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Vol. III.

VICTORIA, B. C., TUESDAY, MAY 30, 1893

No 12

WEILER BROS.

Just Received.

INLAID LINOLEUMS.

A perfect imitation of tile flooring. Pattern goes right through, and colors cannot wear off. The best is the cheapest. A full line of all other grades also always in stock.

FRUIT JARS.

Mason's Patent Porcelain-Lined Cap and Mason's Glass Top Jars in pints, quarts and half-gallons. Dealers, please write for prices

ICE CREAM FREEZERS.

Two to fourteen-quart.

BIRD CAGES.

Japanned, Brass, Breeding and Parrot'

HAMMOCKS, FOLDING CAMP BEDS AND TABLES.

New Paper Hangings expected daily.

SHOW ROOMS: 51 TO 55 FORT STREET.

FLOUR.

LAKE OF THE WOODS MILLING CO., LTD.

REGISTERED BRANDS:

Hungarian Patent and Strong Bakers.

Mills at Kewatin and Portage in Prairie Manitoba.

The Best equipped Mills in the Dominion.

Agent in British Columbia, } **A. McQUEEN**

NATIONAL MILLS,

MANUFACTURERS OF

Rolled Outs, Oatmeal, Pearl Barley, Split Peas, Etc.

ALSO DEALERS IN

Hay, Grain, Mill Feed, Grass Seeds, Etc., Etc.

THE BRACKMAN & KER MILLING CO. LTD.

VICTORIA, - B. C.

Middleton & Meredith,

MONTREAL.

* - - RAILS - - *

BEAMS.

WIRE-TELEGRAPH AND TELEPHONE.

CABLES-TELEGRAPH AND TELEPHONE.

WIRE ROPES.

RAILWAY AND TELEGRAPH SUPPLIES

BAKER BROS. & CO.

:: VANCOUVER :: (LTD.)

Commission Merchants—and Shipping Agents.

IMPORTERS OF

WINES LIQUORS AND GROCERIES.

Any Description of Goods Imported to Orit r.

LEAD OFFICE:

6 Chapel Walks, Liverpool, Eng.

TURNER, BEETON & CO

Commission Merchants

—AND—

Importers

H. C. Beeton & Co., 33 Finsbury Circus, London.

Indents executed for any description of European or Canadian Goods.

AGENTS FOR

GUARDIAN ASSURANCE CO.,

NORTH BRITISH AND MERCANTILE INSURANCE CO.

LA FONCIER (MARINE) INSURANCE CO. OF PARIS.

BELL-IRVING & PATERSON

VANCOUVER

SHIPPING AGENTS

Wholesale and Commission Merchants.

AGENTS FOR THE

Anglo-British Columbia Packing Company, Limited.

North China (Marine) Insurance Company, Limited.

BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

Capital Paid up..... (£200,000) \$3,000,000
Reserve Fund..... (£200,000) \$1,000,000

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

San Francisco, Cal.; Portland, Or.;
Victoria, B.C.; New Westminster, B.C.
Vancouver, B.C.; Kamloops, B.C.;
Seattle, Washington; Nanaimo, B.C.;
Tacoma,

Agents and Correspondents:

IN CANADA—The Bank of Montreal and
branches, Canadian Bank of Commerce, Im-
perial Bank of Canada, Molsons Bank, Com-
mercial Bank of Manitoba and Bank of Nova
Scotia.Correspondents throughout the United
Kingdom and in India, China, Japan, Austr-
alia and South America.UNITED STATES—Agents Bank of Montreal,
59 Wall Street, New York; Bank of Montreal,
Chicago.Telegraphic transfers and remittances to and
from all points can be made through this bank
at current rates.Collections carefully attended to and every
description of banking business transacted.

THE BANK OF

BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital... £1,000,000 Stg.
Reserve Fund..... £275,000 "

LONDON OFFICE:

CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoare,
John James Cater, H. J. Kendall,
Gaspard Farrer, J. J. Kingsford,
Henry R. Farrer, Frederic Lulibock,
Richard H. Glyn, George D. Whatman.
Secretary, A. G. Wallis.HEAD OFFICE IN CANADA St. James St.,
Montreal.R. R. GRINDLEY, Gen. Mangr. H. STEKMAN,
Ass't. Gen. Mangr. E. STANGER, Inspector.

Branches and Agencies in Canada.

London, Kingston, Fredericton, NB
Lranford, Ottawa, Halifax, N.S.,
Paris, Montreal, Victoria, B.C.,
Hamilton, Quebec, Vancouver, BC,
Toronto, St. John, N.B., Winnipeg, Man.
Brandon, Man.

Agents in the United States.

New York—W. Lawson and F. Brown
field, Agents.SAN FRANCISCO—H. M. J. McMichael (act-
ing) and J. C. Welsh, Agents.Have facilities for collection and exchange in
all parts of the world.**BANK OF MONTREAL.**

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

Capital (all paid up)..... \$12,000,000
Reserve Fund..... 6,000,000

HEAD OFFICE, MONTREAL.

Hon. Sir D. A. SMITH, K.C.M.G., President.
Hon. G. A. DRUMMOND, Vice-President.

E. S. CLOUSTON, General Manager.

BRANCHES AND AGENCIES IN CANADA.

Montreal..... H. V. Meredith, Manager.

West End Branch, St. Catherine St.

Almonte, O Hamilton, O Quebec, Q
Belleville, O King-ston O Regina, Ass'a
Brantford, O Lindsay, O Sarnia, O
Brockville, O London, O Stratford, O
Calgary, N.W.T. Moncton, N.B. St. John, N.B.
Chatham, N.B. Nelson, B.C. St. Mary's, O
Chatham, O New Westmin- Toronto, O
Cornwall, O ster, B.C. Vancouver, BC
Fort William, O Ottawa, O Victoria, BC
Goderich, O Perth, O Vernon, B. C.
Guelph, O Peterboro, O Wallaceburg, O
Halifax, NS. Pictou, O Winnipeg, ManAGENTS IN GREAT BRITAIN London, Bank
of Montreal, 22 Abchurch Lane, E. C.; Alex
Lang, Manager. London Committee Robert
Gillespie, Esq., Peter Redpath, Esq.AGENTS IN THE UNITED STATES New York,
Walter Watson, R. V. Holden and S. A. Shep-
herd, 59 Wall street, Chicago, Bank of Mon-
treal, William Munro, Manager.Buy and sell Sterling Exchange and Cable
Transfers. Grant Commercial and Travelling
Credits available in any part of the world.
Drafts issued. Collections made at all points**GREEN, WORLOCK & CO.,**

SUCCESSORS TO

GARESCHÉ, GREEN & CO.,

(ESTABLISHED 1873.)

BANKERS,

Government Street, Victoria, B. C.

A GENERAL BANKING business trans-
acted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANS-
FERS and LETTERS of CREDIT issued direct
on over 10,000 Cities in the United States, Can-
ada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market
rates.

AGENTS FOR

Wells, Fargo & Company.

CHIPMAN, MORGAN & CO.,
SHIPBROKERS

—AND—

COMMISSION AGENTS,

632 Cordova Street, VANCOUVER, B. C.

Columbia Street, NEW WESTMINSTER.

