	June 19	77s 6d
Amship.	Geo F Manson	1353	Crack	May 14	Moodyville	Sydney	868,154	9,752	Aug 5	55s
Br ss.	Eton	1746	Nowcomb	May 15	Moodyville	Port Pirie	1,765,711	15,891	June 26	Private
Am sch.	Olga	478	Atwood	May 22	Moodyville	Shanghai	534,133	5,990	Aug 7	65s
Am sch.	Golden Shore	964	Henderson	June 3	Moodyville	Sydney	799,658	8,063	Aug 7	55s
Br ship.	Forest King	1992	Morris	June 3	Vancouver	Callao	1,224,816	14,224	Sept 1	47s 6d
Amship.	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	G 899,132	8,802	Oct 2	65s
Am bark.	Spartan	749	Anderson	June 14	Vancouver	Melbourne	H 502,000	5,276	Sept 22	60s
Am bark.	Hesper	664	Sodergren	July 4	Moodyville	Shanghai	I 688,544	8,365	Aug 27	62s 6d
Swed bark.	Svea	603	Afzelius	July 5	Vancouver	Callao	J 438,913	4,709	Sept 17	47s 6d
Amship.	Great Admiral	1497	Rowell	July 18	Vancouver	Melbourne	K 919,586	8,716	Oct 2	63s 9d
Chil bark.	Luisa Murta	715	Meyer	July 19	Westminster	Sydney	L 554,780	5,596	Oct 9	52s 6d
Chil bark.	Leonor	801	Harken	July 22	Westminster	Melbourne	M 600,333	5,705	Oct 6	60s
Nor bark.	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	N 664,556	6,000	Oct 6	65s 6d
Br ship.	Duke of Abercorn	1096	McDougal	July 29	Vancouver	Adelaide	O 688,393	8,213	Oct 10	62s 6d
Gor bark.	Cassandra	733	Stehr	July 31	Vancouver	Iquiqui	P 545,619	6,917	Nov 1	47s 6d
Br ship.	Leading Wind	1289	S B Savory	Aug 6	Moodyville	Melbourne	Q 763,443	8,430	Oct 27	60s
Chil bark.	Antonieta	935	Stack	Aug 8	Moodyville	Valparaiso	R 643,244	9,681	Nov 17	owners ac
Br bark.	Ordovic	825	Austin	Aug 9	Vancouver	Callao	S 613,300	6,546	Dec 13	50s
Chil ship.	Hindustan	1513	Welsh	Aug 11	Moodyville	Valparaiso	T 1,200,419	11,869	Nov 11	owners ac
Br bark.	H B Cann	1229	Footo	Aug 21	Moodyville	Sydney	U 1,041,172	12,214	Nov 2	50s
Nor ship.	Saga	1413	Aftedahl	Sept 3	Moodyville	Sydney	V 960,254	8,777	Nov 19	50s
Nor bark.	Lotus	718	Salvesen	Sept 25	Vancouver	Adelaide	X 528,224	5,035	Dec 26	65s
Per bark.	Pisagua	980	Benvenuto	Oct 10	Moodyville	Pisagua	A 483,583	4,648	Feb 5	owners ac
Am bark.	Newsbay	559	Johnson	Oct 1	Westminster	Sydney	Y 645,792	6,540	Nov 21	52s 6d
Nor ss.	H. W. Jarlsberg	1558	Hague	Oct 20	Moodyville	Port Pirie	Z 2,043,299	18,389	Oct 29	Private
Chil ship.	Ema Luisa	1480	Beascoa	Oct 9	Moodyville	Valparaiso	AA 909,868	8,187	Jan 11	52s 6d
Br bark.	Alfred Hawley	412	Llewellyn	Oct 2	Westminster	Port Pirie	BB 300,931	2,858	Jan 22	57s 6d
Nor bark.	Flora	766	Anderson	Nov 21	Vancouver	Melbourne	CC 557,332	5,241	Feb 19	62s 6d
Am bkt.	Willie R. Hume	632	Brigman	Nov 17	Vancouver	Callao	DD 794,201	7,795	Jan 17	50s
Am ship.	Benj. Sewall	1361	Sowall	Dec 2	Vancouver	Valparaiso	EE 755,687	10,230	Feb 15	45s
Am sch.	Olga	478	Rodin	Nov 12	Moodyville	Valparaiso	FF 512,638	4,443	Jan 15	44s
Chil ship.	Atacama	1235	Caballero	Dec 15	Moodyville	Valparaiso	GG 960,001	9,453	Feb 25	owners ac
Br bark.	Nineveh	1171	Broadfoot	Dec 15	Vancouver	Sydney	HH 710,995	9,925	Feb 11	owners ac
Am sch.	F. S. Redfield	446	Birkholm	Dec 10	Chemainus	Sydney	II 579,483	5,233	Feb 12	45s

