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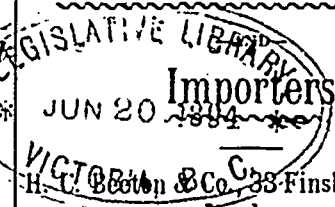
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TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, June 19.
VICTORIA.

There has been little perceptible change in the situation since the floods set in. The interruption of traffic has caused inconvenience to wholesale merchants who have goods en route and the call for goods from storekeepers in the upper country has also been interfered with. Orders that were in hand cannot be filled until regular communication is established.

The warm weather which has prevailed during the past week has had the usual effect of creating a demand for light summer clothing.

The sealing schooners in port are preparing for their departure to Behring's Sea and have been taking on supplies.

It is worthy of note that notwithstanding the acknowledged hard times and general depression the number of failures this spring have been comparatively few.

Collections continue close.

The Vancouver *News-Advertiser* says: "Trade is still reported as quiet in all lines, and as Vancouver is still virtually deprived of communication with the East, merchants are suffering not a little inconvenience. Supplies can of course be obtained from San Francisco, but merchants are only purchasing enough to keep up their stocks, in the hope that communication will soon be restored. Collections are reported as slow. The prospects are, however, a little better, as heavy orders are expected to come in from the interior as soon as communication is restored. Wholesale business is rather quiet, and collections are slow. Some little stir was occasioned by the receipt of some large shipments of Australian fruit, which were very welcome at the present time."

FLOUR AND FEED.

Jobbers' quotations are unchanged, and the market is bare of features. A prominent merchant is authority for the statement that Washington and Oregon mills are pushing sales in this city and Province at figures averaging from 15c to 25c per bbl. below their best quotation for local trade, in order to "raise the wind."

The Portland *Commercial Review* says: "Flour, oats, barley and mill stuffs are all at a standstill. No new quotations. The market is practically dead, no receipts nor shipments. The high water has practically killed the business, and quotations remain the same as our last."

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

Ogilvie's Hungarian	\$4 00
" Strong Bakers	3 80
The Columbia Flouring Mills quote	
Enderby flour in carload lots on wharf in Victoria:	
Premier	\$3 90
XXX	3 75
Strong Bakers or XX	3 30
Supertine	3 05

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

Delta	\$4 00
Victoria XXX	4 00

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 1 25 @ 0 00
Lion, " "	1 25 @ 0 00
XXX	1 25 @ 0 00
Premier, Enderby mills	1 25 @ 0 00
XXX, " "	1 10 @ 0 00
XX, " "	3 65 @ 0 00
Supertine, " "	3 40 @ 0 00
Ogilvie's Hungarian	1 40 @ 0 00
" Strong Bakers	1 25 @ 0 00
H. B. C. Fort Garry Hungarian	1 40 @ 0 00
" " Strong Bakers	1 25 @ 0 00
Oak Lake Patent Hungarian	1 40 @ 0 00
" " Strong Bakers	1 25 @ 0 00
Regina Hungarian	1 40 @ 0 00
" " Strong Bakers	1 25 @ 0 00
Benton County, Oregon	3 85 @ 0 00
Portland Roller	3 85 @ 0 00
Snowflake	3 85 @ 0 00
Wheat, per ton	27 50 @ 30 00
Oats	30 00 @ 32 50
Oil cake meal	35 00 @ 50 00
Chop feed—California	30 00 @ 00 00
Shorts	25 00 @ 30 00
Bran	23 00 @ 27 50
National Mills oatmeal	3 50 @ 0 00
" " rolled oats	3 00 @ 0 00
" " split peas	3 50 @ 0 00
" " pearl barley	4 50 @ 0 00
" " Chop feed	25 00 @ 27 00
California oatmeal	3 75 @ 0 00
California rolled oats	3 75 @ 0 00
Corn, whole	per ton 37 50 @ 40 00
Peas, field	per ton 50 00 @ 60 00
Cornmeal	2 75 @ 3 00
Cornmeal-feed	per ton 40 00 @ 0 00
Cracked corn	10 00 @ 00 00
Hay, per ton	15 00 @ 18 00
Straw, per bale	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

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

GROCERIES AND PROVISIONS.

There are no changes to report in quotations. The foreign sugar market is, however, said to be strengthening. Meats and lard are reported advancing.

The Montreal *Trade Bulletin* says:

"The receipts of butter during the past week were 3,725 pkgs, against 2,948 pkgs for the week previous. The market is quiet but steady, with sales of the last half of May creameries at 17½c and 18c at the factory; but it is said that the last half of May is fully equal to the June make of former seasons. A few lots have been reported as bought either on speculation by shippers, or on English orders for fall shipment, some of which has already gone into cold storage. Local jobbers have also made a few purchases, one lot of last half of May make being sold at 17½c delivered here. We made enquiry regarding the quality of this lot and the buyer was well satisfied with it, as it was choice in both texture and flavor. In dairy butter, holders in the Eastern Townships are not shipping it in very freely, nor from the West.

The English market for present shipment is not in it; but we are not so sure about how things stand for futures. We quote prices as follows: Creamery, fresh, 17½c to 18c; Eastern Townships dairy, 16c to 17c. Cheese receipts during the past week were 63,102 boxes, against 36,520 for the week previous. Quite an active enquiry has been experienced for shipment by this week's steamers, and several thousand boxes have been purchased on this market at 9½c for finest Western white and 9½c for

finest Western colored, while finest Quebec white and colored has sold at 9½c to 9½c, and undergrades at 8½c to 9c. The English market continues to recede steadily, leaving a good margin of profit for shippers. The price in Liverpool dropped about ½c per lb. during the week, and prices dropped the same here. This is as it should be. Up to the close of last week, the shipments from this port at the commencement of the season were 110,658 boxes, against 61,461 boxes for the same period last year, showing an increase of 49,197 boxes. The shipments last week were 19,000 boxes, against 50,000 boxes for the corresponding week last year. This week's exports are expected to be heavy. We quote: Finest Western colored, 9½c to 9½c; finest Western white, 9½c to 9½c; finest Quebec colored, 9½c; finest Quebec white, 9½c; undergrades, 8½c to 9c; cable, 50s."

Jobbers quote:

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

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	21 @ 25
Manitoba dairy	00 @ 00
California creamery	25 @ 26
California rolls	@ 25
Cheese—Canadian, lb	14 @ 15
California	14½ @ 15
Eggs, pickled, case, per doz	10 @ 00
Oregon eggs, per doz	00 @ 00

Smoked meats and lard are quoted:

Hams	13½ @ 14½
Breakfast bacon	14½ @ 15
Short rolls	11 @ 12
Dry Salt, long clear	10½ @ 11
Backs	13½ @ 13½
Pure Lard, 20lbs, pails	12 @ 13
" " 10lbs, tins	12 @ 13
" " 5lbs " "	12½ @ 13½
" " 3lbs " "	12½ @ 13½
Lard Compound, 10lbs	10½ @ 00
" " 20lbs	10½ @ 00
" " 5lbs	10½ @ 00
" " 3lbs	11 @ 00

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

Dry Granulated (China)	5
Extra C, China	4½
China, yellow	4½
Dry Granulated (B. C. Refinery)	5½
Extra C	4½
Fancy Yellow	4½
Yellow	4½
Golden C	4½
Cubes	6½
Powdered	6½
Syrups, per lb	3
" 1 gal. tins, American (10)	5 50
" ½ " " (16)	5 25
" 1 " " Vancouver	5 50
" 1½ " "	7 00

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

Helmet brand sugar cured hams, medium	0 15
" " " heavy	0 14½
" " " breakfast bacon	0 15
Fancy Gold Band hams	0 16½
" " " breakfast bacon	0 17
White Label pure leaf lard, tierces	0 13
" " " 50-lb ins.	0 13½
" " " 20-lb "	0 13½
" " " 10-lb "	0 13½
" " " 5-lb "	0 13½
" " " 3-lb "	0 13½
Lard compound (tierces)	0 10

FRUITS AND VEGETABLES.