AGENTS FOR:

China Traders' Insurance Co., Hong Kong.
Dominion Cartridge Company, Montreal.
Dick's Patent Gutta Percha and Canvas Belting.
Hosendals Belting Company (Hair Belting).
Merryweather & Co., Fire Hose, Engines, Etc.**STEMLER & EARLE**

(Established 1875.)

Pioneer Steam Coffee and Spice Mills,

MANUFACTURERS OF

COFFEES, SPICES, COCOA, CREAM
TARTAR, MUSTARD AND BAKING
POWDER.

Pembroke St., Victoria.

JOHN EARSMAN & CO

WHOLESALE

Commission and Insurance

AGENTS

AGENTS FOR

Armour Packing Co., Kansas City.
Lightbound, Ralston & Co., Montreal.
James Watson & Co., Dundee.
Davenport Syrup Co., Davenport, Ia.
Etc. Etc., Etc.Agents of the New York Life In-
surance Co. for Vancouver Island.

34 GOVERNMENT STREET.

J. & T. STEPHENS,

Manufacturers of

Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

Findlay, Durham & Brodie
COMMISSION MERCHANTS

AGENTS FOR

The Northern Fire Assurance Company
of London,The British and Foreign Marine Insur-
ance Company of Liverpool,The Royal Mail Steam Packet Com-
pany of London,The British Columbia Canning Com-
pany (Limited) of London.

London Office:

43 to 6 Threadneedle Street.

WULFFSOHN AND
BEWIGKE,

(LIMITED.)

BANKERS,

Financial, Real Estate, In-
surance and General
Agents.

BANKING AND STOCKBROKING DEPARTMENT.

Bills discounted, Checks collected, Exchanges
effected, Corporation Bonds, Mining Stock, Gas
and all other Company Shares bought and
sold, and every kind of Broking Business trans-
acted.Drafts and Telegraphic Transfers to every part
of the world. Money advanced on approved
security.

REAL ESTATE AND INSURANCE DEPARTMENT.

Building Estates financed, Real Estate bought
and sold, Rents collected. Full Charge and
Management of Estates undertaken for non-
residents. Life, Fire and Marine Insurances
effected with the leading offices of the world.

REPRESENT:

Equitable Life Assurance Society of N. Y.
Union Insurance Society of Canton (Marine
Connecticut Fire Insurance Co. of Hartford.
Lancashire Fire Insurance Co.
Moodyville Land and Saw Mill Co., Ltd.
Mercantile Development Co., Ltd., London.
Hamburg-American Packet Co.**Wulffsohn & Bewicke, Ltd.**

524 and 526 Cordova St., Vancouver

—AND—

Dock House, Billiter St., London, Eng.

JOHANN WULFFSOHN,

Managing Director

A. HOLDEN & CO.,
Railway Supplies.

AGENTS FOR CANADA FOR

The Babcock & Wilcox Co. Water Tube
Steam Boilers; Goubert Water Tube Feed
Water Heater; The Stratton Separator; "Dry
Steam;" The "Midland" Gas Engine.

30 St. John St., Montreal.

California Wine Company,
[LIMITED.]

Wholesale Dealers.

AGENTS FOR THE CELEBRATED CORONADO
MINERAL WATER.

Pure California Wine a Specialty.

55 & 57 Broad St., Victoria, B. C.

NICHOLLES & RENOUF

—DEALERS IN—

**H RDWARE, BAR IRON, FARM
AND MILL MACHINERY
MINING SUPPLIES.**

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82. P. O. BOX. 86.

VICTORIA. - B. C.

ROCK BAY SAWMILL

(ESTABLISHED 1858.)

32 Constance St., Victoria, B. C.

WM. P. SAYWARD,

Manufacturer and Dealer in

ISLAND LUMBER AND SPARS.

Importer and Dealer in

Doors, Windows and all kinds of
Dressed Lumber, Etc.

CONSTANTLY ON HAND A GOOD SUPPLY
OF BUILD NG LUMBER.

Prepared to Cut Lumber to Order at
Short Notice.

WOOD, TRAVIS & CO.,

Public Accountants,
Auditors,
Arbitrators,
Average Staters,
Commission Brokers,
Shorthand Writers.

Trader's Books Adjusted and kept
Periodically, Balance Sheets
Prepared.

6 BASTION SQUARE VICTORIA, B. C.

A. O. LEASK,

Agent and Commission Merchant.
Customs, Insurance and Shipping
Agent.

Storage, Bonded and Free.
Forwarder, etc.

Vancouver, . . . B. C.

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MUNROE MILLER

Printer and Bookbinder

77 JOHNSON STREET

VICTORIA, - - B. C.

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REPRESENTED BY
Welch & Co., San Francisco.

REPRESENTED BY
R. D. Welch & Co., Liverpool

R. P. RITHET & CO.,

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.

SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

- Queen (Fire) Insurance Company.
- Maritime (Marine) Insurance Company.
- Reliance (Marine) Insurance Company.
- New Zealand (Marine) Insurance Company.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
- Sea (Marine) Insurance Co.

Moodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

- Delta Canning Co's Maple Leaf Brand.
- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

- Wannuck Packing Co's Rivers Inlet Clipper Brand.
- Standard Packing Co., Skeena River, Neptunc Brand.
- Skeena Packing Co., Skeena River, "Diamond C" Brand.
- Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Caddboro Bay, all grades of Giant Powder an
Judson Powder manufactured and kept on hand.
Columbia Flouring Mill Co. of Enderby.
Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

ROBERT WARD & COMPANY,

LIMITED LIABILITY.

(Incorporated under the Companies Act 1890.)

Commission - Merchants - and - Importers,

VICTORIA B. C.,

Represented in London by H. J. Gardiner & Co., Gresham Buildings, E. C.

ROYAL SWEDISH AND NORWEGIAN CONSULATE.

Indents executed for every description of British and Foreign Merchandise, Lumber,
Timber, Spars, Fish and other Provincial products.

SHIPPING AND INSURANCE AGENTS.

CHARTERS EFFECTED.

GENERAL AGENTS:

- Royal Insurance Company,
- London & Lancashire Fire Insurance Co.
- Standard Life Assurance Co.
- London and Provincial Marine Insurance Co. l'd.
- Western Assurance Co., Marine)
- London Assurance Corporation. (Marine.)
- Agents for the British Columbia Corporation, Ltd
- Mortgages, Debentures, Trusts, &c.

SOLE AGENTS:

- Curtis' & Harvey's Sporting and Blasting Powder
- Joseph Kirkman & Son's Gold Medal, Inven-
tions Exhibition, 1885. Pianofortes.
- J. & W. Stuart's Patent Double-Knotted Mesh
Fishing Nets, Twines, Etc.
- Importers of Havana Cigars, Oilmen's Stores,
Tin Plates, Portland Cement, Etc.
- British Columbia Salmon:-Ewen & Co., "Lion."
"Bonnie Dundee"; Bon Accord Fishery Co.,
"Consuls"; A. J. McLellan's "Express."

FLOUR AND FEED.

Flour prices continue steady, but oats, bran and shorts are reported slightly higher. Pearl barley is also reported stronger, but quotations are unchanged.

The Portland Commercial Review says: "The movement in flour is slow and prices variable. Standard brands are quoted all the way from \$3.25@3.40 per bbl., with competition active and agents are inclined to work business at a sacrifice of values. Receipts for the week by rail have been moderate, aggregating 6,500 bbls., from both sections. Shipments to San Francisco and British Columbia have been fair but European exports show a marked falling off."

