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Brockville, O London, O Stratford, O  
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Chatham, N.B. Nelson, B. C. St. Mary's, O  
Chatham, O New Westminster, Toronto, O  
Cornwall, O ster, B. C. Vancouver, B.C.  
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"onsuls"; A. J. McLellan's "Express";

B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of June, 1893:

IMPORTS.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
Dutiable Goods	\$204,712 00	\$ 79,265 00	\$ 40,875 00	\$ 12,238 00	\$337,120 00
Free Goods	68,000 00	43,660 00	10,070 00	1,911 00	123,641 00
Total Imports	\$272,712 00	\$122,925 00	\$ 50,945 00	\$ 14,149 00	\$460,761 00

REVENUE.

Duty Collected	\$ 66,112 57	\$ 26,668 70	\$ 12,032 55	\$ 4,115 26	\$109,529 08
Other Revenue	8,571 40	2,306 72	571 97	267 58	11,720 67
Total Collections	\$ 74,684 97	\$ 28,975 42	\$ 13,204 52	\$ 4,382 84	\$121,249 75

EXPORTS.

The Mine	\$ 15,132 00	\$ 836 00		\$330,776 00	\$366,014 00
The Fisheries	2,451 00	627 00	\$ 321 00		3,399 00
The Forest	4,380 00	30,130 00	2,877 00	910 00	38,317 00
Animals and their produce	21,190 00	2,106 00	6 00	1,400 00	28,302 00
Agricultural	9 00	2,219 00			2,228 00
Manufactures	3,514 00	3,637 00	527 00		7,678 00
Miscellaneous	70,330 00				70,330 00
Total Exports	\$120,606 00	\$ 39,875 00	\$ 3,731 00	\$342,666 00	\$506,298 00

\*\$63,500 gold coin and \$103 silver coin.

TRADE AND COMMERCE.

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

Trade is fairly steady for this season of the year, when business generally is slack. The dry goods houses report business quiet. Australian trade has been one of the liveliest features of the week. Seal-skins are arriving and find a good market. They are immediately packed and forwarded to London. It is generally estimated that the sealskin catch of the British Columbia fleet this year will cause over one million dollars to be circulated this fall, which should liquidate numerous accounts and directly benefit a considerable proportion of the city's population.

During the week just closed, according to the *News-Advertiser* business at Vancouver has picked up somewhat, and merchants report that trade continues steady. Collections are still slow and money tight. There have been several additions to the lumber fleet during the week, four vessels having arrived. The mills there will thus be kept running for some time, while the local trade shows an improvement and some of the mills are running overtime. The fine weather has also helped trade, as outdoor work, which has been seriously hindered, is now well under way. Business continues steady, the chief feature being the arrival of a large shipment of Australia fruit.

FRUITS AND VEGETABLES.

The principal feature of the past week has been the Australian fruit trade. Bananas are quoted a little lower than last week. Quite a number of bananas received ex Warrimoo were received over ripe and were not fit to reship to the Sound, so they were disposed of at a sacrifice and were retailed at \$1.00 and 50c a bunch. Wilson Bros., agents for Campbell, Marshall & Co., have a good stock in warehouse which are ripening gradually, just about fast enough to meet the demands of the trade. Hawaiian pineapples are lower this week sugars being quoted

from \$5.00 to \$6.00 and ordinary at \$2.00 to \$2.50. A consignment of apricots in crates was received from the Sound, last week, slightly overripe; they found a ready sale at 75c, and were in good demand for preserving. Receipts of California fruit continue large, and prices for small fruits are easier. Apples, apricots, plums, peaches and tomatoes are all cheaper this week. Strawberries are about over, and the demand is falling off. Cherries are now coming in plentifully, although it is believed that the local crop will not be as large this year as last.

Jobbers' quotations for fruits are as follows:—

Oranges—Riverside Seedlings	2 50 @	2 75
" " fancy	2 90 @	3 00
Mediterranean sweets	2 75 @	3 25
Australian	2 50 @	0 00
Lemons—California	4 00 @	4 50
Sicily	5 50 @	5 75
Australian	2 50 @	0 00
Bananas	1 75 @	2 25
Local strawberries	per lb	7 1/2
Apples, Red Astrakan	bxs 1 50 @	1 75
Cherries	90 @	1 00
Apricots	75 @	1 15
Plums	85 @	1 00
Peaches	1 00 @	1 25
Cocoanuts	per 100 7 50 @	7 75
Currants	1 00 @	0 00
Watermelons	per doz 5 50 @	7 50
Pineapples—sugar	per doz 5 00 @	6 00
Hawaiian	per doz 2 00 @	2 50

Vegetables are quoted:

Potatoes—Local	per lb	2 1/4
New California	per lb	1 1/2 @
Onions—Silverskins		2 1/2 @
Cabbage		1 1/2 @
Beans—string	per lb	7 @
Peas—green	per lb	2 1/2 @
Tomatoes	per box	1 25 @
Cucumbers	per box	1 75 @

GROCERIES AND PROVISIONS.

The British Columbia Refinery have advanced their quotations 1/2c per lb, and jobbers prices are up in sympathy. The American meat market is lower this week. Quotations are about 1c per lb., lower all round.

The *Montreal Trade Bulletin* says: "Butter receipts during the past week were 6,109 pkgs., against 4,420 pkgs., for the week previous. The market for creamery butter is called a trifle less firm by

INLAND REVENUE RETURNS.

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

Victoria Division—Comprising all of Vancouver Island:

Spirits	\$ 6,371 03
Malt	2,382 44
Tobacco	2,625 64
Cigars	1,077 90
Petroleum inspection	100 50
Rent of land	50 00
Other receipts	175 10
Total	\$12,683 21

WAREHOUSED, EX-WAREHOUSED.

Spirits	9,668.85	p. gals 4,247.63
Malt	103,122 lbs	119,122 lbs
Tobacco	4,799 lbs	10,502 1/2 lbs
Raw	497 lbs	497 lbs
Cigars	21,950	13,000
Balance in warehouse:		
Spirits		17,286.59 P. gals
Malt		59,000 lbs
Tobacco		5,506 1/2 lbs
Cigars		101,400

The receipts for Vancouver, Inland Revenue Division No. 38 for June were as follows:

Vancouver Division—Comprising the Mainland of B. C.:

Spirits warehoused during month	5,602.03 p gals
ex-wareh'd for cons'mptn.	3,333.74 p gals
Balance in warehouse	12,032.19 p gals
Malt warehoused during month	82,627 lbs
ex-warehoused for consumption	68,717 lbs
balance in warehouse	58,620 lbs
Tobacco warehoused during month	9,239 lbs
ex-warehoused for cons'mptn	11,315 lbs
balance in warehouse	7,789 1/2 lbs
raw leaf wareh'd during month	651 lbs
ex-wareh'd for cons'mptn	651 lbs
Cigars warehoused during month	10,000
ex-warehoused during month	20,000
balance in warehouse	10,000

COLLECTIONS.