Jobbers' prices have been generally reduced. Nearly all lines are lower in price, in view of increased supplies in California. Strawberries are becoming plentiful, as the local fruit is coming on the market. The demand has been very fair on account of warm weather.

Jobbers' quotations for fruits are as follows:—

Oranges	California seedlings....	2 50 @	3 75
	Mediterranean sweets. 2 50 @	3 50	
	St. Michael's.....	3 25 @	0 00
	Australian.....	2 00 @	2 50
Lemons	-California.....	3 00 @	4 25
	Australian.....	2 25 @	0 00
Pineapples	3 00 @	0 00
Bananas	-New Orleans.....	2 75 @	0 00
	" Honolulu.....	2 75 @	3 00
	".....	bunches 2 00 @	0 00
Cherries	90 @	1 00
Apples, Australian.....	bxs	2 75 @	0 00
" California.....		2 00 @	0 00
Coconuts	per 100	8 00 @	9 00
Strawberries, per crate of 24		2 00 @	0 00
Apricots.....		1 00 @	0 00
Peaches.....		1 25 @	1 35

Vegetables are quoted:

Potatoes.....	per ton	20 00 @	25 00
Onions-Red.....	per lb	11 @	11
Cabbage.....	per lb	2 @	21
Peas.....	per box	2 00 @	0 00
New potatoes.....	per lb	11 @	11

LUMBER.

The British barkentine Xantippe, 909 tons, Cap. Falconer, sailed June 11, for Queenstown, for orders. There have been no new charters reported for British Columbia ports. The Benmore has been hauled up out of the water on the Marine Railway, nine plates and the stern post of the ship were found to be damaged. The plates will be removed and replaced with new ones. The work will take some weeks to accomplish.

The following vessels are loading lumber at British Columbia ports for foreign: At Moodyville Mill—Br. ship Largo Law, 1,597 tons, for Valparaiso, f. o.; Br. bk Gainsborough, 985 tons, for Melbourne; Am. schr. Wm. Bowden, 727 tons, for Sydney; Ital. bark Elisa, 915 tons, for Valparaiso. Br. ship Borrowdale, 1,197 tons, for Valparaiso for orders. At Hastings Mill—Br. ship Astoria, 1,335 tons, for Queenstown for orders; Br. schr Grace Harwar, 1,750 tons, for Queenstown for orders. Am. Am. bark Olympic, 1,412 tons, for Callao direct. Nic. bark Don Carlos, 694 tons, for Noumea, New Caledonia; Am. bark Hesper, 661 tons, for Sydney; Br. bark Villalta, 866 tons, for Adelaide; Am. bark Southern Chief, 1,219 tons, for Santa Rosalia. At Sayward Mill, Victoria—Br. ship Benmore, 1,460 tons, for Adelaide. At Vesuvius Bay—Am. ship Guardian, 1,073 tons, for Santa Rosalia. Total, 14 vessels, 15,894 tons.

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

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchanta l. ordinary sizes, in lengths to 40 feet inclusive, per M feet... \$ 8 00 Deck plank, rough, average length, 35 feet per M..... 19 00 Dressed T. and G. flooring, per M..... 15 00 Pickets, rough per M..... 8 00 Laths, 4 feet 6 in. per M..... 1 90

BUSINESS CHANGES.

Maurice Salmon, touacconist, Victoria, closed out.

Fitzpatrick & Beal, plumbers, have opened in Victoria.

Eain & Co., will shortly open a general store at Wellington.

W. E. Dickinson has opened the Brunswick hotel, Vancouver.

Peter Tait Dunn, of Thos. Dunn & Co., L'td., Vancouver, is dead.

Stewart & Hunt, tailors, Vancouver, have dissolved partnership.

R. Heddle & Co., are opening a carriage and blacksmith shop at Nanaimo.

Walter D. Gladwin, forwarder and commission merchant, Ashcroft, is dead.

The Vancouver Sash and Door Company have commenced business at Vancouver. The company operate their own planing mill.

The Western Land Company, Victoria, (not incorporated), has been formed with L. H. Northey, president; J. W. Winnett, manager; G. A. Cooper, secretary-treasurer.

H. McDowell & Co., druggists, Vancouver, have been incorporated with a capital stock of \$100,000. Henry McDowell, Harry Holgate Watson and Annie McDowell are trustees.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending June 16:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
9.	Sea Lion, str., Port Townsend...	27
9.	Wachusett, ship, Wilmington...	2,590
11.	Wanderer, str., Port Townsend...	28
11.	Tucoma, str., Port Townsend...	27
11.	Crown of England, San Francisco	3,527
16.	Gen. Fairchild, bk, Wilmington...	2,100
Total.....		8,599

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, May 15 and May 22, 1894, is reported expressly for THE COMMERCIAL JOURNAL by James Sangster, Patent Attorney Buffalo, N. Y.:

Hand lasting tool, Isale Frechette, Montreal.

Car brake, Thomas H. Allen, Toronto.

Automatic telephone system, Louis E. Simoneau, Montreal, assignor to the Automatic Telephone and Electric Company, of Canada, same place.

Multiple electric fuse box, Edward A. Parson, Ottawa, assignor of one-half to Haldane Miller, same place.

Garbage cremating furnace, Jean F. Chazotte, Montreal, assignor of two-thirds to Gustave des Trois Maisons and Antoine Roy, same place.

Mr. Frank Logan arrived on the steamship Arawa as the representative at Vancouver of Burns, Philip & Co., L'td., of Queensland, Sydney and London. The firm is one of the largest in the colonies, and does a general importing, mercantile and shipping business.

COMMERCIAL SUMMARY.

Fire totally destroyed Grensfielder's jewelry store, at Northfield, last Saturday night. Incendiarism is suspected.

Austria bought of us 2,072 agricultural implements last year, and they "took the cake" for quality in every respect.

Findlay, Durham & Brodie's Deas Island cannery, on the Fraser River, has been completely wrecked by the floods.

The British ship Eclipse, from Vancouver, Jan. 20, for Greenock, was spoken May 23 in lat. 50 deg. 19 min. N., long. 19 deg. 20 min. W.

The Cosgrave firm, Toronto, is to be turned into a joint stock brewery company with \$200,000 capital. The fear of prohibition does not seem very great.

The U. S. branch hydrographic office, Port Townsend, sends the following notice to mariners: "Umatilla Reef whistling buoy was replaced on its old bearings on June 15th by lighthouse tender 'Manzanita.'"

C. H. Hamilton, secretary of the North American Transportation and Trading Company, Fort Cudahy, Yukon River, Alaska and N.W.T., was in the city last week, and made extensive purchases for his company.