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

Premier.....	\$1 75
XXX.....	1 65
Strong Bakers or XX.....	1 25
Superfine.....	3 65

Jobbers' quotations to the trade are :

Delta, Victoria mills.....	\$ 1 75 @ 0 00
Lion, " ".....	4 75 @ 0 00
Premier, Enderby mills.....	5 00 @ 0 00
XXX, " ".....	4 90 @ 0 00
XX, " ".....	4 50 @ 0 00
Superfine, " ".....	3 90 @ 1 25
Ogilvie's Hungarian.....	5 00 @ 0 00
Strong Bakers.....	4 85 @ 0 00
H. B. C. Fort Garry Hungarian.....	5 00 @ 0 00
Strong Bakers.....	4 85 @ 0 00
Oak Lake Patent Hungarian.....	1 80 @ 0 00
Strong Bakers.....	0 00 @ 0 00
Regina Hungarian.....	4 80 @ 0 00
Strong Bakers.....	0 00 @ 0 00
Benton County, Oregon.....	1 65 @ 0 00
Portland Roller.....	4 85 @ 0 00
Snowflake.....	4 75 @ 0 00
Royal.....	4 60 @ 0 00
Wheat, per ton.....	28 00 @ 35 00
Oats.....	32 50 @ 40 00
Oil cake meal.....	40 00 @ 50 00
Chop feed.....	28 00 @ 32 00
Shorts.....	30 00 @ 35 00
Bran.....	27 50 @ 30 00
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	26 00 @ 28 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	4 00 @ 5 00
Corn, whole.....per ton	37 50 @ 40 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed.....per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote whole-sale :

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

LUMBER.

The Hawian bark John Ena, 2,600 tons, Capt. Schnauer, has completed her cargo at the Genoa Mills, for Port Pirie on account of Robert Ward & Co., Ltd., She has cleared with a cargo of 2,580,797 feet rough lumber, valued at \$19,500 and will sail shortly. The Sigurd sailed May 21, for Port Pirie, with 1,426,000 feet rough lumber valued at \$10,698. The bark May Low sailed May 24, from the Hastings Mill for Pisagna, with a cargo of 663,000 feet lumber comprising 566,000 feet rough and 97,000 feet dressed, valued at \$6,206.

The Wythorp sailed May 20, for Sydney, with a cargo of 1,019,007 feet, comprised of 836,000 feet rough, 83,607 feet lath and 100,000 feet of pickets valued at \$8,365.

There are at present eight vessels loading at British Columbia ports for foreign. At Burrard Inlet—Br. bark Blairhoyle, 1,291 tons for Sydney; Ger. bark Heinrich, 923 tons, U. K. Cork, f. o.; Br. ship Gryfe, 1,069 tons, U. K., Cork f. o.; Br. bark Doehra, 960 tons, for Adelaide. At Cowichan—Haw. bark John Ena, 2,600 tons for Port Pirie.

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

Rough Merchantable, ordinary sizes, in lengths to 10 feet inclusive, per M feet..	\$ 8 50
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	17 00
Pickets, rough per M.....	9 00
Laths, 1 feet, per M.....	00

The local quotations established by the Victoria lumber dealers are as follows, including delivery to any part of the city : Rough lumber, per M feet, \$10.00; shiplap, \$12.00; rustic, 6 & 8 in, \$18.00; 6-in flooring, \$18.00; 4-inch flooring, \$20.00; do, edge grain, \$22.50; dressed lumber, four sides, \$17.00; second quality flooring and rustic, all kinds, \$14.00; shingles, \$2.25; laths, \$2.25.

Work is to be begun and that, it is said, without delay on the new Government buildings on James Bay, the contract for the foundations having been awarded to Mr. Joseph Phillips, of Victoria. The question once more arises—is the entire work to be done by contract or is some of it to be carried out by days' labor? So far, the principle of contract has been affirmed, but how will it be with the rest of the work? We are assured that not a few votes were cast in favor of the public buildings project on the strength of the belief that it would afford employment to a considerable number of our own people, but who is to say that the contractors to whom the different descriptions of work are awarded will not bring their help from almost the four quarters of the globe?

PRESIDENT VAN HORNE, of the C. P. R., whenever he comes to the coast brings with him men of capital and enterprise and at others is not unfrequently instrumental in inducing others to come out and see what the lay of the land is. Last week, in addition to Assistant General Manager Shaughnessy, Chief Engineer Petersen and Telegraph Manager Hosmer of the C. P. R., he had with him a prominent London banker, Mr. R. Horne Payne, Mr. J. H. R. Molson, president of Molson's Bank, Montreal, Mr. R. B. Angus, formerly cashier of the Bank of Montreal, and Mr. Searth of Winnipeg. These gentlemen, though they did not stay long enough to see much of Victoria are going into the Kootenay country, their good account of which will no doubt have a useful influence when they return to their homes in the east. What a pity, Victorians cannot fail to say, that Mr. Van Horne's guests cannot spend a longer time in this city and on the Island of Vancouver!

BUSINESS CHANGES.

John Henderson, hotel, South Saanich, is dead.

J. B. L. Jones, general merchant, Northfield, is dead.

Richard Hilbert, Nanaimo, has been granted an extension.

J. G. Jacques, insurance and real estate, Westminster, is dead.

Gallagher & Stevenson, livery, Vernon, are giving up business.

D. C. Mackenzie, furniture, Nanaimo, is opening in undertaking line.

D. A. Lamey, general merchant Illecil-lewaet, has removed to Lardeau.

Geo. Gles, ex-manager of the B. C. Mercantile Agency, left town suddenly.

Trahey & McDonald, ship builders, Victoria West, have dissolved. T. H. Trahey, continues the business.

Ross J. Ferguson, saloon, Victoria, is reported having left town. Has given bill of sale to Lowen & Erb, who are in possession.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending May 20—

NEW VANCOUVER COAL CO. SHIPMENT.		
Date.	Vessel and Destination.	Tons.
15.	Pioneer, str., Port Townsend.....	57
16.	Gen. Fairchild, bk., Wilmington.....	2,400
17.	Sen. Lion, str., Port Townsend.....	61
18.	Tacoma, str., Port Townsend.....	50
18.	Tyco, str., Port Townsend.....	97
18.	Montserrat, str., San Francisco.....	1,452
19.	Grandholm, ss., San Francisco.....	1,637
20.	Holyoke, str., Port Townsend.....	60
Total.....		5,817

The following are the shipments for the week ending May 27:--

Date.	Vessel and Destination.	Tons.
22.	Pioneer, str., Port Townsend.....	42
22.	Mogul, str., Port Townsend.....	48
22.	Louis Walsh, ship, Wilmington.....	2,325
23.	Tacoma, str., Port Townsend.....	21
23.	Kelipse, ship, San Francisco.....	2,517
25.	Angeles, str., Port Townsend.....	69
27.	Bawnmore, ss., San Francisco.....	3,017
Total.....		8,042

THE CANADA PAINT COMPANY.