Spirits	\$ 5,900 39
Tobacco	2,953 75
Malt	1,374 34
Cigars	699 30
Petroleum Ins.	99 00
Other receipts	25 00
Total	\$11,051 78

some dealers, while others find that in order to buy they have to pay 20 1/2c. several parties having bid 20 1/2c for a certain Eastern Townships creamery at the factory, without getting it. The shipments of butter will be considerably larger this week. Eastern Townships dairy is still scarce, and choice lots have changed hands at 18c to 18 1/2c. In Western there is not much here, and holders west of Toronto are trying to prevent it coming here by asking too high prices. They want 16c f.o.b. there, and one lot of 350 pkgs., was placed at 15 1/2c. Creamery, 19c to 20 1/2c; Eastern Townships, 17c to 19c. Receipts of cheese during the past week were 69,359 boxes, against 72,097 boxes for the week previous. The market is more active than would appear on the face of it, with sales of finest Western colored at 9 1/2c to 9 3/4c, and finest Western white at 9c to 9 1/2c, although it is said by some that the outside figures would not now be paid. We know that 9c has been paid for finest French colored, and 8 1/2c for finest French white, despite the statement that these figures would not be repeated. Under-priced goods have been placed at 8 1/2c to 8 3/4c." American canned meats, staples, are quoted to the jobbers in bond as follows: Roast corned and lunch beef, 1's per doz., \$1.00; do. 2's per doz., \$1.75; lunch tongues, 1's per doz. \$3.10; do. 2's, \$6.00. Ar-



## LONGEVITY OF MAN.

It was Prof. Hufeland's opinion that the limit of possible human life may be set at two hundred years—this on the general principle, says the *St. Louis Republic*, that the life of nearly all living creatures is eight times the years, months or weeks of its period of growth. That which quickly comes to maturity quickly perishes, and the earlier complete development is reached the sooner bodily decay ensues. More women reach old age than men, but more men attain remarkable longevity than women.

Horned animals are shorter lived than those without horns, fierce longer than timid, and amphibious creatures longer than those which inhabit the air. The pike will continue to live for one hundred and fifty or one hundred and seventy five years, and the common turtle is good for at least a century. Passing up the scale of life to man and skipping the patriarchs, we find many recorded instances of extraordinary longevity.

The ancient Egyptians lived three times as long as the modern lotus eaters. Instances of surprising and authentic longevity among the classic Greeks and Romans are not at all rare. Pliny notes the fact that in the reign of Emperor Vespasian (73 A. D.) there were 121 men living in a limited area on the River Po who were 100 years old and upward. Three of these were 119, and seven others over 130. Cicero's wife lived to be 103, and the Roman actress Luceja played in public after she had celebrated her one hundred and twelfth birthday.

## LACES.

Brussels is the finest of all laces, and Belgium is the lace makers' home. In this art one fourteenth of the city's population is engaged. Nine hundred lace schools are supported by the government and attended by children as young as five years. Brussels, like Honiton, is a pillow lace. The pattern is drawn on parchment and fixed firmly to the pillow. Pins are stuck along the outline and to them the lace is woven by crossing and twisting the threads, each of which ends in a bobbin. Two or three hundred bobbins are used in making lace two inches wide. A piece six inches wide uses sometimes as many as a thousand. Something in the natural surrounding of Brussels gives a ball mark that nothing else can attain, and though many other countries following the same mechanical processes have attempted to make Brussels lace the efforts have always proved failures. Point Duchesse is made by Bruges. Flanders makes the best Valenciennes, which is a pillow lace. Point d'Alencon is next to Brussels and is made with a needle. Spanish point, up to the suppression of the monasteries in 1830, was so much used by the churches that the world knew but little of it. The black and white silk laces sold in our stores are machine products, coming mostly from Lyons. The silk "Spanish lace" made by the peasant women of Spain and Portugal differs greatly from that used by us. A million lace workers find employment, notwithstanding the immense sales

machine laces find. About 1817 lace making was revived in Ireland. Limerick, the most popular Irish lace, is labour work upon net and muslin, and Irish point is made in exactly the same way. Lace making in America is only in the commencement of its career, although America can claim the only lace tree yet discovered. This is the lace tree of Jamaica, whose inner bark can be separated into layers of an exquisite mesh. Queen Victoria was presented with a dress of this from the people of that colony.

## COAL OUTPUT IN JAPAN.

The output of coal in Japan continues to increase year by year. In 1880 the output was 310,000 tons, while for 1892 the figures had reached 1,010,000 tons. It is stated that a contract has been made with a San Francisco firm for the supply of 2,500,000 tons of Hokaido (Japan) coal for delivery there, deliveries to be spread over the next ten years, beginning with 100,000 tons in the first year, and increasing up to 300,000 tons in the last six years. The total imports of coal into San Francisco during each of the last five years have been as follows: 1888, 1,278,299 tons; 1889, 1,161,515 tons; 1890, 1,013,181 tons; 1891, 1,363,270 tons; 1892, 1,250,113 tons. The bulk of these supplies has been obtained from Australia. It is argued, however, that the Australian coal has the disadvantage of selling at about nine yen per ton in the San Francisco market, whereas the supply just contracted for (as above stated) will place Japanese coal in the American market at a very much cheaper rate. It is estimated that the Japanese coal can be laid down in America at an average rate of \$7.50, supposing the freight to be \$3, the duty \$1.20, and the original cost \$3.60. Australia is, therefore, likely to meet with a new competitor in the coal trade, and it must not be forgotten that, as Japan produces on a silver and Australia on a gold basis, every decline in the exchange between gold and silver will operate as an additional advantage to the Japan exporters.

## COMMERCIAL SUMMARY.

One thousand eight hundred and fifty towns and cities in the United States are equipped with electric lights.

The Canadian Packing Company, of London, Ont., have made their first shipment to Messrs. Barnes, of London, Eng., comprising five carloads of superior bacon.

The Brown Manufacturing Company, Walker's Foundry and the St. Charles Omnibus Company of Belleville, are so pushed with orders that the men are working 12 hours a day.

As a result of the lumber combine recently effected the population of Keewatin is fast decreasing. No less than ten families have left in the course of a few weeks and there are more to follow.

The bark Marlborough has been chartered out of Montreal to take a cargo of hay to Havre at 55s. This is the first charter of the kind ever made in Canada, and is made possibly by a shortage in the French hay crop.

It is alleged by the *Chicago Tribune*

that within another year the ocean voyage between this country and Liverpool will be reduced to three days. The Canadian Pacific steamers will make the trip from Newfoundland, and it is expected to thus reduce the time from Liverpool to Chicago to five days.

The manager of the Westminster and Port Haney Freezing Co., has received a cablegram from Brisbane, Australia, announcing that the frozen salmon shipped on the pioneer steamer Mlowera, arrived in splendid condition, and was immensely appreciated by all who were favored with a sample.

A table in the *London Insurance Review* shows the United States business of the Scottish Union and National by years for the past thirteen years. The totals given are: Income, \$6,705,966; expenditures, \$5,158,311; premiums, \$5,689,251; losses, \$3,355,322; ratios, losses to income, 48.0 per cent; losses to premiums, 51.1 per cent.

The Canadian-Australian Steamship line has issued a neat little pamphlet giving dates of sailing, distances, fares and much information of use to those proposing to travel by steamers of the line. Special rates have been arranged for those who wish to go one way by China and Japan, joining the C. P. R. trans-Pacific steamers.

Mail advices from Cuba indicate that there is some irregularity of action among sugar people on the island. A portion, it is said, feel and act as though disposed to part with their stocks whenever full bids are made, while others express continued strong confidence in the situation, and calculate that it requires only a proper stand to realize higher rates. It is understood that the financial condition of that country has created an impression that consumption will be curtailed.

The *Montreal Times*, of Toronto, very properly says: "Credit is far too cheap. It is far too easy for men to borrow money on nominal security. We have no statistics on the subjects; but it is more than probable that the amount of what across the line is called single-named paper is steadily increasing in the wallets of Canadian banks. This is a state of matters which inevitably tends to demoralization amongst traders. It leads to over-production, over-importation and over-crediting. And it would be highly desirable for the banks to confine that kind of thing steadily within present limits, and, if possible, to curtail it."