Mr. A. Wells, of Kamloops, who has been on a trip through southern Cariboo, returned home last week. He reports work being carried on vigorously on the Horsely and Cariboo hydraulic companies' properties. A fortnight ago, 175 men had gone into the Horsely mine, but some had come out the previous week, leaving the number working about the same as before.

An exhibition will be held in Dublin next year of the art and industrial products of Ireland. The scheme is under the highest patronage. The enterprise is in a line with, as it is intended to promote the same propose, as Lady Aberdeen's efforts to enlarge the market for Irish manufactures. We trust the exhibition will be highly successful as such, and in effecting its object.

There are only three industries in the United States that have a greater amount of capital invested than has been put into the business of manufacturing implements and vehicles. Iron and steel leads with \$373,478,018; cotton goods comes next with \$354,020,843; gas, illuminating and heating being third with \$258,771,795. The implement and vehicle trades have the fourth place with \$249,524,499. The implement business alone represents a capital of \$145,314,997 and is the tenth great industry.

Taking advantage of the coal miners' strike in the States, the Canadian mines are now shipping quantities of coal there at profitable prices. The Joggins Mines, of Nova Scotia, have already executed several good orders from Boston and Portland, and have others in hand for these and other American cities. By continually adding to their extensive plant in the past, the Canadian Coals and Railways Company, the owners of these mines are now able to push their output in this direction, as well as meet the growing demand in the home market.

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

SUGARS—Powdered, Icing and Bar, in bbls.....	6½c per lb.
Paris Lumps, in bbls. or 100-lb. bags.....	5½c “
Granulated.....	4½c “
Yellows according to quality “.....	4½c to 4½c “
100-lb. kegs, ½c more; Half-bbls., ¾c more;	
SYRUPS—30-gal. bbls.....	2½c per lb.
10-gal. kegs.....	2½c
5-gal. kegs.....	\$2.00 each.
1-gal. tins.....	\$4.25 per case of 10.
½-gal. tins.....	5.75 per case of 20.

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

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Mills at Port Moody, B. C.

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

The jury at the inquest on the fire in Nanaimo last month have brought in a verdict that they are unable to come to any conclusion as to how the fire originated.

The steam-ship Tacoma sailed from Tacoma for the Orient last Wednesday. She went directly to sea, not stopping here, as there was a desire to hurry her back and then there was not very much freight for her here. The British Columbia freight and passengers were sent to Tacoma from here. She had a big cargo of freight made up largely of flour and feeds. She has a large shipment of tea booked for her next trip this way, as have the other ships of the line.

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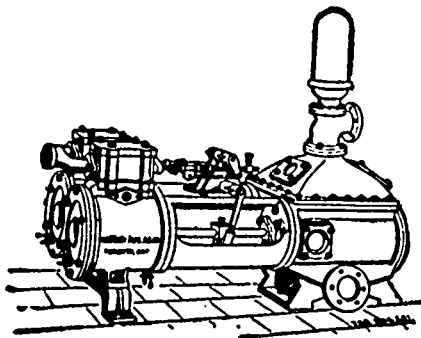
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These and other brands of ours are stocked by all dealers in the Province.

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THE FIRST STEAMER FOR CAPE TOWN.

The steamer Sirius has been placed under the Nicaraguan flag and re-baptized Santa Clara. She is a staunch iron vessel of large carrying capacity, compared with the net tonnage, is being thoroughly overhauled and when ready for sea will be in fine condition for the long voyage on which she will be dispatched to Cape Town, South Africa. She has been placed on berth for that port to take passengers and general cargo and will sail early in July. To date no steamer has ever made that voyage from this port, but years ago wheat cargoes were sent each season, and of late years a number of lumber cargoes have been forwarded in sailing vessels. The rich mines of South Africa offer a field for California enterprise and the placing of the Santa Clara on the berth for Cape Town should induce trial shipments of flour, California canned goods, etc., which may lead to future business on a large scale. Mining machinery also, and tools would doubtless find a good market there if the right sort of men were sent out to work up trade. In short a fine opportunity is offered to open a new market to California enterprise and it will be surprising if the merchants in this city do not avail themselves of it to make known the varied products of this state that are much needed in that country. The steamer goes via Straits of Magellan and thence across the South Atlantic and will make one or two stops for coal en route.—S.F. Commercial News.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports June 9, as fol-

low: "During the week there have been the following arrivals: From the coast mines, 21,011 tons, from Australia, Thomasina MacLellan, 2,530 tons. Business generally is quiet, the change of weather materially diminishes domestic consumption, and the demand for steam uses is light. Values are without change; it is exceptional in the history of the coal trade, that for over six months the prices of our leading grades of steam and house coals remain identical. Buyers are only purchasing for their actual requirements, there is no particular advantage in doing otherwise; there is no speculative feeling among the wholesale dealers. The writer anticipates the changes of duty on coal to 40c per ton will be in force by August next at farthest. As the article causing the principal delay (sugar) has been provided for, the final result will now be soon reached. The Australian mail just at hand only confirms cabled information already received. Notwithstanding the promised outward grain freights this season are anything but seductive, yet about all the disengaged tonnage in the Colonies seems to seek this port. Freight rates from Newcastle are steady at fourteen shillings."

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L. G. HENDERSON . . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, JUNE 19, 1901.

THE LATE CHIEF JUSTICE.

As announced in our last issue, the Chief Justice of British Columbia, Sir Matthew Baillie Begbie, has paid his last account to nature, receiving the highest honors which his fellow citizens could pay to him in the shape of a public funeral. Sir Matthew was, in many respects, a remarkable man, possessed of those stern and unflinching qualities so essential to the establishment and maintenance of law and order in a new community, which at its beginning, no matter how high may be the qualities of many of those who compose it, it finds always within its elements that unless firmly repressed cannot fail to be other than disturbing factors. Stern and overbearing the late Judge may have been; but he was eminently the man for the situation in the early days, and, if later, the exhibition of those qualities may have been somewhat out of place, it was not to be wondered that occasionally their later exhibition should have been the subject of unfavorable comment. He was, however, eminently the man whom the occasion required, and no better proof of this could be offered than the continued existence of good order in a scattered province peopled by individuals of such diverse and divergent qualities and antecedents. The late Judge was well worthy of every honor of which he was the object whether as the living administrator or the lifeless remains of a great and useful man. It is to be hoped that in the choice of a successor the Dominion Government will remember that the only man who can worthily wear the ermine which was put off at even a higher call than that of duty, must be one who is not only a sound jurist, but who will not have long to serve before he fully understands the conditions of the immense tract of country for which it will be his mission to dispense law and equity alike.

THE AUSTRALIAN DELEGATES.

We wish that the Australian Delegates to the coming Intercolonial Conference on the 26th inst. had made up their minds to remain in Victoria longer than the three hours which they considered or

were made to believe was all that they could afford to give to the capital of the Province of British Columbia. It cannot be gainsayed that Victoria is the leading port of the Province and that her commercial interests are the largest and most widely extended on the British Pacific coast. Nevertheless the gentlemen who have been brought seven thousand miles to intelligently discuss trade relations with Canada occupied less than three hours in talking to our merchants and at the same time making the rounds of the city and its suburbs, and that at nightfall.