The Canada Paint Company of Montreal, Toronto and Victoria, B. C., manufacturers of varnishes, paints and colors, have just completed the most comprehensive price list in book form ever issued in Canada,

L. Godbolt, the western representative of J. & T. Bell, boots and shoes, Montreal, is on the way to the coast.

Herb. Simpson, representing the well known house of Greene & Sons Co., Montreal is in the city.

The Swiss exhibit in the arts building at Chicago was closed temporarily, owing to alleged indignity to the Swiss Government.

The result of the sugar season in Cuba, now practically ended, shows that the yield of the whole island will amount to between 750,000 and 800,000 tons, a yield considerably below the average total production.

— ∞ (SAYWARD) ∞ —

Situated Exactly Opposite the Historical Fort Sheppard, on the East Bank of the Columbia River at the Mouth of Beaver Creek, about Four Miles North of the Pend D'Oreille River and International Boundary Line.

SAYWARD is a typical site for a large city, it is level bench land, perfectly adapted for building purposes, and is the Selected Junction of the River and Railway Transportation.

SAYWARD Is the only natural location for a centre of supply for the great Placer and Hydraulic Mines on the Pend D'Oreille and Salmon Rivers, and the Gold and Silver Mines of Trail Creek, now supplied by wagon road from the United States.

SAYWARD Is the Headquarters of the Contractor of the Nelson & Fort Sheppard Railway, now under construction. The main Railway Line runs through the Company's property, and a spur is to connect with the Steamboat Landing, where all supplies are now being delivered for over One Thousand Railway Navvies.

Commissioned Stores, Hotel, Office and Wagon Road now in course of construction, and an increasing daily business is being transacted. Alternate daily communication from Revelstoke, B. C., via Canadian Pacific Railway, and Northport, U.S., from all points south by the Spokane Falls & Northern Railway.

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NECK WEAR.

Run low on wide collars.

Windsors are very popular.

Wide flowing ends are in favor.

Red ties will prove too warm for the coming summer.

The "Mystic," an open top scarf, is neat dressy and popular.

The "Tavistock" is a modification of the Kilburn, and is a popular design.

The latest productions in washable scarfs are in Bedford cord effects in vertical and horizontal stripes of varying width.

The "Merton," a new English washable scarf, is an exceptionally desirable article; it is made on an original principle, is extra strongly sewn, and is a leading favorite.

The "Kilburn" is a new shape in knot scarfs that is meeting with very great favor; it is a small knot with flowing ends, representing the graduated wide end scarf as tied by the wearer.

Four-in-hand scarfs are made to tie in small effects; graduated four-in-hand shapes to tie very small at the top sell readily; the regular four-in-hand is in the usual demand.

THE IDEAL BUSINESS MAN.

The ideal business man, from Sir Arthur Help's standpoint, should be able to fix his attention on details, and be ready to give every kind of argument a hearing. This will not encumber him, for he must have been practised beforehand in the exercise of his intellect, and be strong in

principles. One man collects materials together, and there they remain, a shapeless heap, another, possessed of method, can arrange what he has collected; but a man such as Sir Arthur would describe, by the aid of principles, goes further and builds with his materials. He should be courageous. The courage, however, required in civil affairs is that which belongs rather to the able commander than the mere soldier. But any kind of courage is serviceable.

Besides a stout heart, he should have a patient temperament and a vigorous but disciplined imagination, and then he will plan boldly, and with large extent of view, execute calmly and not by stretching out his hands for things not yet within his grasp. He will let opportunities grow before his eyes until they are ripe to be seized. He will think steadily over possible failure in order to provide a remedy or a retreat.

There will be strength of repose about him. He must have a deep sense of responsibility. He must believe in the power and vitality of truth, and in all he does and says should be anxious to express as much truth as possible. His feelings of responsibility and love of truth will almost inevitably endow him with diligence, accuracy and discreetness—those commonplace requisites for a good man of business, without which all the rest may never come to be translated into action.

THE SUGAR SITUATION.

The market for raw sugar is very strong upon an apparently legitimate basis,

namely, scarcity of both spot and prospective supplies, imparting to values a decidedly upward trend. A new feature in the raw sugar trade is the extensive deals of Hong Kong refiners in the foreign markets, their purchases in the Philippine Islands alone amounting to over 100,000 tons. The capacity of the largest Hong Kong refinery, that of Butterfield and Squire, is said to be over 3,000 bbls., per day; and as the Hong Kong refiners supply the trade of British India, the Mauritius and Australia, their requirements of the raw article are very heavy and increasing every year. It is this large trade that has played such an important part in the advance of raw sugar, by diverting a large portion of the supplies which American and English refiners expected would fall to their share. Another feature which has aided the late advance in values is the immensely increased consumption which has accrued from the cheapness of refined sugar which is now used among the lower classes of the East, who a few years ago only knew it as a debarred luxury. Another cause of advancing prices is the severe drought that has been experienced in France, Germany and Austria, which has proved a very serious menace to next year's beet crop, which, according to late advices, must be a short one. With large wants therefore still unfulfilled on the part of American and English refiners, and the prospects of a decreased beet root crop for 1893, and very limited supplies of cane, there seems to be every indication of higher prices.—*Montreal Trade Bulletin.*

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COMBINES AND MONOPOLIES.

Are we in Canada coming to the age of combines and monopolies? Now and again we hear of "unions," "arrangements," "mutual understandings" between rival firms looking to putting business and prices upon a "paying basis." No intention of cornering a market or advancing rates beyond a "legitimate" point is ever expressed; and we really believe that their are few, if any dangerous or unjust combines in Canada at the moment. Circumstances have led to certain understandings between and amalgamations of commercial interests in this country which are not only harmless in themselves, but which may lead, and are expected to lead to putting certain lines of business upon a sounder basis, without oppressing the consumer. But, if we look to the United States, we shall find that the early history of the gigantic combinations and monopolies of that country was equally harmless, and we may fear that unless some plain speaking is indulged in, this country may gradually fall under the evil eye of monopolies which will desert the tenets of the present and weigh down the general public with the power of capital abused.

It is difficult, indeed it is impossible, to define an improper combine or monopoly. The best characterization of it, namely one which makes profits unduly high, depends upon what we consider undue profits. We can better define a proper combine which we consider to be one for the purpose either of consolidating interests for the more economical production of a commodity, by means of purchases too large or plant too extensive for one firm, or of putting a check upon a competition so keen as to undermine all business principles and the safety of the entire business itself. Yet this latter would mend itself by "Natural Selection" if let alone.

We have upon occasion defended certain

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"combines," because they have not passed the limits of public justice, and we shall as sturdily attack them should they ever forget their purpose and abuse their power. It is far better to warn, however, than to attack, and we sincerely hope that in this country the abuses of the combine system will not be permitted to follow its uses.