The following item appears in a recent number of the *Policyholder*, of Manchester, England: "Messrs. Humbert, Son & Flint will offer for sale a handsome assortment of life policies, all dependent upon a single life aged 72 last birthday. The total sums assured, with bonuses, are £61,021, all the policies have been made world-wide." The user was manifestly determined not to put all his eggs into the one basket. He, moreover, was a man of considerable foresight, and whether in the interest of his family or his creditors, the policies seem to be on available assets. Indeed, it may be remarked that it is no infrequent occurrence on the other side the Atlantic for policies to be disposed of in the way mentioned.

# DALBY & CLAXTON

Real Estate, Insurance,  
Mining & Financial

**AGENTS.**

—AGENTS FOR—

The Yorkshire Guarantee and Securities Corporation, England.  
Alliance Assurance Company (Fire), England  
The Ablon 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 Storeston Canning Co., Storeston, Fraser River, "Lighthouse Brand of Salmon."

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

### RESULT OF OBSTINACY.

It is very difficult to find a reason why some men, otherwise bright and intelligent, should raise barriers to impede their own progress. Still this is done every day. All the influence of the trade press, the advantages set forth by mercantile organizations, or the moral suasion of friends and associate business men can not keep them from it. They will follow the dictates of their own misguided conscience to the last, and perhaps the only person who can bring their course of self-destruction to an end is the sheriff who invariably sooner or later, plays an important part in the winding up of their "independent commercial career," as they are wont to call it.

A well written article on this subject appeared in the *Merchant Sentinel* some time ago. Among other things it is there stated that there are two classes of men among the ranks of this detrimental influence in our mercantile circles. One is that pitiable class who would do better if they knew better, or, in other words, that deplorable element who are simply business machines, continuing in the groove in which they were started, and have not sufficient breadth of intellect to comprehend a progressive idea. Then we are cursed with another class who either from a purely selfish or mulish, stubborn motive, refuse to be convinced of what their better judgment tells them is the proper course to pursue. The first are to be pitied, but for the second, they can only be held in contempt.

A hundred little jealousies arise to prevent the unity of action which should exist. This man is afraid that if he should enter into any compact or agreement it might deprive him of his personal liberty. While he has no conception of the grandeur and sublimity of thought, the scope of freedom and ennobling influences contained in the idea of a manly man in

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the enjoyment of personal liberty, yet somewhere he has absorbed in a sponge-like manner, from contact with others the dimly defined concept of a curtailed personal liberty, whenever he allows himself to agree to any proposition which will help others as well as himself. Hence it is that we find this man blocking the wheels of progress to the most plausible plan of enterprising procedure. His neighbor has read somewhere that a monopoly is not quite the thing, and consequently he refuses to act in accordance with the desire of the majority because it might appear as a monopoly working against the few.

Every man agrees that price cutting and selling at cost are evils that should be corrected, but when you come to discuss ways and means, and lay plans before these same men for their consideration, plans which would, if adhered to, to a large extent obviate the existing trouble, it is quite a different thing and the man who stands in his own light is sure to come on his narrow, contracted, selfish prejudices, and do all in his power against the accomplishment of the very result he claims to desire. If his influence stopped here it would not matter, but it does not. By objecting to plans proposed by the majority, he creates an opposition from which in all probability he will be the first to suffer. Let business men act like men in the transaction of their business and be governed by the voices of the greatest number and adopt such plans as will benefit the greatest number.

### HINTS ABOUT DRESS SILKS.

Primrose striped with pale green is a favorite in the latest gauzes.

A real Paris novelty is the new silk woven in puffed stripes alternating with flat stripes.

A new heavy silk fabric for walking gowns, in plain and glace, is known as the "England."

Among the more recently introduced

novelties are a variety of honeycomb and basket weaves.

Black satins are seeded with tiny silk spots and black silk, striped with fine lines of pale blue, attract attention.

A changeable satin may be combined with marvellous, in shaded effect, figured with tiny stars in gold applique satin.

Satin finished peau de soie, in two changeable colors, as green and old rose, mauve and Nile, etc., is very effective in combination.

Extra widths in silk goods will be called for to make the new bell skirt. Felix is having special fabrics manufactured for this purpose, and the extra widths will certainly be called for.

Silks in changeable, ombre or other fancy effects are striped with heavy lines of satin or crossed in quadrille effects, while glace, changeable satins show a stripe of white brocade and all-over figures of a color.

The corduroy silks, in various Oriental striped effects, and in rich and striking combinations of contrasting colors, are among the real novelties in the dress goods department. Green, gold and rose are favorite colors.

Black satin Duchesse and bengaline are looked upon as standard. A charming "harlequin" bengaline shows old rose, ceru, blue, green, yellow and tan in alternate cords; then one of a rosewood brown, and then comes a repetition of the "harlequin" stripes.

A heavy, glossy satin, figured with little set figures in plain silk which appear to be sunk in the satin surface and display three or four colors on a black or dark marine ground has been named "Vitreux." It is especially effective when used in combination with black satin.

Some magnificent brocades show a shot or changeable ground, having lace effects in a spray, serpentine stripe, set or wavy design, taken from a bit of old lace, while figured empire brocades usually show flowers, leaves and stems scattered sparingly over rich satin grounds.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, JULY 18, 1893.

## THE SALMON TRADE.

In all probability the British Columbia salmon cannerymen are likely to be obliged to obey the law prohibiting the throwing of fish offal not alone in the Fraser, but in the Skeena and other salmon rivers, the Department of Justice having given the opinion that the Government has no power to suspend the application of the Act to any river. On the Fraser there appears also to be a difficulty between the canners and the fishermen, the latter demanding a higher price per fish than the former are prepared to pay. Moreover, it is stated that the Union fishermen have threatened the Indian fishermen with the direst consequences if they dare to sell fish to the canners at a less price than the union has prescribed.

Apropos to this the *News Advertiser* says, "Against the—as we consider—needless intrusion and competition of hundreds of Mongolians, the white fishermen of the Fraser River will receive large outside support. But if they attempt to intimidate the Indian fishermen and adopt methods which are contrary to the law of the land, they may expect that general approval will follow the efforts of the authorities to put an end to such a state of things." With this opinion we cordially agree. Meantime the canners, as has been stated in an interview had with Mr. Bell-Irving, have declared that the fishermen's demands, which have been formulated by means of a strike, are unreasonable. There is now, it is said, more competition among the fishermen than was the case formerly, while the salmon market is much depressed, there having been a drop of \$1.50 per case in the price in London as compared with 1889, and that in default of, the fishermen according to the terms insisted on by the canners, it is the intention to send for men from the other side the line who had expressed themselves as ready to come over here and work at the canners' rates.

## TRADE WITH AUSTRALIA.

We note with satisfaction the credit given by the *Monetary Times*, of Toronto, to Premier Davie in connection with his efforts at Ottawa to promote closer relations between Canada and Australia. Our contemporary "observes with interest" that the late editor of the *Trinity University Review*—some kind of an amateur journalist—has taken passage by the War-

rimoo with the object of writing a description of the route for New York and Chicago news syndicates and for Canadian newspapers. It is further stated that this same amateur journalist will study trade matters in order to stimulate business between the two countries. Now, this may be very enterprising on the part of the gentleman who has been taken under the wing of New York and Chicago news syndicates and of certain Canadian newspapers; but, unless we are greatly mistaken, a really practical newspaper man from Victoria, Mr. J. Davies Taylor, who has been for most of his life connected with the papers of Ottawa and Montreal, has been gone for more than a month on a similar mission, without any flourish of trumpets and under the auspices of the *Colonist*, which, in this particular, has displayed much more enterprise than all the rest of the newspapers of Canada combined. Brother Taylor has gone quietly to work, but he will get there without the peradventure of a doubt.