No man better than the deputation of the British Columbia Board of Trade who tendered Victoria's hospitalities to the visitors could explain the commercial situation of the British Pacific coast—describe the resources of the immense tract of land this side the Rocky Mountains, yet they found it impossible to remain here as much as twenty-four hours, while as they must have been aware, and, as they have since discovered, several days must elapse before they could proceed on their journey eastward. As we have several times stated previously, we are glad that delegates were commissioned to come to Canada on a special business mission; but they have, we think unfortunately, ignored one of the most important centres of operation. No doubt they meant well; but what was it possible for them to learn by the exchange of half a dozen hurried speeches and a gallop through the streets of the city?

THE BLACK DEATH.

According to the latest reports from the Orient, an epidemic which is believed to be identical with that which ravaged the city of London in 1665 is now raging in Canton and Hong Kong. We cannot well afford to have it here; but if we are to keep clear of it, we must adopt all the necessary precautions. Like smallpox and cholera, it has its habitat in filth and squalor, though when it once presents itself it is not slow to take hold of those whose constitutions or conditions are such as to predispose them to take any infectious or contagious disease. We are all of us aware what smallpox has done in well regulated communities when once it was imported into them. The moral of all this is "clean up." There is said to be a skeleton in every closet and there are few houses in or about which there is not something that has a decided tendency to encourage disease. The health inspectors, acting under the directions of the able and energetic medical health officer, Dr. George Duncan, are certain to double their vigilance—if that be possible—in the way of purging

and purifying the city; while householders themselves ought not to need any urging in this direction. Every house should be set in thorough order and every individual should consider it to be his duty to himself and to his neighbors to keep himself in that physical condition which should prevent the existence in or about him of any predisposing causes.

Moreover, we have urged so persistently that the suggestion has become almost gray-headed, that the quarantine regulations be far more vigorously carried out than they have been, and we do so again. Neither the Empresses nor any other vessels should have a mere formal and perfunctory inspection by the quarantine officer. They ought to be thoroughly overhauled no matter at what cost of time, and without considering who are the owners or consignees. We repeat, let there be no mistake or neglect on this score. If there is, the people will hold the guilty parties to account, and some day there will be a terrible reckoning. In view of past experiences, we do not wonder the disfavor in which the Chinese and Japanese are held by many people; but we think that the quarantine system and its administration is much more to blame than they are for the sad experiences which we have had.

FLOOD PRECAUTIONS.

We think that Premier Davie and his colleagues are entitled to every consideration for the prompt manner in which they have met the requirements of the situation in connection with the Fraser Valley floods. The leader of the Government himself was actively engaged in the work of affording assistance and relief while the Provincial Secretary, Colonel Baker, visited the scene and worked like a Trojan, sparing neither labor nor expense so as to render effective service. What, however, has now to be seen to is the proper repairing of the dykes, which is a public work of the greatest importance. They have been shown to be utterly inadequate to meet the objects for which they were constructed and now is the time for the Dominion and Provincial Governments to cooperate in this undertaking of prime necessity. The work should be of the most thorough and substantial nature. Floods have been of occasional occurrence in the past; we fully realize the fact that under existing conditions they are certain to repeat their work of destruction in the future. We have some idea of what there is to be expected; let us not attempt to disguise the fact that something is imperatively necessary. We have no doubt that the Dominion Government will understand its obligations if they are properly represented and will not hesitate to do its share of what the situation demands.

MANUFACTURING INDUSTRIES.

British Columbia, although she has suffered from the almost world-wide depression has possibly had far less to complain of in proportion to her population and resources than most other countries. Still, had we possessed manufacturing industries of our own we should have felt the pressure in a far lighter degree. We are consumers of considerable quantities of goods of all descriptions which are manufactured elsewhere than at home and this has been the means of taking away large amounts of money that would have served us in good stead had it been retained at home. We are not wishful to build up around us a Chinese wall; but we do say that even upon ever so small a scale local industries would have materially benefitted us, by keeping here for our own people's use sums of money the benefit of which other people are enjoying. Moreover, the freight rate upon much of this imported stuff is a heavy item of expense, sufficient, in addition to the national protective duty to encourage any early efforts in the direction of manufacturing.

There are, of course, industries that it would be folly for us to experiment with. They are not suited to our conditions, and the market which we could offer or develop outside of our limits would not be large enough to make the venture pay, and we say that we want no industry that must be pampered and tended like a hot house plant, since, after all, despite our best exertions, it could eventually be no more than a mere exotic to be got rid of as at best an expensive luxury. But there are various departments—some of which have been previously pointed out in these columns—which we might cultivate with very good prospects of success. There are numerous instances in this direction which fully demonstrate what the exercise of a little pluck and energy may do. Of course it would be uphill work for some time; but this ought not to discourage, as nothing yet has succeeded without hard work or, indeed, sacrifice at the period of its initiation and early growth. We invite some of our readers to express their views on this subject through our columns.

THE FRASER VALLEY FLOODS.

No one can rejoice more than we do to hear it officially stated that the Fraser Valley floods have not been as disastrous as was reported, and to be informed that the Province is well able to attend to and provide for the wants of the sufferers. There have undoubtedly been circulated some terribly exaggerated reports; but now it is to be feared the tendency is to minimize the consequences of the casualty. That there has been great loss and suffer-

ing cannot be denied. We could wish that it were possible to make light of the visitation; but the fact of relief work on a somewhat extended scale having been found necessary should cause those who have not been victims of the disaster to appreciate the fact that the consequences of the floods cannot be made up for without the display of broad liberality towards not those alone who are inclined to clamor for relief, but those who suffer in silence and whose sad case can only be learned by searching them out and investigating their claims.

According to the Provincial Secretary, who has been and still is upon the scene, the actual temporary needs of the victims of the disaster are being well provided for, but seed is wanted for the washed-out fields, lumber is required to repair and replace the houses and fences which have been destroyed, and agricultural appliances are needed to enable the farmers to again till their lands. We trust that all this will be abundantly forthcoming, and that the authorities and the committee appointed by the delegates from the different parts of the Province will not have to complain that their hands are being held by any lack of resources. Meantime there will be plenty of work for many at present idle hands, and if some of these would hereafter only take to the soil it might be better for them than to return to the congested business centres.

SUNDAY OBSERVANCE BILL.

Mr. Charlton, M. P., and those few who think like him, if indeed they think at all, instead of being governed by narrow, ignorant prejudices, will doubtless now have a grievance against the Senate, and will get up a cry against it because the Upper House has thrown out the ill-digested "blue law" which the member for Norfolk has persistently striven to have placed on the Dominion statute book. Among other ridiculous provisions of this crude and ill-digested proposition was one to do away with the Sunday morning newspaper, whose advantages the people of this Province fully appreciate. Here in British Columbia the staff of the daily newspaper know what it is to have Sunday to themselves as a day of rest, the paper coming out on the Sunday morning, the entire day after two or three o'clock in the morning being their own to devote to purposes of religious worship, rest, or recreation. It is different with the newspaper men in the east. There the Sunday journal has no existence, and thus the Sabbath is apparently observed in the most rigid manner by the newspaper man.