Combines to keep up prices do not always accomplish their purpose. If there be not bad faith within, the prospect of large profits will, eventually supply enemies from without. And undue prices inevitably lead to decreased demand, as can be shown by several examples from the United States markets. For some years steel rails were maintained at \$30 per ton, giving a profit of about 40 per cent. The consequence was that railroad companies have tried to get along without new rails, and the consumption fell off 600,000 tons in the first year of the combine, being probably still further decreased last year. The result has been an apparent over production of pig iron and the lowest prices for that article ever known. In cotton and grain the various corners which have been engineered have resulted in stimulating the output to such an extent as actually to swamp the speculators. "Again and again," says the *N. Y. Commercial Bulletin* "it has been explained to Western producers and operators that they are only destroying their own market by keeping back wheat from European consumers and that every artificial price surely seduces thousands of farmers into sowing more wheat. Were monopolies and artificial prices out of the way, it might be expected that supply and demand would presently adjust themselves to each other in this as in other branches of business with at least reasonable correctness." The great depressions and the great disasters almost invariably occur in trades which have been wholly or partly cornered or monopolized. The lowest price known, the narrowest margin of profits, the greatest shrinkages in demand or consumption, the worst excess of production, appear to follow mono-

polies, and artificial prices as night follows day.

Unjust combines are not even profitable in the long run to their manipulators. When any combination whatever puts prices to high for a product or a service rendered, so that more than ordinary profits can be realized in that business, the first result is certain to be an unusual rush of capital and industry into that particular branch in order to share the exceptional profits. Because the determination in that direction is abnormal, the consequent depression is apt to be abnormal. Or if combination or monopoly holds the control by force or fraud, it it often has to spend all its profits or more to get competitors out of the way.—*Canadian Trade Review.*

NOT JUST RIGHT.

Here is a little story for which every reader may furnish his own moral. In a New England city a bright young woman who earns her own living had saved \$75 with which to go to the World's Fair. A few weeks ago a sensational Boston newspaper started a contest for free trips to the Fair. The young woman's friends thought they would surprise her with one of these free trips. They began buying the newspaper coupons and sending them in to be credited to her. Some indiscreet friend let her know what was going on. As her friends were spending so much money for her benefit she felt bound in honor to assist. In the end her \$75 went in the pool, and in the total over \$100 were spent, but this sum was not quite enough. The free trip went to somebody who had 20,500 coupons against her 20,000. She gets nothing for the \$400 spent in her behalf, and she will not go to the fair. Hundreds more tried and failed. The newspaper pocketed thousands of dollars for which it makes no return. But did the newspaper get this money honestly?

Fifteen hundred immigrants were quarantined at New York last week last week as smallpox suspects.

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VICTORIA, TUESDAY, MAY 30, 1883

VICTORIA LOAN BY THE S.

Mr. McMicking has written a letter to the papers in which he explains what it is proposed to do with the \$70,000 which the people of Victoria are called upon to vote for street lighting purposes, next Thursday. The service has, in all conscience, been bad enough in the past. There seems to have been some sort of arrangement between the authorities and the man in the moon in regard to a division of labor, but somehow or other there has very frequently been a mistake or a misunderstanding, by which our long-suffering people have been considerably disadvantaged and almost Cimmerian darkness has fallen upon Victoria, when in view of the cost she has been called to pay there should have been light. All this, it would appear, Mr. McMicking and his committee propose to rectify, provided they get the \$70,000. They will, they say, more than double the number of arc lamps in use, obtain the most modern and economic apparatus for generating light and supply all the needs of the municipal public offices without any further additional cost. This would seem to be a pretty fair proposal. On Thursday, too, as previously intimated, a \$700,000 loan by law for sewerage purposes is to be voted on, an \$5,000 loan for educational objects in the city and \$10,000 to improve Beacon Hill park.

TELEGRAPHIC FACILITIES.

The Board of Trade had an interview the other day, with Mr. Hosmer, manager of the C. P. telegraphic system, and, in conversation with him, indulged, though with not much apparent success, in the Englishman's well understood privilege of growling. They very naturally and justifiably too complained of the comparative frequency with which the service was interrupted and the delays that often occurred somewhere in the transmission of messages. The public will be familiar with the almost stereotyped explanations that are given of this: the wires are broken between Vancouver and Winnipeg or between Winnipeg and the east; they are working very slowly, we can't duplex, or there's something wrong just above Nanaimo. Now, so far, all this is accounted for by the fact of the company being dependent on one wire, they having abandoned the alternative route which formerly connected them with the Western Union system via Danvers.

Mr. Hosmer, in connection with this,

intimated that his company had under contemplation cable connection with Japan, whose construction would tend to improve the service with the Island of Vancouver. We must hope that, this being the case, the project will be speedily carried out; we require a more regular service, and, at the same time, a more speedy and better organized system of message delivery; for however the inadequate service may be accounted for and explained away, the fact remains that the work of delivery is a sort of haphazard matter performed at times by the company's own officials and at others by district messengers. We had supposed that with the flourish of trumpets with which the interview had been spoken of in anticipation the company's Victoria service was going to receive a pretty rough overhauling, but Manager Hosmer was fully equal to the situation, and, by demanding proof and not mere allegations, disarmed those who may have been termed his adversaries. There can be no question about it that very great improvements may be effected here, and, inasmuch as Victoria is one of the most important stations on the company's line, it is to be hoped that all that is required will for the future be provided in anticipation.

THE AUSTRALIAN CRISIS.

There are twenty-six banks in Australasia, and over half of them have suspended. The London *Economist* points out that the banks that have suspended are those which have been most assiduous in securing deposits from Great Britain, and with this capital were most active in booming colonial enterprises. Five of these banks held \$70,000,000 of British and \$110,000,000 of colonial deposits. Six of the banks had a call amount equal to a little more than 13½ per cent. of their liabilities outside of their capital, and government and other securities amounted to 6 per cent. of their liabilities. The notes of the banks have been provisionally made legal tender, which means an indefinite suspension of specie payments with a large increase of paper circulation, all irredeemable. Of course, this legal tender enactment only applies in the colony which passed it.

These bank failures will be severely felt in England, and there are signs that they are creating uneasiness there and elsewhere. The deposits in the banks of the Australasian system belonging to British depositors were many of them placed there during the "boom" period at high rates of interest. The crisis was brought about by the excess of money in the country over legitimate business requirements, leading to illicit speculative speculations. These led to want of confidence resulting in withdrawals of funds, and the sudden break up of speculation precipitated the disturbance of legitimate business.

It is worthy of remark, in connection with the collapse at the Antipodes, that the financial institutions which have gone to the wall do not seem to have been managed with due attention to economy and efficiency, and, in consequence, their break up was unavoidable in the long run. The balance sheets of the different institutions afforded disclose extravagant administration, due no doubt to the circumstance

that a large amount of the funds employed was not owned in the country—that much, indeed, of the stock of the institutions was owned abroad and to a greater or less extent directed from England instead of on the spot where the actual business is done. The character of the risks undertaken is not likely, in ordinary times, to be given that consideration by local officials anxious to make a show of business as it would be by hard headed men of business acting as directors on the spot, who, are likely to be acquainted with the capacity of their clients and whose money, moreover, is largely at stake. Besides, many of the British directors are not unlikely to belong to what are termed the "guinea pig" class, and are accustomed to discharge their duties in a more or less perfunctory manner, their vote as a rule going with the local management who are supposed to understand matters better than they themselves do.

But, to revert to the figures, if from 50 to 60 per cent. of the profits be absorbed for management, what margin, after deducting a reasonable amount for unavoidable losses, is there left to make a return to the stockholders for the money they have invested? The whole business would seem to have been wretchedly done, and the circumstances would appear to be such as to warrant a Government inquiry, and it may be that, as has previously been the sequel of such inquiries, parties who are found to be criminally concerned may find themselves in the hands of justice.