## WANTED—A CLERK.

In connection with matters municipal in the city of Victoria, despite all that has been said by Alderman Baker and others as to the retention of high-priced officials, who have comparatively little to do, and the discharge of those who have in their own way been doing really good service at a comparatively low rate of remuneration, this kind of policy appears likely to continue. The headsmen's axe has been applied to Sanitary Engineer Mohun only, and he has rejoined with a suit at law which, whatever its outcome may be, is likely to cost the citizens a considerable sum. However, we notice that, with a view of doing some cheese paring—to stop up the spigot, while the discharge from the bung hole is an exceedingly large one—the city clerk is advertising for a man of all work. This position, it may be stated in the first place, carries with it the magnificent salary of \$60 per month—two dollars per day in round figures, with no mention of an allowance for overtime, though the clerk will, without doubt, as men of all work frequently do, be obliged to put in much longer hours than those luxurious gentlemen who begin at half past nine or ten o'clock in the morning and leave their offices between four and five o'clock in the afternoon.

Two dollars per day is little more than the wages earned by laborers who have not to apply for a job in their own handwriting, who have not to furnish references as "the highly paid" gentleman in question is compelled to do and who, moreover, are not obliged to put on a clean collar every morning, if, indeed, they wear one at all, who are not expected to have their boots polished like mirrors, whose foot coverings may be of beef-hide instead of the regulation calf; for whom a suit of shoddy out at the knees, cuffs and elbows is equally as good as the finest tweed or the most immaculate broadcloth. Yet were this poor man of all work, even though he were a first class penman, typewriter and practitioner of short hand, to appear in the ordinary garb of the street laborer, he would disgust the mayor, horrify the city

clerk and cause the members of the city council to inquire for what under the sun they gave that man two dollars a day. Two dollars a day—not the wages of a policeman; not as much as is earned by a scavenger, a chimney sweep, a hack driver! Yet, to be eligible for the position of corporation man of all work, the applicant must have references, be a good penman and typewriter and, moreover, must possess a knowledge of shorthand.

It is to be hoped that the occupant of the position will not have to handle any considerable amount of public money, otherwise the proximity to the United States might induce him to remember the fact that it is only a very short distance from Victoria into American territory. We have more than once referred to the beggarly manner in which the Dominion government treats its officials in the way of remuneration. They can not or will not remember the fact that the cost of living is in this province far greater than it is in any other part of Canada, and, therefore, screw down the working staff to the most pitiful allowances, the wonder being that the public service is as efficient as it is. But when we see the city corporation, every one of whose members is a resident and thoroughly understands how things are, acting in so niggardly a manner towards an officer who must be the very reverse of a tyro, we may well ask what we are coming to and what sort of treatment we may expect from those who are ignorant of our special conditions?

Were there an urgent call to duty either in the ministerial field or before the enemy, it might be expected that salary would be no object. We are, however, surprised to notice an official advertisement over the signature of the city clerk, whose object manifestly is to grind the face off at least one poor man, whose necessities alone would compel him to undertake to do so much for such an inadequate amount of remuneration. The new city council are, indeed, doing well.

## COMMERCIAL BANK OF MANITOBA.

In regard to the recent failure of the Commercial Bank of Manitoba it is said that there are some \$1,750,000 of assets to meet about \$1,200,000 of liabilities. The notes, the first charge, amount to \$450,000. Then comes the claim of the Manitoba Government, about \$90,000, leaving sufficient to pay the depositors. Moreover, there is a double liability attaching to the stock, as well as the power to call for the payment of about \$190,000 of stock, not fully paid up. It is distinctly announced that the commercial condition of Manitoba is not in any sense responsible for this financial collapse. The bank has occasionally met with the ordinary losses in its commercial business, but it is emphatically stated that neither the present nor the past condition of the country is in any way responsible for the break. The bank was doing a profitable business of a general and legitimate commercial nature, has not met with any overwhelming losses in transactions of a strictly commercial nature with the regular business community, but had a considerable business of a more speculative nature, which proved disastrous.

### PACIFIC COAST WORLD'S FAIR.

The prospects of something approaching an edition of the World's Fair upon the Pacific coast appear to be encouraging, and committees at San Francisco are actively engaged trying to perfect arrangements for it. No wonder the people at the Golden Gate are anxiously endeavoring to advertise themselves. Portland is getting to be an important rival, while the seaports on the Sound are commencing to present the appearance of dangerous competitors. It is understood that the Great Northern Railway Co. seriously contemplate the establishment of a line of Oriental steamers from Seattle, which, with the Canadian Pacific and the Northern Pacific steamships, would constitute three powerful competing interests to divide with the steamers trading to Frisco the business that there is to be done. Then again, the Canadian-Australian line is sure to cut into the trade of the Australian and Hawaiian steamships one of whose termini is San Francisco, while we continually see that, as a railway centre, the city founded by the Argonauts is rapidly losing its importance. No wonder then that the people are earnestly talking World's Fair. We should be sincerely glad to see San Francisco succeed in this new departure, as it would be the means of attracting special attention to this coast, and, if so, the trade of British Columbia could not fail to be advantaged.

### ASSESSMENT VALUATIONS.

One might readily appreciate the extreme anxiety of the property owners of Victoria to keep down the value of their property as assessed for purposes of taxation were the rate of that taxation to be forever fixed at the same percentage; but inasmuch as the revenue has to be raised upon the property contained within the city limits, if a fair valuation be given all round what possible injury can be done to the proprietor by keeping the valuation, if not quite up to, at least within a reasonable distance of its actual worth; that is provided of course that, everything, considered, uniform valuation be maintained? As it is, however, some of our small-minded citizens contrive to get their lands put way down below those of equal value, and, in consequence, are relieved of a few dollars of annual taxation at the expense of those who are more honest than themselves and are prepared to sell at some where in the neighborhood of the assessment, the other "small potatoes" declining to look at anything like the figures which they have sworn to be the uttermost value of their holdings.

Mr. Northcott is a good officer; but the bulldozings to which he is subjected, with the concurrence of city alderman, force him in not a few instances to commit the most flagrant injustices and to make the real estate wealth of the city appear to be less than it really is. Some kind of a change in the method of revision is required. How would it be for the assessor to be authorized to call the citizens generally to his court and then put up the properties at the existing assessed price and then fix the assessment at the highest bid? It would be a sort of judgment of

Solomon, particularly if the property were to be adjudged to the last offer, provided that the owner thought that the new valuation were too high. It is possible that rings would be got up so as to control matters; but, then, that might be remedied for the time being by a higher rate of assessment, the flagrancy of the injustice under such circumstances being sufficient to warrant heroic action.

### GOT IN THEIR FINE WORK.

At length the United States authorities have, as they think, got the Canadian Pacific where they want it and have indicted at Tacoma, the road and its officials from President Van Horne downwards, for a violation of the interstate commerce law, by cutting the established passenger rates. On the other hand President Van Horne declares that the Company has not been guilty of any violation of the act and that he will be ready, whenever called upon, to produce the books of the Company in support of his assertions. To all appearances a trap was deliberately laid to catch the Company, a woman having been procured by special agent Kretschmer, of the Interstate Commerce Commission, to purchase a ticket at a reduced rate and transfer it to him. This precious agent says it is a common thing to procure women to give evidence against railroads and in this case a Mrs. Nellis has been brought all the way from Burlington, Vermont, to make out a case. According to this woman's statement she does not at all relish the idea of being made an informer. She says she had thought of taking the Union Pacific to the East when Mr. Kretschmer asked her to purchase a ticket by the Canadian Pacific, which she did, he paying her \$65 for it. She says, "I did not know what he was going to do with it. The next time when I get a ticket I am sure I shall keep it and use it myself. I was subpoenaed by the court and had to come out here and testify. I am very anxious to get away and go home. I did not willingly become mixed up in this matter, and I shall endeavor never to get mixed up again." This is a mean sort of business anyhow, and is another instance of the low and contemptible methods to which our neighbors are prepared to resort when they desire to oppress Canadians and Canadian institutions.