But what are the facts? The reporter is compelled to work both Saturday and

Sunday, and so with the editor; the compositor beginning work at the ordinary hour on Sunday night, say six or half past in the evening, thus being deprived of the evening whether at home or at church. Here the stickler for Sabbath observance has no need to read his Sunday newspaper unless he chooses to do so. In the east, however, it may be remarked that men of the Charlton stamp are the worst growlers, supposing anything should have occurred on Sunday which is not duly chronicled on Monday morning. The action of the Senate in regard to the Charlton bill will not fail to commend itself to all but those who are "dye'd in the wool" with ultra puritanical proclivities.

EDITORIAL COMMENT.

The Intercolonial conference has been postponed from the 21st to the 26th inst., mainly because of the blockade on the C.P.R. and the impossibility of the Australasian delegates reaching the capital in time to attend the opening of the proceedings.

AFTER a somewhat sensational trial in the city of New York, Mr. Erastus Wiman, of the well known business agency of Dun, Wiman & Co., has been found guilty of forgery in connection with the financial business of the concern with which he was connected, and which he claimed to have done so much to build up and establish. We have no intention to discuss the merits of the case. Mr. Wiman has, it is said, appealed from the judgment; but there can be no doubt that on both sides in the conduct of the business there were grave irregularities. Unfortunately for him Mr. Wiman, who is an exceedingly clever man, has had too many irons in the fire, the result having been that he was financially swamped in some of his outside operations.

In reply to a number of inquiries on the subject the Minister of Marine recently issued a circular letter on the sealing question. He sets forth that, although the British pelagic sealers had kept within the prohibited limits during 1892 their catch had been 46,362 skins, against 7,500 by the U. S. Government lessees on the Pribyloff Islands. It is also said that in 1893, when the largest catch was made in the history of the industry, the pelagic sealers had captured 70,332 seals, the lessees of the islands only securing 7,425 skins. The Minister does not think that anything will be allowed on the *modus vivendi* claims, and the comfort he has given to the sealers is of the coolest possible kind. It has been well pointed out, however, that the British Columbia sealers during the pendency of the arbitration did what the *modus vivendi* required, and are therefore entitled to the compensation agreed upon by that convention.

RETAILERS AND THEIR ASSOCIATIONS.

"Sweet are the uses of adversity," and the present deplorable condition of the lumber trade is not without its advantages. Among other results it is showing is the demonstration to many lumbermen of the value of associated effort. To be sure, an association cannot make or remake conditions, but it can modify them, or at least put its members in a position to better withstand their unfavorable influences.

The retail lumber dealers' associations have had quite a remarkable growth in the past year, for which no plausible reason can be given except that during these stringent times competition has led to a greater than usual growth of the evils which the associations are made to remedy. It is strange how thankless people often are for benefits received, and this characteristic of human nature is the only explanation that is available for the small membership of the associations as compared with the total number of dealers. There is not a retailer in the country, or at least that portion of the country where associations operate, that has not been largely benefited by them. The very lack of apparent need of the associations as observed by many dealers is an evidence of their efficiency. Many a dealer says that he does not join an association because he is not troubled with shipments to consumers in his territory, when that very admission should be sufficient reason to him for joining and supporting the association in whose field he is. His immunity from annoyance by shipment to consumers is due, and solely due, to the associations, which have gradually built up a sentiment among wholesalers which is in most cases a sufficient safeguard, without the use of any coercive measures on the part of the association; yet if these organizations went out of existence it cannot be doubted that the evils which they have corrected would again appear in large proportions, even if not in as aggravated a form as originally.

In the meantime the associations are kept up by the minority of the trade, at considerable expense in time and money, for the benefit of all. Yet a majority of the retailers of the country are so microscopically small in their mental make-up that they refuse to assist in their support, and assign for their refusal the very reason which should be an all-sufficient argument in the reverse.

Then there are many retailers who become at "outs" with their association because it does not accomplish for them just what they think it should. Any retailer who thinks a moment in regard to the subject will admit that the prevention of shipments to consumers is what is desired by the associations, and that a "penalty" is but a minor consideration—a means to an end. Yet in many cases, if a retailer happens to have a case against a wholesaler and it is not settled by a cash payment he at once concludes that the association is of no value, regardless of the fact that it prevented twenty such shipments. A good many dealers actually seem to join this association for the purpose of collecting

commissions from wholesalers; but as that is not the object of the associations, they are usually disappointed. One case is recalled in Illinois where a dealer in one year collected commissions amounting to over \$75. His total payments to the association amounted to \$14; but when a year came in which he received no penalty payment he concluded that the association was of no value to him and so withdrew. It might be a violation of the ethics of the associations, but we cannot refrain from expressing the opinion that it would serve such people right to deliberately turn them over to the mercy of the carload shipper to consumers. A little experience of what might be might serve to awaken them to the value of their association.—*Chicago Timberman.*

BANK OF ENGLAND NOTES.

In England notes of the Bank of England are the only legal tender (except gold) for payments beyond £2 in amount. Were this rule done away with, every payment made in the country would, as regards payments, depend upon the stability of the bank or other concern making payment in its own notes or promises to pay. Since 1811 no new bankers in the United Kingdom have been allowed to issue notes, and any of those then existing which have discontinued their issues are not allowed to resume them. Until 1755 the smallest notes issued by the bank were £20 value; by an act of 1755 the minimum limit was fixed at twenty shillings, two years later increased to £5. Great care and expense are exercised in the preparation of the notes, which are said to cost from 5d to 6d each for manufacture. The paper is specially made from pure linden rags, each sheet sufficing for two notes. The water mark on the paper is specially designed. Attempts at forgery in this direction have always been made by hot-pressing; and, apart from the peculiar crisp feel of the paper, a ready test is to dampen the note, when the water-mark so made on a forged note will at once disappear. The ink is indelible, the design plain and difficult to forge, and, in printing, the machine automatically registers the quantity produced. Other banks pay a tax on each note issued, the Bank of England a compounded amount of £70,000 a year. So, directly each note returns to the bank, there being no inducement to re-issue it, and it being desirable to maintain the original crispness and freshness of its notes, the bank destroys them on their return. The largest amount of a note in current circulation is £1,000; but notes for £50,000 and £100,000 have been engraved and issued. After the expiration of forty years from their date of issue all notes are treated as lost or destroyed and are written off the books of the bank, which so makes a profit. But any bona fide holder possessing such note, and proving his title, can nevertheless demand payment for it.

POINT ROBERTS.

In the State of Washington and British Columbia, considerable attention has of late been given to Point Roberts, a small

point of land jutting out from the mainland of British Columbia on the United States side of the boundary line. This small piece of land contains some four thousand acres, and was set aside as a military reserve, but it is understood that it has been or will be shortly abandoned as a reserve. British Columbia is most anxious to obtain possession of it, and with that end in view, the government of the province has lately been memorialized to petition the Dominion government to enter into negotiations with the United States looking to its acquirement, one proposition that has been mooted being that the Canadian government should exchange for it some land opposite Alaska. The reason of this anxiety to secure the point is its importance in connection with the salmon fishing industry.

The Fraser River, as is well known, is one of the leading places in the world for salmon canning, there being about thirty canneries along the river. At present, there are two canneries located at Point Roberts, and they distribute some \$30,000 to \$40,000 in a season. It is estimated that of all the salmon that go up the Fraser river about one-half pass around Point Roberts, and while the Fraser river canneries are harassed by a high license and a short season, the Point Roberts fishing grounds are free from such embarrassments; the fish are numerous, and there is room there for some six or seven more canneries. Situated as it is, Point Roberts is a good place at which to establish canneries and to intercept the fish before entering the Fraser river, and its acquirement by Canada would practically place the control of this growing industry in this section in the hands of the Canadians.—*Bradstreets.*

WHAT IS WEALTH?