INSOLVENCY INEQUALITIES.

In 1887, John McLean, Alexander Stuart and James H. Smith, of Montreal, entered into partnership, each putting a sum of money into the firm, which he could withdraw with interest when the partnership should be dissolved, or if he should leave the firm. There was also an agreement that McLean should receive \$6,000 per annum, and the others \$3,000 each. After four years the firm assigned, each member having in the interim withdrawn the amounts stipulated for in the partnership deed. McLean had, moreover, overdrawn to the extent of \$20,000. Upon the assignment the capital was found to have been totally lost, and McLean redeemed the estate for 50 cents on the dollar. Stuart then sued to recover his share of McLean's overdraft, the latter pleading that he had purchased the assets of the estate and thereby virtually acquired the overdraft claim against himself. The judge decided that McLean's overdraft was not an asset of the firm, but was a liability due by him to each of the partners, and to them he was bound to make good his proportion of the losses which had been incurred. Judgment was therefore given in favor of Stuart.

We cite this as another instance in which, under existing conditions, insolvents are enabled to get the better of their creditors who, one would suppose, to be the parties between whom the amount of McLean's overdraft, if it was in any way to be got at, ought to be divided. This should be another argument in favor of the passage of an Insolvency Act and the adoption of regu-

lations for the more equitable distribution of the estates of those who cannot meet their liabilities.

Recently the Ontario Court of Appeals decided that the sections of the Ontario statute which give priority to an assignment of an insolvent over judgments and executions against the debtor, is *ultra vires*, thus doing away with the possibility, under the existing law, of a debtor putting his property into the hands of an assignee for equitable distribution among his creditors. It was successfully contended that as the section in question of the Act dealt specially with insolvency, and in effect provided a scheme for the distribution of estates in insolvency, it invaded the rights of the Dominion Parliament to legislate in respect to bankruptcy and insolvency. The special powers given to assignees under the Act were given in virtue of the insolvency of the assignor. It was no answer to say that the provinces had power to legislate as to "property and civil rights," inasmuch as bankruptcy and insolvency were specially excepted.

The *Monetary Times* says that there is little doubt that the case will go to the Privy Council. The judgment of the Court of Appeal was no surprise to those who have followed the trend of the judgments of that tribunal in kindred cases. When the Act was passed, the Attorney General of Ontario admitted that there was a doubt as to the power of the Province to legislate in that way, but the strong desire of business men for such an act prevailed, and the statute was enacted. It adds: "The judges of the Judicial Committee of the Privy Council have always leaned in the direction of Provincial autonomy, and it may be that they will, if the case is presented to them, take a different view of the law." Meantime whoever gets judgment first obtains precedence, and the sheriff and execution creditor get things altogether as they want them to be.

These two cases, the experiences of the Provinces of Ontario and Quebec, serve to show the need that exists for some kind of a law to provide for a proper handling and adjustment of the claims of insolvent debtors. As is shown in the Ontario case, at any time the question of *ultra vires* may be raised against Provincial legislation which at best, as the Quebec case shows, does not provide against an important and effective method of robbing those to whom an individual is indebted. Besides, as has repeatedly been pointed out, even were a Provincial law all that is desired by the people who live within the limits which it covers, it does not apply to other portions of the Dominion in which there may be enactments that render utterly nugatory the law of the Province in which the creditor resides. Our trade is not exclusively provincial; it is Dominion in its extent and therefore there ought to be a Dominion law, otherwise the hardships and the losses will be great. The instances of grievance which continually come to light only, however, serve to increase interest in the subject, so that it is to be hoped that ere long the public sentiment will be ripe for our legislators at Ottawa to take up and deal with the matter in an intelligent and practical way.

AUSTRALIAN STEAMSHIPS.

A published letter of Mr. Huddart, managing owner of the line of steamships by which it is proposed to establish a monthly service between Canada and Australasia, is of considerable interest at the present time. Mr. Huddart appears to anticipate that it is possible to build up a large trade between the two countries, while the postal and passenger communications to be supplied will be very valuable. Mr. Huddart remarks: "It is a significant circumstance that Canada is convinced that she can trade profitably with us, and cordially invites us to try the experiment. We should be dealing not only with an energetic, industrious thrifty and shrewd British population, numbering over 5,000,000, but with a population already friendly and commercially disposed. Possibly in the future a reciprocal tariff might be arranged between the two countries." On the subject of the Australian steamship service, President Van Horne, of the C. P. R., said, the other day: "The Australian line of steamers, the first of which is now on the way to Victoria, are not connected with the C. P. R., except that an arrangement for the exchange of traffic has been made between the two companies. He felt interested in the line as an experiment, but could not say what the C. P. R. might do if a profitable trade could be developed."

C. P. R. MOVEMENTS.

That the Canadian Pacific Railway authorities are not blind to the possible requirements of the rich Kootenay country is manifest from the remark made by President Van Horne that east of Crows' Nest Pass the Company were doing considerable work, and that he proposed to spend as long as possible in the mining country on his way back, wishing to be quite sure of the ground before making any announcement as to the probabilities of railway extension there. "Van," as he is termed by his familiars, is a careful player, who never shows his hand until the time comes. He always plays a careful game, giving at the same time opportunity to others to indicate what they propose to do, and then if there is an opening going at least one better. With him time and its employment in Kootenay has considerable significance. In any event, whoever goes over the mountain, the Canadian Pacific will be ready East of it to receive them.

As Mr. Van Horne well observed, it costs a great deal of money to build railways in that country, and it is no wonder, therefore that all possible information is desired before anything definite is done. It is not one company alone, it is fortunate, that is anxious to supply the traffic accommodations demanded by the important section of the province to be served, so that there need be little doubt that, if Mr. Van Horne lights shy of Crows' Nest Pass, other roads will at once meet the requirement and connect with his or some other outlets to the east and south. This province is not altogether dependent on the Canadian Pacific, and there is little fear that, as was the case with Manitoba, enactments will be passed

to prevent other roads entering into competition for the trade that there is to be developed. However, the sooner Mr. Van Horne's intentions in this particular are known the better. His views have been waited for for some time already and railway delay means a retardation of considerable development work, as men, machinery and supplies have to be brought in.

SEALING CONCERNS.

The Behring Sea patrol will, it is announced, be under the direction, this year, of Capt. Ludlow of the U. S. Mohican. The British contingent will consist of the *Garnet* and *Nymph*, and there is no reason to expect that in any way there will be a relaxation of the strictest protection of the seal within the waters affected by the *modus vivendi*. The *Garnet* goes north at once, as do also the American vessels, the *Nymph* following them after the arrival at Esquimalt of the officer to succeed Admiral Hotham in command of the British North Pacific squadron.

All the proclamations deemed necessary to warn sealers from the protected grounds have been issued, the *status quo* having been extended to May 1st, 1894. The sealers have forwarded to the British naval authorities the lists of the vessels out cruising this season, and to them it is understood there is no intention of sending out a supply steamer or any vessel to bring back their catches. The arbitration is proceeding with its accustomed regularity, the falsity and utter untenability of the American pretences having been amply demonstrated by Sir Charles Russell, who has shown himself to be more than a match for U. S. representative Phelps, Carter and Coudert.

SAN FRANCISCO COAL TRADE.