### EDITORIAL COMMENT.

MINISTER OF RAILWAYS HAGGART has, indeed, managed with admirable ability the affairs of the Intercolonial Railway. That "dead horse," whose grave annually absorbed thousands of dollars, has been galvanized into life, and, last year, returned a surplus over expenditure reaching almost \$100,000.

THE latest news from the sealers serves to show that most of them have done well in the Japanese waters, while those which have made catches on the coast have been fairly successful. It is not likely that the value of skins will be particularly high this year, there being fair stocks on the other side, which are being supplemented by skins of this season's take. How long we may ask, will it be before the public know what the commission has done and what its findings are?

THE second steamship, the "Warrimoo," of the Canadian-Australian line, has left on her return voyage to Honolulu and Australia, the outward and inward voyages being under more favorable auspices than were those of the pioneer vessel, the "Mowera." Mr. Huddart, the managing owner, when addressing the Board of Trade on Friday, expressed himself as highly pleased with the outlook, the concluding remarks of a particularly interesting and hopeful speech being "We look forward with every confidence to the future of this line, which has now been established, we hope, for all time to come, and we sincerely trust it will continue to be another link between Great Empire and her colonies." For our own part, we think that success is assured, and have not the slightest misgiving on the point.

HON. T. M. DALY, Minister of the Interior, has arrived in Victoria on public business. All the Ministers are accustomed when they jaunt, to talk about public business, but frequently they state that public business will only be considered incidentally. In any event the Minister and his deputy are both here, and it is to be hoped will formally pay some attention to concerns in which we are all interested. Among these matters is the disposition of the Songish Reserve, which we trust has not been bartered away in advance to those gentleman of a speculative turn of mind, who, it is understood, have for a long time been endeavoring to get possession of the poor man's vineyard, without the least care or consideration as to what will become of the poor man. But, leaving the poor man to the care of the government, it is to be hoped that the latter will not, for the mere sake of pleasing the rings and the combinations,—however influential they may be,—which were long ago formed, allow themselves to be made the instruments of enriching the few at the expense of the many.

It is said to be the Englishman's privilege to growl—and growl he will, if there be the least excuse for it. In Victoria we have been growling a great deal—probably the large number of Englishmen who live here may be responsible for much of this—but certain is it that times have not been as we should have liked to see them. Still for all that, compared with our neighbors on the American side of Puget Sound, our lines have been cast in pleasant places. The city of Seattle is by no means well circumstanced. At the very outset she largely over-built herself, and, moreover, did not stop. This excess of building is eating out a considerable portion of its value in interest upon the money that was expended in construction. Many stores are vacant and those which are open are doing but a very small amount of trade. Ruin it is said stares many people in the face, while the army of the unemployed is being continually recruited, although numbers of able-bodied citizens are constantly leaving for fresh places. The situation alarms many of the cooler and wiser heads who fail to see daylight through the darkness, whilst here, no matter how much we may have complained, the atmosphere is clear and everything is assuring.

## SAN FRANCISCO COAL TRADE.

J. W. Harrison reports, July 8, as follows: "During the week, there have been the following arrivals. From the Northern mines, 20,088 tons; from foreign sources, 6,293 tons. The quantity coming to hand barely keeps even with the amount consumed, so that the yards are not accumulating stock. This serves to keep prices stationary, as the jobbers can readily take care of what they have on hand. Cargoes of foreign are now being more freely offered for future delivery, but the general stagnation of business has also been felt in the fuel line, and our wholesalers are acting cautiously, buying only for absolute needs. Our recent foreign coal arrivals have come principally from Cardiff, demonstrating that shipments from that port are growing in favor. Cabled reports from Australia note a promising shading of prices after August prox. Some large sales made this week show that some of our heaviest consumers are cutting loose from some of their heretofore adopted grades, having ascertained after crucial tests that more profitable results could be arrived at by making some changes. Reports from Australia by last mail do not show many additions to the leading list, coal carriers for the moment are not plentiful in Colonial waters."

## NEW ZEALAND LUMBER INDUSTRY

The timbers of New Zealand, says a writer in the *Northwestern Lumberman*, are as numerous as they are varied and beautiful, but those that have up to the present been brought into any commercial use consist of kauri, rimu (red pine), matai, kahikatea (white pine), totara, silver pine and black birch; the first of these, the kauri (*Damara Australis*) is the well known New Zealand pine, and its production and general commercial use has far exceeded in quantity any of the others, as it excels them in value and superiority. History says that Capt. Cook, the great navigator, first discovered its merits, landing and obtaining kauri spars for re-fitting his vessels on the first voyage of discovery. The timber is light in color and regular, with the grain displaying fine, even markings. Kauri is only excelled by our southern pine. It is more silky than Quebec yellow pine, and takes a higher finish. It is stronger and more durable than the best red deal of the White Sea and Baltic. It is tougher and more elastic than American spruce, while it is more easily worked than the redwood of California. Boards of it can be obtained in long lengths and up to six feet wide without a knot or shake, and it may safely be stated that no other timber known is capable of being applied to such varied uses. Houses in New Zealand and Australia are constructed of it throughout from the shingles to the floor, internal work being left unvarnished to show its fine figure. It is also used extensively for railroad sleepers, bridges and wharf construction, and railroad cars, and is especially adapted for masts and deck planking of ships, many vessels being entirely built of it. It planes across the end of the grain as smoothly as with it, stains well and takes a high polish, being much in

demand for church and counter fittings on this account. Its durability is unquestioned. Some of the early wooden houses built in Auckland fifty years ago of heart kauri are standing now, and the timber shows not the slightest signs of decay. Street blocks laid eight years ago on the Auckland wharves present few signs of wear. The kauri is indigenous to New Zealand, and grows only in the province of Auckland between the 38th degree latitude south, and the north cape. It is the monarch of the New Zealand forest, in dimensions falling very little short of the giant sequoias of the northwest, many of the trunks rising to the height of 120 feet before the branches are thrown out. The tree is invariably found in clusters in dense bush and in mountainous country, this fact adding materially to the difficulty and cost of production. The tree is of phenomenally slow growth and has attained an immense age before it is felled. The rings on some of the large trees number over 1,000. To the credit of New Zealanders be it said, that these patriarchs are generally spared for the benefit of future generations.

## CROP CONDITIONS IN EUROPE.

Beerbohm's *London List* of June 23 says: We are probably approaching the end of the extraordinary drought in Europe; beneficial rains fell last night in London, and in various parts of the country some rain has fallen, in the past few days; heavy thunder storms are also reported from Austria. The wheat crop in England has come along rapidly under the effects of the forcing heat of the past fortnight, and an extraordinarily early harvest is now all but certain, most of our correspondents look for wheat cutting to take place two or three weeks earlier than the average. Barley, and especially oats, have suffered severely from the drought; while hay in the south of England is quite lost. In the north of England, however, the condition of the hay and clover crops is not so bad, some good fields having been cut.