Does wealth consist in money, houses, lands, bank stocks, railway bonds, etc., alone?

We think not. The young man starting in life with no money but with good digestion, good sleep, good health, and ability to work in some profitable employment, has what the aged capitalist would be glad to exchange all his millions for.

What compensation is money for sleepless nights and painful days, or the misconduct of dissipated children?

Which brings the greater happiness—the glitter, show, jealousies and falsity of fashionable life, or the heartfelt friendships which prevail so largely in the homes of the industrious poor?

In how many of the palaces of our millionaires will you find greater happiness in the parlor than in the kitchen?

How many millionaires will tell you they are happier now than when starting in life without a dollar?

On the tops of mountains we find rock, and ice, and snow. It is down in the valleys that we find the vineyards.

Let no man envy those richer than himself until taking all things into account—age, health, wife, children, friends—he is sure he would be willing to exchange.

GEO. T. ANGELL.

THE AUSTRALIAN TRADE.

The London *Commerce* of May 2 states that the *Mlowera* had arrived in the Tyne from Victoria, B. C., after making the distance of 14,500 miles in 60 days, and was being fitted out with refrigerating apparatus capable of dealing with 11,000 carcases of frozen mutton. Accommodation is being provided also for the storage of fruit and dairy products. The vessel is to leave for the Pacific in August. Continuing its remarks, the *Toronto Globe* observes: There is some food for thought in this statement, because it means business, and concerns the stock farmers, dairymen and fruit growers of Ontario. It means that Victoria, New Zealand and Tasmania are boldly making for our Western Canadian markets. Our fruit growers have been agitating for years for a better fruit service to Liverpool and London, and here comes the new Australian line, subsidized by us, with refrigerators to deliver fruit to Canadians! We are reaching out for a still greater share of the British markets for our cheese and butter, and the Dairy Commissioner of New Zealand writes as follows to the farmers of his country: "There is good possibility of trade with Canada in spite of the attention which the Dominion is now paying to the development of her dairy resources." Ontario carried off the highest prizes in sheep at the World's Fair, taking in nine classes \$7,541 in cash and six silver cups, against \$7,741 in cash and two silver cups for the entire United States in the same nine classes; and the Australians and New Zealanders propose to sell their mutton to Canadian markets. It is necessary for the Canadian farmers to be on the alert. The following census statement will be a surprise to many of our readers:

	No. of Sheep.	1881.	1891.
Ontario.....	1,359,178	993,748	
Quebec.....	889,833	722,023	
Nova Scotia.....	377,801	318,855	
New Brunswick.....	221,163	181,110	
Manitoba.....	6,013	35,816	
British Columbia.....	27,738	50,406	
Prince Edward Island.....	166,496	147,097	
Territories.....	346	64,990	
Total.....	3,048,678	2,513,977	

GIVING RECEIPTS.

A business man who carries open accounts with his customers should never receive money to apply on them without giving a receipt. We often hear emphasized the importance of taking receipts for money paid, and, of course, this is a most important thing to do, but in many respects the giving of a receipt is equally as important. If a merchant gives receipts when they are asked for, and does not give them unless requested, he leaves himself open to trouble later on, because there are sure to be disputes and claims made of money having been paid of which his books show no record. If John Jones owes an account and makes occasional payments thereon, one time getting a receipt and another time not getting any, he may some day claim that he has paid more than he is credited with. If asked to produce a receipt, he may say that none was given him, and if it has not been the rule of the merchant to give receipts at all times, it is

only one man's word against another's. If the invariable rule of the establishment is to give receipts, he can call attention to this fact, and stand on it with the consciousness that he is right. The best plan is to have a receipt book with stubs, and each stub and receipt numbered; then, while always following the rule himself, see that his employes who receive money on accounts do exactly the same thing, and never allow any customer to pay a bill or a portion of a bill without receiving a receipt for the amount. If the customer is in a hurry and will not wait, the receipt should be sent to him. A man's customers would soon learn under such circumstances that it is useless to claim having paid money, unless they could produce their receipts. Dealers who have had trouble in this matter in the past will find it to their advantage to adopt some such rule and never allow it to be violated in the least.

ELECTRICITY IN THE HOUSE.

The horoscope of this wonderful power as applied to the residences of the future reads like a fairy tale. The elevators will be run and lighted by it. They will be like huge gilt bird cages in appearance. The shafts for them will be of plate glass set in bronze columns and protected by elaborate bronze grilles. The elevator doors will be opened and shut automatically by means of an electric device, and there will be no ropes or appliances visible except the cables which pull the cars. The pressing of a button will start or stop them, light the electric lights or extinguish them. There will be no direct artificial light in the halls or salons. The illumination will be dependent upon artificially concealed electric lamps, whose lights will be simply reflected or blended with single or combined tints, according to the situation and the hangings of the apartments. Thus to a room furnished in white a predominant tone of any given color can be imparted by the changing of the lamp shades, and the tints of colored rooms can be modified in the same way when desired. The cooking will be done by electricity, which will also keep the house warm in the winter and cool in the summer.

EXPERIMENTS WITH A NEW RIFLE.

No more gruesome experiments probably have ever been made than those undertaken by the Surgeon-in-Chief of the Roumanian Army. Dr. Demosthenes, with a view to determining the character of the wounds inflicted by the new type of Mannlicher rifle, now being served out to the Roumanian troops. The experimenter, who has sent an account of the affair to the Paris Academy of Sciences, had a number of human corpses for the purpose, and these he placed in position in rows, like soldiers on the field of battle. At a range of 600 metres five bodies were placed fifty centimetres behind each other. It was found that a single bullet went through three bodies in succession when fired from that distance. Upon the soft part of the body it was found that the wounds were perhaps less serious than those caused by the old-fashioned rifles, the hole made by the

bullet being smaller and more even; but, on the whole, the injuries are far more terrible. The effects of the contact of the bullets with arteries or with bones are almost too shocking to contemplate. The range of the new rifle is from 3,400 to 4,000 metres, or about two and a half miles.—Auckland (New Zealand) *Weekly News*.

Diamonds occur in the United States in two regions.

In Japan the farmer who has more than ten acres of ground is considered a monopolist.

It is estimated that there are 10,000,000 bearing and non-bearing orange trees in Florida. California is credited with having 6,000,000 and Arizona about 1,000,000.

The Ontario elections will take place next Tuesday. The fight is likely to be a very mixed affair, four parties being in the field, no lines of cleavage being very marked.

Sir John Thompson has moved an amendment to the Criminal Code, making it an indictable offence for railway conductors to allow passengers to travel free or at a reduced rate.

The Japanese mail brought to R. P. Rithet & Co. a letter from Walsh, Hall & Co., in which it is stated that seals are very plentiful in Japanese waters but are very wild. The vessels are not doing as well as they were at this time last year.

In their report the British commissioners to the World's Fair are very severe in their comments on the lack of system in awarding prizes. They also think that the eyes of the Americans have been opened to the superior quality and lower prices of British goods.

The finance minister of Italy has signed a convention with an English syndicate, by which the syndicate agrees to pay the Government \$10,000,000 annually in exchange for the alcohol monopoly. The Government has been enabled thus to dispense with the project to reduce the interest on the bonds.