A Also 360,900 laths. B Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C-Composed of 387,871 feet rough lumber, 39,668 feet dressed lumber, and 587 bundles laths. D-Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. E-Also 2,875 bundles laths. F-Composed of 1,114,288 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks (5,000 boxes). G-Also 1,078 bundles pickets, 1,446 bundles laths. H-Also 1,715 bundles laths. I-Also 68,078 feet t & g flooring. J-47,059 feet is on deck. K-Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,094 bundles laths. L-Also 3,500 bundles laths. M-Also 1,053 bundles laths and 463 bundles pickets; deck load 72,032 feet. N-Also 90,411 feet dressed, 2,488 bundles pickets and 1,134 bundles laths. O-Comprising 182,638 feet t & g flooring. P-Also 2,500 bundles laths and 8,679 bundles pickets, deck load 78,879 feet. Q-Also 131,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,942 feet. R-Composed of 484,936 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. S-Also 2,001 bundles laths, deck load 106,197 feet. T-Also 2,138 bundles staves and 1,131 bundles laths. U-Also 22,461 feet t. and g. flooring, 2,272 bundles staves and 1,414 bundles laths; on deck 111,437 feet rough. V-Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W-Also 712 bils laths and 1,463 bils pickets. X-Also 315 bils laths and 1,790 bils pickets. Y-Also 21,757 feet pickets and 56,000 feet lath. Z-Deck load 32,366 feet rough. AA-Also 143,000 feet rough. BB-Also 332 bils lath. CC-Composed of 15,681 ft T G flooring, 159,453 ft clear and 619,061 ft rough. DD-Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 21. FF-Also 151,237 ft t and g flooring. GG-Also 167,555 ft t and g flooring and 3,596 bils laths. HH-Also 127 bils laths. II-Also 43 bils laths.

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br sh.	Athlon	1871	Dexter	Jan. 5	Vancouver	Adelaide	A 959,793	8,265	March 18	47s 6d
Nor ship.	Morning Light	616	Johansen	Jan. 22	Vancouver	Melbourne	B 942,986	9,193	March 25	60s
Am bark.	Hesper	664	Sodergren	Feb. 20	Vancouver	Shanghai	C 716,183	7,781	April 23	50s
Br ship.	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	D 834,937	7,095		42s 6d
Nor bark.	Agnes	1824	Christophersn	March 4	Vancouver	Adelaide	E 1,017,147	10,476		57s 6d
Nor bark.	Agnes	811	Hofgaard	Feb. 29	Chemainus	Antofagasta	F 440,939	6,413		40s
Norship	Kathinka	1163	Klevenberg	March 12	Vancouver	Melbourne	G 1,142,212	9,251		60s
Chil bark	India	953	Funke	Feb. 22	Vancouver	Valparaiso	H 787,496	7,018		owners ac
Br bark.	Glenbervie	800	Groundwater	March 24	Vancouver	Valparaiso	I 429,897	7,689		37s 6d
Br ship.	British India	1129	Lines	March 31	Vancouver	Valparaiso	J 680,372	9,315		37s 6d
Am sch.	W. H. Tallbot	776	Bluhm	March 14	Vancouver	Tientsin	K 516,848	10,272		67s 6d
Am sch.	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	L 416,386		March	Private
Br bark.	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	M 1,079,156	9,873		47s 6d
Br bark.	Misiletto	821	Smith	April 21	Vancouver	Wilmington	N 64,273	7,966		\$16 00
Br bark.	Craigend	2118	Lewthwaite	April 18	Vancouver	Iquiqui-Callao	O 1,616,000	19,351		27s 6d & 30s
Br barktn.	Toboggan	176	Porter	May 20	Vancouver	Wilmington	P 605,328	9,330		\$15.00
Br bark.	Thornophyl	918	Winchester		Vancouver	Japan ports				Private
Nor bark.	Fritzo	1078	Rolsen		Chemainus	Melbourne				45s
Br ship.	Hurmah	1617	Newcombe		Moodyville	Valparaiso				35s
Br ship.	Crown of Denmark	2029	Smith		Vancouver	Melbourne				37s 6d
Nor bark.	Ursus Minor	205	Johnson		New Westm.	Sydney				37s 6d
Br ship.	Earl Granville	1149	Flack		Cowichan	Sydney				62s 6d
Chil bark.	Antonieta	929	Stack		Chemainus	Valparaiso				owners ac