In France, according to our latest news, the reports are still unsatisfactory, by no means sufficient rain having fallen for the spring corn, whilst wheat will yield very poorly on light soils. Rye is not expected to yield well, although the quality is good. Barley and oats are of course suffering most from the drought. In Belgium and Holland, the winter crops are not unfavorably spoken of, but all other crops leave much to desire, owing to the prolonged drought. In Germany, the wheat crop is deserved by our correspondents as fair. Rye rather deficient in some parts. Barley poor. Oats very poor. The scarcity of oats and of fodder has led to the price of oats being 13m higher than that of wheat, which is quite an extraordinary phenomenon. In Hungary, copious rains have greatly improved the outlook in respect to spring corn and fodder, whilst wheat and rye have also been improved. The latest official report on the crops in Austria states that wheat has improved and may prove a good medium crop. Rye, however, does not promise well, whilst barley and oats have been saved by the recent rains. The harvest in Italy is about to commence, being earlier

than usual, and the yield of wheat is likely to be better than had been expected. The Spanish wheat crop, too, seems now likely to be rather above an average. In Roumania, the continued heavy rains have caused considerable damage to the crops, which, moreover, have been sown to a smaller acreage than last year. The Russian crops have experienced a vast improvement, according to the latest official accounts, which represent that over 80 per cent. of the districts from which returns are received are good and satisfactory in respect to wheat, both winter and spring.

## IS A DEPOSIT FOR GENERAL AVERAGE REQUIRED?

The case of *David Law et al vs. Henry Munderloh et al*, upon which judgment was given in the Superior Court on 22nd inst., is one of great importance to consignees and others. The firm of Munderloh claimed the right to detain certain goods shipped by the Wandram, until \$3,255 was paid by the consignees under the following circumstances, as security for general average. The shippers own 500 cases of champagne, valued at \$7,300, shipped for them at Antwerp by ss. Wandram. The Bill of Lading has this clause, "General Average to be paid according to Yorke and Antwerp rules, and average bond to be signed with values declared therein, or sufficient security given as required by the Master." The vessel sailed on 2nd May, and on 1st June consignees were notified of her arrival, who tendered \$116.15 for freight, and asked delivery. This was refused as on the 16th May the Wandram was stranded, and much expense incurred in saving the cargo, part of which only arrived in Montreal, amongst which were the 500 cases of wine. The sum of \$3,255 was claimed as "general average," arising from loss and damage to cargo. The consignees offered to sign a bond to secure this until the matter could be adjusted. This was not accepted, but demand was made for a bond, and for \$3,255 to cover estimate of general average. The evidence disclosed a difference of opinion as to usage, but it was not proved that the claim for a cash deposit was the custom of this port. The Court regarded the sum named substantially correct, but that months might elapse before it was adjusted, and in the meantime masters of vessels or agents who held such monies might become insolvent. The Bill of Lading does not mention a cash deposit. Hence the Court decided that a cash payment on account of general average could not be enforced, but the offer of a bond as security was "sufficient and reasonable." Delivery of the cases was ordered, on such security being given to await adjustment of the general average. Defendants to pay costs of the suit.—*Canadian Journal of Commerce*.

The crops are looking very well in the Coldstream and White valleys, where the extra rain has rather done good than harm.

All workers in the East Wellington colliery who are earning above \$3 a day have received notice of a 20 per cent. cut in their wages.

## CANADIAN-AUSTRALIAN TRADE.

Mr. James Huddart, the managing owner of the Canadian Australian line, was recently interviewed by a Vancouver paper. To the newspaper representative he spoke in a most hopeful manner of the prospects of the new line, and said that considering the present financial crisis throughout Australia, the start had been most encouraging. An improvement in the business could already be noted as the amount of freight and number of passengers carried by the Warrimoo was fully 50 per cent. more than by the Miowera. That was, he thought, very good for a commencement, and, in his opinion, there would be a further increase by every vessel. Large cargoes, however, could not of course be expected at first, as merchants in Australia did not quite know what to ship, and he expected it was just the same on this side of the Pacific.

Continuing, Mr. Huddart said that he was very much pleased with the hearty manner in which the people in British Columbia had taken hold of the matter, and endeavored to work up a trade between the two countries. He could vouch for all the statements made in the press as to the enthusiasm shown there, which was quite equal to that manifested here.

In speaking of the numerous advantages that must accrue to both countries by the exchange of commerce, Mr. Huddart mentioned the fact that Vancouver, although further from Honolulu than San Francisco, was reached in the same number of hours, so that a large amount of trade of that country should be secured by merchants here. Honolulu could be reached in seven days by this line and Sydney in twenty-one or even less. It was the intention of the company to establish connections between Vancouver and Pacific coast points, so that freight would be delivered much faster than *via* San Francisco. Mr. Huddart further added, as proof that the vessels were efficient for the service, that the Miowera on her return trip reached Brisbane two days ahead of contract time.

Mr. Huddart then stated that it was his intention to look into the commerce and industries of Canada, so as to see what articles could be exchanged, and to give any necessary information. He intended especially to investigate the dead meat trade as if it was found that it would be profitable to merchants on both sides, as he thought it would, he would have cold storage chambers placed in the vessels.

One thing, however, that would be of great assistance in working up the trade Mr. Huddart said, would be the establishment of a cable communication between Canada and Australia *via* Honolulu. At present messages have to be sent right round the globe, and he was glad to notice that the papers here were agitating for this.

When asked whether the Queensland Government had granted a subsidy, Mr. Huddart stated that so far they had not, but as he had not had any word about the matter, he thought it could not have come up in Parliament. The people and press both favored such a measure, but owing to the present financial depression the Government seemed inclined to wait

a while. There was, of course, considerable opposition to the line from rival companies, which are watching closely every move. He anticipated, however, that the Queensland Government would grant this subsidy as soon as the financial state of the country improved.

Referring to the financial condition of Australia, Mr. Huddart said that in his opinion the end of the crisis had not yet been reached, although he was thankful to say that "bottom" was in sight. It is now winter in Australia, but by Spring that is Autumn here, things would begin to improve. People were commencing to regain confidence, but it would take some time before the depression passed away.

## A RETROSPECT.

That there has taken place a great many changes during the past fifteen or twenty years in respect to business methods all over the mercantile world very few will question, and while such departures in trade have not as a rule been so markedly prominent among our provincial business men as has been the case elsewhere, it requires but the most casual examination of the subject, assisted by the memory of our older merchants, to confirm the statement above.

Some twenty-five years ago the idea of sending a representative out on the road for the purpose of soliciting orders would have been ridiculed by the then prosperous merchant, were the proposal suggested to him, and we have no doubt that this would be true of almost any locality at that time.

The buyer then was forced to come to the seller, a proceeding which we can easily see quite ill-calculated to redound to the latter's benefit, or to place him in the position he holds to-day.

Large profits and comparatively little business worry was then the experience and rule of the wholesale merchant and not the exception as to-day.

Life went very easy under such circumstances and failures were rare, owing of course to the comparatively few hands in which trade was held and the large margin upon which to work. We now find this state of affairs entirely changed, and yet the new regime has crept in and displaced the old, with scarcely a struggle and to the infinite benefit of the retailer and consumer.

The retailer now, even if he be located in the smallest town, has the latest products of the entire world brought to his very door, opened for his inspection and acceptance at a cost which would have surprised our predecessors in business, and we find the buyer sitting figuratively on his throne and receiving the commercial homage of our ambassadors of trade if he be worthy of such attention, which is of course equivalent to being a good mark. All of which must perforce be right, for is it not the outcome and result of our commercial intercourse since the beginning of trade?