We have no fault to find with English people or English goods. There is no straighter man in the world than the Englishman to deal with and he is generally an agreeable individual to associate with, even if he does think that he holds the perpetual monopoly of grumbling and sometimes wears funny clothes. His goods, too, are generally to be relied upon as being what he represents them to be, and it is all very well to buy of him if you cannot get your order filled in Canada, for next to helping our own Dominion let us do our best towards helping the Empire along; but what on earth is the sense of going over to England to buy goods that you might just as well have bought in Canada? One big firm foremost in the dry goods trade, which now aspires to a universalist kind of a business, has just brought over a large consignment of English plate. It is bad enough, in all conscience, for the dry goods men to cut into the jewellers' business, but it is making the offence worse to go out of Canada to get your goods when you can get better at home, manufactured right in your own city.—*Jewellers' Guide*.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,938	7,814	March 21	owners ac
Br bark	Mark Curry	1270	Elswell	Jan. 1	Vancouver	Plymouth	923,038	9,382	May 20	62s 6d
Nor bark	Fritzo	1078	Holfsen	Jan. 10	Vancouver	Callao	879,260	8,131	March 3	36s 3d
Am bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	882,637	7,977	April 27	37s 6d
Br bark	Highlands	1230	Owen	Jan. 26	Vancouver	Montreal	890,663	15,537	June 23	Private...
Chil bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,162	March 30	owners ac
Br bktn	Bittern	329	Stronach	Jan. 29	Vancouver	Fremantle, Au	302,920	2,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	11,658	May 6	35s
Br ship	County of Yarmouth	2154	Swanson	March 23	Vancouver	Cork	1,628,530	17,509	July 27	50s
Chil ship	Hindustan	1512	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,242	July 11	owners ac
Am bark	Seminole	1481	Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,967	April	Private...
Am ship	Ivy	1131	Lovell	April 22	Vancouver	Whittington	791,911	10,497	Aug. 28	Private...
Br bark	Assel	753	Gilmour	March 6	Moodyville	Antofagusta	631,165	6,577	June 23	35s
Br ship	Natuna	1107	Grahn	April 20	Vancouver	Port Pirie	961,868	7,718	Sept. 22	42s 6d
Am bark	Hurry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw bark	John Eua	2000	Schmauer	June 2	Cowichan	Port Pirie	2,580,797	19,509	Aug. 7	40s
Br bark	Blairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	683,000	5,296	Aug. 26	35s
Nor bark	Sigurd	1530	Ause	May 21	Vancouver	Port Pirie	1,426,000	10,693	Aug. 31	40s
Chil ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,864	7,762	Aug. 19	owners ac
Br bark	Wythop	1248	Edwards	May 26	Vancouver	Sydney	1,010,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1089	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	56s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	377,537	4,868	Oct. 4	35s
Br bark	Doehra	966	McJarrow	June 26	Vancouver	Adelaide	740,214	5,329	Sept. 16	38s
Br ship	Kinkora	1729	Lawton	July 29	Vancouver	Callao	1,436,123	12,165	Oct. 29	30s
Am schr	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,869	7,862	Oct. 11	36s
Am bark	Seminole	1479	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,068	7,806	Aug	Private...
Am schr	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,951	8,625	Sept.	55s
Am bark	Sonoma	926	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 20	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,070	12,831	Dec. 8	37s
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,551	10,300	Jan. 20	52s 6d
Nor bark	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288	Nov. 17	36s 3d
Br bark	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	792,153	5,524	Dec.	33s 9d
Chil bark	India	953	Funke	Sept. 10	Moodyville	Valparaiso	799,257	7,909	Dec.	owners ac
Chil bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagusta	577,274	6,000	pr Nov. 30	owners ac
Am schr	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916	Nov. 28	37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private...
Am bktn	Hilo	642	LeBallister	Sept. 28	Hilo	Westminster	688,652	6,619	Nov. 18	28s
Am schr	Lyman D. Foster	725	Droyer	Oct. 14	Cowichan	Sydney	871,365	7,611	Jan.	27s
Am bark	Hesper	661	Underwood	Oct. 12	Vancouver	Adelaide	779,288	5,886	arrived	37s
Am schr	Wm. Bowden	728	Fjerom	Oct. 18	Victoria	Adelaide	801,692	6,031	arrived	37s 6d
Br bark	Elizabeth Graham	529	Anderson	Oct. 21	Moodyville	Melbourne	521,681	3,389	Jan. 6	Private...
Am brig	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	511,228	4,157	Dec. 19	27s 6d
Am schr	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	67,571	6,060	Dec. 11	40s
Am bktn	Robert Sudden	545	Ulberg	Oct. 25	Vancouver	Port Pirie	714,898	4,616	Jan. 23	37s 6d
Am schr	Salvator	444	Wells	Oct. 23	Westminster	Port Pirie	527,000	4,216	arrived	37s 6d
Am schr	Louis	820	Hatch	Nov. 8	Vancouver	Iquiqui	853,115	8,601	Jan. 28	40s
Am schr	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,892	5,392	Jan. 21	28s
Nor ship	Germanie	1269	Sunde	Dec. 29	Vancouver	Cork, U. K. f.o.	910,483	9,973		60s
Am schr	Reporter	373	Mackie	Nov. 24	Vancouver	Nagasaki	369,294	10,000	Feb. 12	Private
Am bark	Snow & Burgess	1378	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private...
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U. K. f.o.	1,021,624	13,135		55s
Am bark	Colorado	1300	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,636	arrived	37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911	prior Apr 20	35s
Am schr	W. H. Talbot	776	Bluhm	Dec. 28	Vancouver	Cape Colony	804,183	6,031	April 17	75s

A-Also 100 spars.

B. C. LUMBER FLEET, 1894.

Am ship	Eclipse	1536	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720		60s
Nor ship	Beaconsfield	1450	Pastiansen	Feb. 5	Vancouver	Cork, U. K. f.o.	1,055,411	13,191		Private...
Am schr	Pioneer	367	Hughes	Feb. 23	Victoria	Santa Rosalia	57,514	461		Private...
Am schr	Aida	507	Anderson	March 25	Moodyville	Shanghai	686,562	6,562		40s
Chil bark	India	953	Funke	April 7	Moodyville	Valparaiso				owners ac
Br bark	Thermopylae	948	Winchester	May 2	New Westm'r	Shanghai				37s 6d
Chil ship	Hindustan	1542	Welsh	May 12	Moodyville	Valparaiso	1,207,552	9,278		owners ac
Br ship	Astoria	1335	Dagwell		Vancouver	Queenstown fo				63s 9d
Ger bark	Gutenberg	627	Zepfen	May 12	Moodyville	Valparaiso f.o.	591,766	5,392		42s 6d
Am bkine	Modoc	452	Hosch	May 5	Victoria	Santa Rosalia	101,211	2,210		Private...
Am bkine	Katie Flickinger	445	Meltae	May 5	Vancouver	Santa Rosalia	399,148	3,258	May 29	Private...
Br ship	East Croft	1312	Hammer	May 25	Moodyville	Valparaiso f.o.	1,038,684	9,067		49s
Br ship	Benmore	1160	Scott		Victoria	Adelaide				40s
Br schr	Grace Harwar	1750	Hunt		Vancouver	Queenstown fo				62s 6d
Br bktne	Xantippe	909	Falconer	June 14	Vancouver	Queenstown fo				Private...
Am bkine	Chehalis	656	Watts	May 31	Vancouver	Adelaide	712,163	6,197		40s
Br ship	Largo Law	1507	Furcaux		Moodyville	Valparaiso f.o.				37s 2d
Br bark	Gainsborough	985	McPhail		Moodyville	Melbourne				37s 6d
Am ship	Guardian	1073	Marden		Victoria	Santa Rosalia				Private...
Am bark	Olympic	1412	Gibbs		Vancouver	Callao				35s
Nic bark	Don Carlos	624	Tobey		Vancouver	Noumea				40s
Br ship	Borrowdale	1197	Holderston		Moodyville	Valparaiso				40s
Am bark	Hesper	661	Sodergren		Vancouver	Sydney				30s
Br bark	Villalta	866	Harland		Vancouver	Adelaide				37s 6d
Am bark	Southern Chief	1219	Svensen		Vancouver	Santa Rosalia				Private...
Am schr	Wm. Bowden	728	Fjerom		Moodyville	Sydney				30s
Ital bark	Elisa	915	Harken		Moodyville	Valparaiso				owners ac