Of the San Francisco coal trade for the Australian mail, J. W. Harrison writes, May 25: "Since the sailing of the last Australian mail, there have been the following arrivals from Newcastle, viz: Beacon Rock, 3,070 tons; Earl of Dunmore, 3,478 tons; Dumfriesshire, 3,934 tons; Falkland, 4,122 tons; Cedric the Saxon, 2,114 tons; Torridale, 3,520 tons; Bonanza, 1,822 tons. Total, 22,070 tons. The arrivals from Australia for the past four weeks have been about equal to the amount coming to hand for the past three months, still they have had no weakening influence on the market. The quantity of Australian grades on hand to-day is barely sufficient for current requirements, hence the outlook is a continuance of present values. Some of our recently arrived cargoes have changed hands several times since they were loaded, and each time at a small profit. Several freight engagements from Newcastle have been made this week for coal at full figures, notwithstanding the general consumption of coal (especially for steam uses) this year is materially less than in 1892. There are three vessels listed from Sydney, all carrying Wallarah coal, which, after a careful practical test, has proved itself a first class steam coal. It is over six months since we have had an arrival from Sydney direct. The present gloomy outlook for future grain freights does not make this a very seductive port for shipowners to seek for profitable employment."

ATTENTION TO DETAILS.

The details of business are irksome, and the natural desire of the head of an establishment is to escape attending to them. He naturally and rightfully feels that his time is too valuable to devote to these minor matters, but it seems almost impossible to find men to attend to them without the direct oversight of the superintendent or manager.

Subordinates who can and will attend to detail thoroughly and reliably will always be highly esteemed, but those who are contented to do so year after year have not the stuff in them of which successful men are made. They lack the breadth of mind essential to the filling of executive positions, or else they lack ambition, and one is as fatal as the other. On the other hand, a man who cannot or will not attend thoroughly and promptly to business when in a subordinate capacity is deficient in one of the most important qualities needed in more advanced positions.

A great deal has been written about the necessity of a close attention to details on the part of the head of the establishment, whether it be mercantile or manufacturing, but there is ground for the belief that not only has this belief been aggravated, but that in a certain sense a close attention to details on the part of the chief is detrimental to business success, in some degree at least.

The successful man is he who knows how to get the details of his business looked after without giving them his personal attention, for it is undoubtedly true that his time and brains can be more advantageously employed in looking after the important general features. It is the worst kind of a folly for a five thousand a year man to busy himself continually about work an eight-hundred man can do just as well, and a careful study of the successful man will disclose the fact that he is a man of rare judgment in the selection of subordinates, and makes it his constant aim to get rid of all the details and routine work possible.

The attention of a successful executive to detail must, however, go this far: He must have a thorough knowledge of it in every department of his business, and, while ignoring it as a general thing, must make it a practice occasionally to devote the strictest attention to it, going over it with the subordinate in such a way as to let him understand that the manager is a thorough master of it. In this way he will secure proper attention to it by the subordinate, and if things do not run smoothly and economically he will be able to set them right.

More than two-thirds of the half-way failures in business are due to the fact that the chief fritters away valuable time in watching over trivial things when his attention ought to be devoted to weightier matters. A man has but a certain amount of energy and available working time, and it needs not very deep reasoning to see that if he devotes a large portion of it to minor affairs he will not be able to give the attention which he ought to the work that he is best fitted for.

To be thoroughly successful in a large way a man should be free to watch the

situation, to keep a general oversight of all departments, and to make plans for the increase and proper conduct of the business. Ideas are the germs of success, and good ones properly worked out will be found to constitute the difference between the successful and the unsuccessful man.

Time devoted to the study of the market, to learning the tastes of customers, and to noting the tendency of this or that brand of goods is not time thrown away, and neither is time devoted to a proper cultivation of the trade. The successful man must keep abreast of the times, and to do this he must look into the future as far as in him lies, for the future will soon be the present, and not to be prepared for it is to court commercial death.—*Commercial Enquirer*.

DOES MACHINERY ROB LABOR?

There has been a great deal of anxiety and many objections raised regarding the employment of labor saving machinery, coupled with the fear that machine work would deprive the poor working man of the opportunities of manual labor and subsistence. The same fear extends to the increased employment of females, who fill positions previously occupied by men. The fear in either case is probably much overdrawn, if not altogether groundless.

It will be remembered that upon the introduction of the sewing machine many poor needlewomen almost gave up in despair, thinking that surely their occupation was gone, and that starvation stared them in the face. Sewing machines rapidly multiplied, and so did woman's labor in needle work, and there are more women to-day than ever before employed in that branch of domestic art.

The same is true regarding the multiplicity of farming implements and agricultural machinery. During war time, the country could not have been maintained without the facilities for farm work machinery afforded. As machinery became perfected in this and all lines the demand grew and rapidly multiplied, and the scarcity of male help was not felt in consequence.

At first farmers and laborers wanted to destroy the machines that they foolishly fancied were only robbing them of their bread, but the tide soon turned in their favor. Crops increased in quantity, quality and value. Demand increased proportionately, and labor was in gain at a premium. The female typewriters and typesetters and the type-casting machines were eye-sores to male writers and compositors, who fancied they would be thrown out of employment; but that matter is fast regulating itself. The march of progress, once truly started, is forward and not backward. The world is wide, and new fields are opened up or old ones enlarged to accommodate all who are willing to work.

Some people are everlastingly looking for a job, and such generally fear that they may happen to find one, with no good excuse to prevent them taking it. The willing poor need scarcely fear, if they are worthy, since the same wind that is tempered to the shorn lamb is tempered for them, and it is an ill wind, indeed, that blows no one good. *Detroit Herald of Commerce*.

KEEP UP YOUR SPIRITS.

The failure of success with which so many meet is often the fault of the one experiencing it. Some men are invincible by nature and overcome all obstacles. No failure can break them down. But there are thousands of men of superior intellect who are deficient in this glorious gift and who are never rid of worry and trouble. Which of us can not call to mind some individual of this class, who, after battling manfully against perverse circumstances for a time, at last gave up, acknowledged himself beat, and tacitly admitted that his life was a miserable failure.

Many a man has thus broken down, when one or more vigorous essays would have tided him over his difficulties, brought him into smooth water and enabled him to snap his fingers triumphantly at a world which scarcely bestowed a pitying look on him as he threw up his arms and ceased to struggle. No help is of any use to such persons, because it would require more effort to keep up their spirits by sensible advice and financial assistance than would be necessary to run two or three such establishments.

Certain dismal materialists tell us that we should never try to cheat ourselves; that it is unwise to view the world through rose-colored glass; that our surroundings are "all a fleeting show for man's illusion given." But we maintain that it is always best to look at the bright side of things, if they have one; and, if they have not, to believe that they will have, if we persistently try to lighten them up. This is the creed in which every boy should be educated. Let the young be taught to trust in Providence and themselves and teach them also to overcome adverse circumstances to the last gasp. In a large majority of such gladiatorial combats, he who thus "champions fate to the uttermost" wins the day; and, at the worst, it is a consolation to defeat to feel that nothing man could do to secure victory has been left undone. Never think of breaking down before any impediments. Think only of breaking over them. Let difficulty find you always ready to do your utmost to overcome it. Keep up your spirits under all circumstances and a lighter side of the embarrassment will always be found.—*Retail Grocers' Journal*.