A Also 2,380 bils lath and 5,550 bils pickets. B-Also 44,130 ft pickets and 913 bils laths. C-Also 38,741 ft t and g flooring. D-Also 1,033 bils lath. E-Also 137,070 ft t & g flooring and 50 bils laths. F-Also 8,269 ft pickets and 127,170 laths. G-Also 61,693 feet pickets and 25,020 feet lath. H-Also 49,816 feet t & g flooring and 1,015 bundles laths. J-Also 183,491 feet t & g flooring. I-Also 201,313 feet t & g flooring. K-Also 77,550 laths and 75,100 feet pickets. L-Also 60,000 shingles. M-Also 192,000 feet t & g flooring. N-Also 275,000 shingles.

SHIPPING INTELLIGENCE.

The Palawan sailed from San Francisco about May 23 for Vancouver to load for Iquiqui.

The British bark Lebu, 720 tons, Capt.

Worrall, went on the berth at Liverpool, May 10, to load for Vancouver.

The SS. Batavia has been transferred from the Upton line to the N. P. S. S. Co., her place being taken by the steamship Mascotte.

The Banffshire arrived at Westminster

May 25 from Vancouver, to discharge 550 tons cargo. Bell-Irving, Paterson & Co., consignees.

The City foundry, Vancouver, has been seized by the Bank of B. C. for a debt of \$60,000.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAMK.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUK.	ARRIVKD.
Br bark	Serica	913	Smytho	Sept. 29	Victoria	London	38,623	\$260,782	Feb. 23
Br bark	Callao	978	James	Oct. 6	Victoria	London	41,640	\$212,000	March 17
Br bark	Lebu	726	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,421	April 6
Br bark	Wotheasy Bay	750	Partridge	Nov. 18	A Westminister	Liverpool	32,690	159,553	April 5
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	April 19
Br ship	Titania	879	T. W. Selby	Jan. 15	B Westminister	London	22,366	107,919	
Br bark	City of Carlisle	823	Kendall	Feb. 13	Victoria	London	21,574	113,885	

A—Sailed from this port Nov. 21; also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$500. B—From Vancouver with part cargo of lumber

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYR OUT.
Br ss	Bushmills	1188	Denning	April 13	H Liverpool	Vancouver	Baker Bros. & Co. (ld)	48
Br ship	Ben Nevis	1161	Eldell	Feb. 13	B Glasgow	B. C. ports	R. Ward & Co. and C. G. Johnson & Co.	108
Br bark	Martha Fisher	1111	Lee	Feb. 27	B Liverpool	Victoria	R. P. Rithet & Co (Ltd)	85
Br bark	Fernbank	1150	Boyd	April 24	A Glasgow	Vancouver	Bell-Irving & Paterson	36
Br bark	Chilli	678	McKenzie	May	E London	Victoria	Turner, Beeton & Co	
Chil. bark	Eritrea	1069	Serra	Dec. 7	P Iquiqui	Burrard Inlet	R. P. Rithet & Co., Ltd	176
Ger bark	Zalwan	967	Van Heuvel	May 23	M San Francisco	Vancouver		10
Br SS	Palmes	1565	Edwards	May 18	C Kobe	Victoria	F. C. Davidge & Co.	13
Br ss	Empress of Japan	3003	Lee	May 28	D Hong Kong	Vancouver	C. P. S. S. Co.	3
Br ss	Batavia	1028	Hill		G Hong Kong	Victoria	R. P. Rithet & Co., Ltd	
Chil ship	Hindustan	1543	Welch	May 7	F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd	24
Br bark	River Ganges	612	Budge		F Rio de Janeiro		Findlay, Darham & Brodie	
Chil. bark	Galnevoro	960	Glennie	April 13	G Antofagasta	Royal Roads		48
Br SS	Palmas	1560	Taylor		G Kobe	Victoria	F. C. Davidge & Co.	
Chil. ship	Phra Nang	1610		May 21	I Hong Kong	Victoria	R. P. Rithet & Co., Ltd	
Chil. ship	Atacama	1235	Caballero	May 13	J Valparaiso	Moodyville	R. P. Rithet & Co., Ltd	18
Chil. bark	Leonor	801	Harken	May 9	J Antofagasta	Moodyville	R. P. Rithet & Co., Ltd	22
Br SS	Mascotte				J Kobe	Victoria	F. C. Davidge & Co.	