A-Also 68,443 lineal feet of props valued at \$1,020. B-Also 20 cords of slabs and 100 poles. C-Lineal feet of poles

FREIGHTS.

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

mediate loading, and 28s 6d for new crop September loading.

Lumber freights from B. C. or Puget Sound are quoted as follows:-Valparaiso for orders, 32s 6d; Sydney, 30s; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling

at Cork for orders, 60s to 62s 6d; Shanghai, 42s 6d; Tientsin 55s; South Africa 60s; Noumea, 40s. The last three rates are purely nominal.

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

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CABS.	VALUK.	ARRIVED.
Br bark	Routenbeck	930	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	March 25
Ger ship	Sireno	1137	Saunermilch	October 19	Victoria	London	56,558	282,790	April 1
Br ss	Grandholm	871	Musson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	645	Blanche	October 11	New Westm'r	London	30,000	137,112	April 22
Br bark	Ladstock	816	Williams	October 19	New Westm'r	Liverpool	35,773	178,905	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,880	April 25
Br bark	City of Carlisle	1222	Hughes	November 21	Victoria	Liverpool	37,381	185,906	May 30
Br ship	Candida	1222	Keo	December 22	Victoria	Liverpool	A 50,318	219,523	May 12
Br bark	Harold	1307	King	January 18	New Westm'r	Liverpool	61,091	321,511	May 26
Br bark	Primera	537	Gardner	December 17	Victoria	London	A 21,086	127,350	

A - Other cargo value \$1,346. B - At Talcott, March 13.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAY'S OUT.
Br ship	Ballaehulish	1806	Gowdey	March 19	Passeroean	Vancouver	B. C. Sugar Refinery Co.	92
Br ship	Eaton Hall	1779	Lourison	April 2	K London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	78
Br ship	Lismore	1598	Ferguson	March 17	J London	Victoria & Van	Turner, Beeton & Co.	91
Chil. ship	Atacama	1235	Caballero		F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	
Chil. ship	Clan Robertson	1625	Lane		H Hogo	Royal Roads		
Br ship	City of Glasgow	1168	Tannock	March 5	A Cardiff	Esquimalt	Naval Storekeeper	106
Br bark	Ladstock	816	Williams	May 26	Liverpool	Victoria	R. P. Rithet & Co., Ltd.	24
Br bark	Corryvreckan	1299	Albott	April 26	B Cardiff	Esquimalt	Naval Storekeeper	54
Ger bark	Senta	1637	Thicmann	March 20	O Liverpool	Westminster	A. B. C. P. Co.	91
Nor ship	Drummen	1347	Anderson	May 27	T Honolulu	Vancouver	Hastings Mill	23
Br ss	Empress of Japan	3003	Lee	May 21	W Hong Kong	Victoria & Van	C. P. S. S. Co. arrived	
Am bark	Colorado	1607	Gibson	May 25	C Hakodate	Victoria	Victoria Lumber & Manufacturing Co	25
Br ss	Sikh	1376	Rowley	May 29	D Hong Kong	Victoria	Dodwell, Carill & Co.	21
Br ss	Empress of China	3003	Tillett	June 13	G Hong Kong	Victoria & Van	C. P. S. S. Co.	6
Br ss	Warrimoo	1897	Perry	June 17	E Sydney	Victoria & Van	C. A. S. S. Co.	2

K - April 6 passed Dungeness; April 8 passed Brixham. Spoken April 26 lat 22° N., long. 25° W. F - To load a return cargo of lumber. J - Passed Deal March 18; Dungeness March 21; Prawle Point March 22. Spoken April 16, lat. 8° S, long. 40° W. A - Spoken March 26 lat. 19° long. 9° W. Chartered for salmon by Turner, Beeton & Co. B - Chartered for salmon to U. K. at 36s 3d, by Robert Ward & Co., Ltd O - Via Honolulu Chartered for salmon to U. K. at 36s 3d., September loading. T - Chartered for lumber to United Kingdom; private terms. W - Via Yokohama June 1. C - Via San Francisco. D - Via Yokohama June 9. G - Via Yokohama June 22. E - Via Suva and Honolulu June 30.

VESSELS IN PORT.

(June 18, 1894.)
VICTORIA.

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

Br. ship Corolla, 1,264 tons, Capt. Frazer, arrived April 23, from Yokohama for orders.

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

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

Br. bark Northernhay, 1,221 tons, Capt. Miller, arrived May 23, from Cardiff with cargo of coal for naval storekeeper.

VANCOUVER.

Br ship Astoria, 1335 tons, Capt. Dagwell, arrived March 29, loading lumber at Hastings Mills for Queenstown f.o. U. K., or continent.

Br. schr. Grace Harwar, 1,750 tons, Capt. Hunt, arrived April 22, loading lumber for Queenstown f. o.

Br. ship Largo Law, 1,587 tons, Capt.

Furneaux, loading lumber for Valparaiso for orders.

Br. bark Gainsborough, 985 tons, Capt. McPhail, arrived May 20, loading lumber at Moodyville for Melbourne.

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

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

Am. bark Hesper, 604 tons, Capt. Sodergren, arrived May 31, loading lumber for Sydney.

Br. bark Villalta, 836 tons, Capt. Harland, arrived May 27, loading lumber for Adelaide.

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

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

Ital. bark Elisa, 915 tons, Capt. Harken, arrived June 2, loading lumber at Moodyville for Valparaiso.

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

lumber at Moodyville for Valparaiso. Br. ss. Empress of Japan, 3,003 tons, Capt. Lee.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING. Am. bark Carrollton, 1,300 tons, Capt. Lewis, undergoing repairs on beach.

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

Am. ship India, 1,230 tons, Capt. Merri-man.

WELLINGTON SHIPPING.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammons.

Am. ss, Empire, 526 tons, Capt. Jessen.

UNION SHIPPING.

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

Am. ss. Mincola, 1,892 tons, Capt. Pillsbury.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	5	5,405
Vancouver	13	16,355
Nanaimo	7	10,000
Total	25	31,820
Previous week	24	28,133
Correspond'g week last year	17	24,440
1892	15	19,820

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