The cost of conducting a business of to-day has of course increased, but when considered relatively we find that this cost is distributed over and chargeable to a much greater volume of business than formerly, with the result that the

percentage of cost is much reduced, and which fact has crystallized into the axiom "that the larger the volume of business the less proportion of cost is required to conduct it," and for this reason, in addition to many others, the consumer has been benefited and the purchasing power of a given sum greatly augmented, in fact some writers go so far as to say "that a dollar will never have greater purchasing power than it enjoys to-day." While not endorsing this statement in full, it would seem to sum up the case, but we have to consider the almost astounding advances which have taken place in every branch of science and manufactures, by which the cost of production has been so much lessened, and in view of which it may be as well to qualify the assertion somewhat.

The subject of our remarks open up a very wide question and form a text book to which many pages and lessons are indeed added from day to day.—*Maritime Grocer*.

## A COFFEE AND TEA SUBSTITUTE.

In the Jamaica exhibit at the World's Fair is a display of kola beans, and the powder which is made from them. This is the bean of which Stanley speaks of in several of his works on African exploration as having much greater sustaining power than tea, coffee or chocolate. The natives of the "Dark Continent" carry these beans in their pockets and eat them during long marches. They are produced in pods on large trees that grow in great numbers in Jamaica, and which till recently were thought to be indigenous. It is now believed, however, that the seed was brought from Africa by negro slaves. Recently the beans have been brought into use as a substitute for tea, coffee and chocolate, and the demand for them is increasing very rapidly. The beans are ground and put in packages, with directions for making infusion. One teaspoonful is sufficient for a cup of kola. It is agreeable to the taste and is recommended by physicians. A concentrated essence is also made of the beans, and an aerated drink called kola champagne.

Revelstoke merchants are petitioning for a branch of the Molson's bank.

An attempt is being made to organize a piano tuners' association for the Dominion, similar to that in the United States.

Cherries in Oregon are reported to be a very light crop, and the *Pacific Farmer* fears the output will not be equal to the home demand, to say nothing of shipments to Eastern markets.

The city treasurer of Toronto received a cheque of \$6,729, being 8 per cent. of the earnings of the street railway for June, which totalled \$84,118. The city's share of the earnings for June, 1892, were \$6,039.

The South Vancouver Council has sold its \$35,000 five per cent., debentures for 92 per cent., a price which is considered by financial experts very satisfactory, having regard to the grave financial pressure of the time, and the comparatively low rate of interest offered.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Martha Fisher	811	Meadowcroft.	Oct. 18	Victoria.....	Liverpool.....	31,002	\$103,158	April 14
Br bark...	Glengarry	892	Davidson	Nov. 3	Westminster..	Liverpool..	37,352	136,766	April 15..
Br bark...	Chill	678	McKenzie	Dec. 12	Victoria.....	Liverpool..	30,633...	163,061	June 5
Br bark...	River Gauges	612	Budge	Dec. 19	Victoria.....	London...	29,161...	117,305	July 10.
Br bark...	The Frederick	812	Simpson.	Dec. 18	Victoria.....	London.	32,403...	167,836	June 10

## 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..	806,038	7,814	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 4	Vancouver	Plymouth.	923,658	9,882	May 20	52s 6d
Nor. bark	Fritzo	1078	Rolfson.	Jan. 10.	Vancouver	Callao.	879,269	9,031	March 3.	36s 3d
Am. bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso.	832,657	7,077	April 27..	37s 6d
Br bark..	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	895,663	15,537	June 23	Private..
Chil. bark.	India	953	Funke	Jan. 11.	Moodyville..	Valparaiso	793,782	7,169	March 30	owners ac
Br bktn..	Bittern	399	Stromach.	Jan. 20.	Vancouver..	Fremantle, Au	302,450	4,201		owners ac
Ger. ship	Katharine	1630	Spille.	Feb. 7.	Moodyville..	Iquiqui	1,328,379	14,658	May 6.	35s
Br. ship..	County of Yarmouth.	2151	Swanson	March 23.	Vancouver..	U. K. f. o.	1,628,539	17,500		50s
Chil. ship.	Hindustan	1442	Welsh	March 6.	Moodyville..	Valparaiso.	1,196,826	10,212		owners ac
Am. bark.	Seminole	1181	Weeden	March 19.	Moodyville..	Santa Rosalia.	1,010,913	7,966		Private...
Am. ship..	Ivy	1181	Lovell	April 22.	Vancouver..	Wilmington	791,911	10,497		Private...
Br bark	Assel	735	Gilmour.	March 6.	Moodyville..	Antofagasta	631,163	6,577		35s
Br ship	Satuna	1166	Grabin	April 20	Vancouver..	Port Pirie	961,868	7,718		42s 6d
Am. bark	Herry Morse	1313	Hughes	April 19	Moodyville..	Shanghai.	928,219	8,900		45s
Haw. bark	John Eda	2600	Schmauer	June 2	Cowichan	Port Pirie	2,580,797	19,500		40s
Br bark	Blairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,801		31s 3d
Br bark	Mary Low	813	Robertson.	May 24	Vancouver	Pisagua	663,040	5,296		35s
Nor. bark	Sigurd	1330	Aase	May 21	Vancouver	Port Pirie.	1,426,000	10,693		40s
Chil. ship.	Atacama	1235	Caballero..	May 13	Moodyville	Valparaiso	967,361	7,762		owners ac
Br bark..	Wythop	1218	Edwards	May 26	Vancouver..	Sydney	1,019,667	8,365		31s 3d
Br ship	Gryc	1069	Roberts..	June 25	Vancouver..	Antwerp	786,228	11,790		50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver..	Holland.	577,537	4,908		55s
Br bark	Doelra	966	McJerrrow..	June 26	Vancouver..	Adelaide	740,231	5,920		38s 9d
Br ship	Kinkora	1799	Lawton		Vancouver..	Callao.....				30s
Am schr.	Carrier Dove	672	Granddt.		Cowichan	Adelaide				39s
Am bark.	Seminole	1139	Weeden		Moodyville.	Santa Rosalia.				Private...
Am schr.	Puritan	581	Warner		Moodyville.	Tientsin				55s
Am bark.	Sonoma	938	Anderson		Vancouver..	Iquiqui				30s
Br ship.	Gimford	2168	Wier		Vancouver..	Port Pirie				37s 6d
Am ship..	Wm. H. Starbuck	1272	Reynolds.		Vancouver..	London.				52s 6d

### BUSINESS CHANGES.

T. W. Clarke & Son, grocers, Vancouver, advertise business for sale.

The Slokan *Prospector* has commenced publication at New Denver.

Henry Sheran, of Nelson, contemplates opening a hotel at New Denver.

P. Peebles, estate, furniture, Westminster, stock sold by auction.

W. E. Woodward, farmer of Nicola Valley, has assigned to Gilbert Blair, merchant of same place.

The Western Wire Mattress and Furniture Manufacturing Co., Ltd., has been incorporated with a capital stock of \$50,000. Vancouver is the principal place of business. R. A. Anderson, Jas. R. Webster, J. S. Bailey and Dan Donaldson are trustees.

The Fraser Valley Fruit Cannery Company, Ltd., capital stock \$50,000, has been incorporated to take over the Fraser Valley Fruit Cannery at Chilliwack, now operated by F. M. Chaldecott & Co. Geo. M. Stuart, W. H. Kendall, Wm. Paterson and F. M. Chaldecott are trustees.

# BAGS

In all sizes and qualities and for every purpose. Jute or Cotton. Plain or Striped.

BAGS FOR ORES,  
(Overhead dry or double cotton sewn)  
a special feature of our trade.

## CANADA JUTE COMPANY, LIMITED

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

### FREIGHTS.

The situation appears brighter, owners are more inclined to the belief that the market will shortly advance. Quotations are unchanged although the existing quotations are decidedly firm.