M—Lumber to Iquiqui at 33s 9d. P—Via Lebu. To load lumber for Valparaiso on owners' account. A—Chartered to load grain on Puget Sound. C—Via Honolulu for Portland. E—Chartered for salmon to London. F—Chartered for salmon to London. To arrive in September. H—Via Corinto, Nicaragua. G—Via Honolulu, due Victoria June 22 for Portland. I—Due Victoria June 11, for Tacoma. J—To sail June 26.

VESSELS IN PORT.

(May 30, 1892.)

VICTORIA.

British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 24 from Liverpool, R. P. Rithet & Co., Ld., consignees.
Br. bark Ariadne, 1,167 tons, Capt. Croot, from London, arrived May 4, discharging general cargo, Robert Ward & Co., Ltd, consignees.
Br. bark Irvine, 665 tons, Capt. Jones, from Liverpool, arrived May 8, laid up, Turner, Beeton & Co., consignees.

VANCOUVER.

Br. bark Thermopylae, 948 tons, Capt. Winchester, loading lumber for Yokohama and Nagasaki.
Br. ship Crown of Denmark, 2,029 tons, Capt. Smith, arrived April 25, loading for Melbourne.
Br. SS. Empress of India, 3,003 tons, Capt Marshall, arrived May 27.

MOODYVILLE.

Br. ship Burmah, 1,847 tons, Capt. Newcombe, arrived April 21, loading for Valparaiso.

CHEMAINUS.

Chil. bark Antonietta, 999 tons, Capt. Stack, arrived May 18, loading lumber for Valparaiso.

COWICHAN.

Br. ship Earl Granville, 1,149 tons, Capt. Mack, arrived April 28, lumber for U. K.

NEW WESTMINSTER.

Nor. bark Ursus Minor, 605 tons, Capt. Johnson, arrived April 28, loading lumber for Sydney.

Br. bark Banffshire, 899 tons, Capt. Thomson, from Liverpool, arrived May 9,

with general cargo, Bell Irving, Paterson & Co., consignees.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. ship Glory of the Seas, 2,109 tons, Capt. Freeman.
Am. ship Rufus E. Wood, 1,406 tons, Capt. Ryder.
Am. ship Kennebec, 2,025 tons, Capt. Reed.
Am. ship Oriental, 1,625 tons, Capt. Parker, to load at Northfield.
Am. bark Sea King, 1,436 tons, Capt. Pierce.
Am. bark Carrollton, 1,390 tons, Capt. Lewis.
Am. ship J. B. Brown, 1,473 tons, Capt. Cameron.

WELLINGTON SHIPPING.

Am. bark Colorado, 1,036 tons, Capt. Gibson, loading for San Pedro.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	3	2,963
Vancouver	3	5,980
Nanaimo	8	12,500
Moodyville	1	1,617
Chemainus	1	999
Cowichan	1	1,149
New Westminster	2	1,501
Total	19	26,617

The lumbermen of Victoria have formed an association, with W. Chambers president, D. F. Adams vice-president, and Ewen Morrison secretary. They have fixed the price of rough lumber at \$12 per thousand.

SHIPPING INTELLIGENCE.

The bark Colorado went from Chemainus to Departure Bay May 27, to load coal for San Pedro.

The Chilean ship Leonor, 801 tons, Capt. Harken, sailed from Antofagasta about May 9 for Moodyville, to load lumber. R. P. Rithet & Co., Ltd., consignees.

The Chilean ship Atacama, 1,235 tons, Capt. Caballero, sailed from Valparaiso, May 13, for Moodyville, to load lumber. R. P. Rithet & Co., Ltd., consignees.

The British ss. Mascotte will leave Kobe, June 26, for Victoria and Portland in the Upton line, and is due about July 12th. F. C. Davidge & Co. consignees.

The British steamship Phra Nang, 1,640 tons, sailed from Kong Kong, May 21, for Victoria and Tacoma in the N. P. steamship line, and is due here June 14. R. P. Rithet & Co., Ltd., consignees.

The British steamship Palmas, 1,560 tons, Capt. Taylor, Upton line, will leave Kobe about the end of May via Honolulu for Victoria and Portland. She is due here June 22. F. C. Davidge & Co. consignees.

The Empress of India arrived at Victoria May 27, and Vancouver next day. She had a full passenger list and cargo of Oriental merchandise, comprising 30 cars of tea, the first of the new season's crop. She had 5,500 packages for New York, 5,500 packages for Chicago and 2,000 for Canada.



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