Freights from British Columbia or Puget Sound are quoted as follows:— Valparaiso for orders, 27s 6d; Callao direct 32s 6d; Sydney 30s; Melbourne, Adelaide or

Port Pirie, 36s 3d to 37 6d; United Kingdom, calling at Cork for orders, 52s 6d; Shanghai, 45s; Tientsin 55s.

Grain freights from San Francisco to U. K., Cork for orders, 20s to 22s 6d; from Portland, 27s 6d; Tacoma, 25s.

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

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	T&S	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship.	Blair Athole	1697	Lister	March 3	R Samarang	Vancouver	B. C. Sugar Refinery Co.	137
Br bark.	Formosa	915	Kain	March 16	H Liverpool	Victoria	R. P. Rithet & Co., Ltd.	124
Br bark.	City of Carlisle	823	Hughes	March 1	K Newcastle	Victoria	Turner, Beeton & Co.	
Br ship.	British General	1754	Tulloch		A Samarang	Vancouver	B. C. Sugar Refinery Co.	
Br ship.	Candida	1222	Whettem	May 31	L London	Victoria	Turner, Beeton & Co.	47
Br ship.	Drumraig	1919	Snarring	June 8	F Liverpool	Vancouver	Evans, Coleman & Evans	40
Br ship.	Rathdown	2038	Morrissey	April 1	C Maryport, Eng	Vancouver	Turner, Beeton & Co.	108
Am ship.	A. J. Fuller	1782	Wallnut		J Yokohama	Vancouver	C. P. R. Co.	
Br bark.	Ladstock	815	Williams	March 24	J Liverpool	Westminster	Bell-Irving & Paterson	115
Nor bark.	Fortuna	1332	Mikkelsen	May 25	J Valparaiso	Vancouver	Robert Ward & Co., Ltd.	54
Ger ship.	Sirene	1437	Sauerim Ich.		T Yokohama	Vancouver	C. P. R. Co.	
Br bark.	Archer	789	Dawson		T Liverpool	Victoria	R. P. Rithet & Co., Ltd.	
Br ship.	Dunboyno	1389	Neill		L London	Vancouver	Evans, Coleman & Evans	
Am bark.	St. Katharino	1193	Frazier	June 22	J Yokohama	Vancouver	C. P. R. Co.	26
Br bark.	Jessie Stowe	615	Blanche		X Yokohama	Vancouver	C. P. S. S. Co.	
Br ss.	Empress of India	3003	Marshall	July 5	W Hong Kong	Vancouver	C. P. S. S. Co.	13
Chil bark.	Eliza		Harken		N San Francisco	Moodyville	Moodyville Saw Mill	
Chil bark.	Eritrea	779			D		Moodyville Saw Mill	
Am schr.	Robert Searles	570	Piltz		G San Francisco	Vancouver	Robert Ward & Co., Ltd.	
Am schr.	King Cyrus	667	Christiansen		G San Francisco		Robert Ward & Co., Ltd.	
Br ss.	Mlowera	1911	Stott		M Sydney	Vancouver		
Am schr.	Golden Shore	614			G San Francisco		Robert Ward & Co., Ltd.	
Br ss.	Empress of Japan	3003	Lee		E Hong Kong	Vancouver	C. P. S. S. Co.	
Br ss.	Grandholm	871	Masson		B	Victoria	Robert Ward & Co., Ltd.	
Br ss.	Tacoma	1662	Hill	July 18	O Hong Kong	Victoria	Dodwell, Carhill & Co.	

H—Cargo of 2,300 tons raw sugar. Chartered to load lumber at Vancouver for Cork f.o. at 48s 9d. H—March 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F—Via Seattle. June 12 passed Tuscar. K—Via Santa Barbara. Chartered for salmon to Liverpool or London. A—Cargo of sugar. I—June 2 passed Dover. Spoken June 14 lat. 35° N., long. 12° W. June 21 lat. 23° N., long. 22° W. Chartered for salmon from Victoria to London or Liverpool by R. P. Rithet & Co., Ltd. J—Via Honolulu. Chartered to load salmon for U. K. at 35s. C—Spoken April 27 lat. 2° N., long. 24° W. May 13 lat. 31° S., long. 40° W. Cargo of steel rails for C. P. Railway. L—Chartered for lumber to Port Pirie at 36s 3d; option Sydney at 31s 3d and Melbourne Wharf at 37s 6d. T—Chartered for salmon to London or Liverpool, by Robert Ward & Co., Ltd., cancelling date Nov. 15. U—To sail July 10. W—Via Yokohama July 14. X—Chartered for salmon by A. B. C. P. Co. N—Lumber to West Coast S. A. on owners' account. D—To load a return cargo of lumber on owners' account. G—Lumber to Port Pirie at 37s 6d. E—To sail July 26. Via Yokohama Aug. 4. M—Via Brisbane and Honolulu. B—Chartered for salmon to U. K., September loading. O—Via Yokohama July 29.

### VESSELS IN PORT.

#### VICTORIA.

(July 17, 1893.)

Br. bark Thermopylae, 991 tons, Capt. Winchester, from Hong Kong with paddy. Victoria Rice Mills consignees.

#### VANCOUVER.

Haw. schooner Americana, 839 tons, Capt. McLellan.

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

Br. ss. Empress of China, 3,003 tons, Capt. Archibald, general cargo.

Am. bark Seminole, 1,439 tons, Capt. Weeden, loading lumber at Moodyville for Santa Rosalia.

Am. ship Puritan, 584 tons, Capt. Warner, ar July 9, loading lumber at Moodyville for Tientsen.

Am. bark Sonoma, 998 tons, Capt. Anderson, ar July 9, loading lumber for Iquiqui.

Br. ship Gunford, 2108 tons, Capt. Weir, loading lumber for Port Pirie.

Am. ship Wm. H. Starbuck, 1,272 tons, Capt. Reynolds.

#### COWICHAN.

Am. schr. Carrier Dove, 672 tons, Capt. Berendt, arrived June 29, loading for Adelaide.

#### NANAIMO.

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

Am. ship Wachussett, 1,519 tons, Capt. Williams.

Nor. bark Urania, 1,267 tons, Capt. Jensen.

Am. bark General Fairchild, 1,356 tons, Capt. Boyd.

Am. ship Eclipse, 1,536 tons, Capt. Peterson.

#### WELLINGTON SHIPPING.

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

Am. bark Highland Light, 1,265 tons, Capt. Hughes.

Am. bark C. E. Seargeant, 1,638 tons, Capt. Boyd.

#### RECAPITULATION.

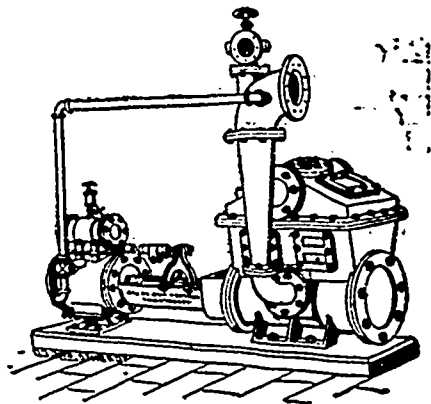
Ports.	No.	Tonnage.
Victoria	1	991
Vancouver	8	12,042
Nanaimo	7	9,669
Cowichan	1	672
Total	17	23,374
Previous week	18	25,158
Correspond'g week last year	13	14,529

#### FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending July 15—

#### NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
10.	Holyoke, str., Port Townsend	44
11.	Mogul, str., Port Townsend	69
11.	Sea Lion, str., Port Townsend	53
12.	Tyco, str., Port Townsend	50
13.	Wilna, bark, San Francisco	2,450
15.	Angeles, str., Port Townsend	83
15.	Romulus, str., San Francisco	4,062
Total		6,822



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Independent  
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