HOW FAST DOES THOUGHT TRAVEL

Prof. Donders of Utrecht has made some interesting experiments in regard to the rapidity of thought. By means of two instruments, which he calls the "neomatograph" and the "noernatachometer," he obtained some important results. His experiments show that it takes the brain .067 of a second to elaborate a single idea. Writing in regard to this Professor Donders says: "Doubtless the time required for the brain to act is not the same in all individuals. I believe, however, that my instruments may be perfected until we will be able to determine the mental caliber of our friends without our friends knowing that we are testing their aptness." The Professor further says: "For the eye to receive an impression requires .077 of a second, and for the ear to appreciate a sound .039 of a second is necessary. These curious experiments have established one fact at least—viz., that the eye acts with nearly double the rapidity of the ear."

THE SAN FRANCISCO COAL TRADE.

J. W. Harrison reports the San Francisco coal trade, May 20, as follows:

"During the week there have been the following arrivals: From the coast collieries 7,375 tons, from Australia 9,750 tons. Three cargoes arrived from Newcastle, N. S. W., on the same day, and as they were badly needed, the market was not disturbed; in fact some of the cargoes have changed hands several times since their shipment. There are no changes to note during the week. Some few cargoes of foreign grades have been contracted for, to be loaded in England and Australia at about the ruling rates of last week. Wholesale dealers are only purchasing for their actual needs; their is no disposition to speculate as there are several who think prices will not improve during the year, but will remain as they now are. It strongly indicates the stagnation in the shipping business at all the ports of the world, when coal freights are procurable for here, from foreign shipping points, at present ruling rates. It is a very close calculation to figure how shipowners are not assessed to make good the deficit on some of their present voyages. Some recent sales of foreign cargoes here and en route clearly demonstrate that such grades are yet in light supply here, hence full prices have been paid and are still procurable."

CANADIAN IRON ORE.

A correspondent of the *New York Evening Post*, writing from Cleveland, Ohio, says: The prospect that Congress will remove the 75 cents a ton duty on iron ore next winter is causing considerable interest to be manifested among Lake ore-men in the extent and character of the Canadian deposits which are likely to be brought into competition with American ores in that event. The more conservative ore-men are inclined to be little the idea, especially in public, but on the quiet a great many of them are really anxious to get reliable data, and even ready to cast an anchor to windward by making small investments in the region north of Lake Superior, which is to be prospected with more thoroughness this summer than ever before.

Reasons exist for believing that rich, and probably very extensive, deposits of high grade iron ore are to be found in the rugged Canadian wilderness that extends back from Lake Superior, between Port Arthur, Ont., and the Minnesota boundary. The Mesabi and Vermilion ranges both trend northeasterly into this section, and it is already known that masses of iron ore are to be found there. It only remains to determine the quality, and that is certain to be done over a large area this summer. The more that is known regarding the character of the territory about the great cold, fresh-water sea, Lake Superior, the clearer it becomes that it lies almost in a cup of iron ore, and not half the mineral riches of its shores are yet realized. The geological upheavals which threw up the ancient strata of the section also produced or

brought near the surface matchless mineral wealth.

The area in question will be opened up by the completion of the Port Arthur, Duluth and Western Railroad to Power, Minn., this summer, where it will strike the Two Harbors Road. It was extended to the Canadian frontier last fall, and a branch is built into Cook County, Minn., to the new Gunflint Lake districts, which promises to excite almost as much interest in ore circles this summer as the Mesabi did last year. This district has been opened up by the Kortgaard-Paulson syndicate, composed of Minneapolis and Chicago capitalists, and 5,000 tons of high-grade ore are said to be ready for shipment from the mine, which lies about five miles west of Gunflint Lake, whose north shore is Canadian territory. This syndicate owns six miles of the range, and is confident it has a first-class Bessemer ore, running from 60 to 65 per cent. iron and low in phosphorus. It is laying out the town of Gunflint at the railway terminus, and will ship its ore in bond to Port Arthur, ninety-five miles away, and thence down the lake. The rail haul is twenty-five miles or more longer than that of the Vermilion and Mesabi ranges, but the water carriage is 120 miles shorter.

In large areas in this section, the iron-bearing series of rocks resemble those of the Mesabi. The logical deduction is that similar bodies of rich Bessemer ore exist in this section, and, upon this conclusion, Americans are now acting. Thousands of acres of broken and desolate wilderness, covered in part with stunted Jack pine, white birch, and spruce, and bitterly cold during a large part of the year, with but a few months of summer, have already been surveyed and purchased by ore men with a confidence in the rich mineral they contain that is astonishing to a novice.

One of the serious questions regarding the ores of the region is the prevalence of titanium. Ores containing it must be guarded against, and undoubtedly much of these Canadian fields belongs, as does a very large part of the Minnesota iron deposits, to what is known as the Gabbro titanic group. But this merely narrows the extent of the desirable districts.

The extent of these Canadian fields has a special interest to steel manufacturers because it has been pretty conclusively proven that, at the present rate of consumption, the known deposits of Bessemer iron ore in all the Lake Superior districts, save the new Mesabi, will be practically exhausted in the brief period of five years. The importance of the Mesabi and of the new Canadian districts is, accordingly, very great, and a matter of national interest. It is, perhaps, necessary to note that this estimate of the supply of Bessemer ore should not for a moment be confused with that of non-Bessemer. There are practically inexhaustible quantities of these latter ores, lower in iron and higher in phosphorus, but the Bessemer are more in demand and bring a higher figure in the market. Unless these new Canadian fields show large quantities of ore above the Bessemer standard, their interest for the trade will not be great. There is, however, reason for expecting finds of the high grade ore, as has been indicated.

COMMERCIAL SUMMARY.

The Capitol National Bank, of Indianapolis, has suspended. The bank examiner is in charge.

R. R. Robinson & Co., bankers and brokers, of Wilmington, Del., have failed. Liabilities, \$300,000; assets, \$100,000.

A company is being formed with a capital of \$200,000, to prosecute mica mining in Ontario. The headquarters will be in Detroit.

The news from the overflowed districts of Arkansas and Louisiana shows a distressing state of affairs. The cotton crop is said to be ruined.

Salt has taken a drop of 10 cents per barrel at Saginaw, making the price 45 cents per barrel. This is the lowest price in the history of the industry in Michigan.

The janitors and laborers on the World's Fair grounds are growing discontented because they have not received their pay. The exposition authorities are said to be hard up.

The *New York Times* says the British officers report that 180 seamen had deserted during the stay of the squadron there. Many of the deserters left considerable back pay.

Mr. Richard Hilbert, of Nanaimo, has assigned all his property to trustees, who are to manage his business and pay his debts in full in four instalments, spread over 16 months.

An attachment has been issued by the district court at Omaha against the property of the National Cordage Trust to satisfy a claim of \$100,000 held by William Deering & Co., of Chicago.

Messrs. Kirk and Ritchie are laying out the townsite at Sayward, which will, it is said, be the terminal landing on the Columbia River of the Columbia and Kootenay Navigation Company's boats.

It seems that the charter for an electric railway from Nanaimo to Northfield and Wellington, is at the disposal of any substantial business men who will take up the project and build the line.

The Bank of Montreal statement for the year's business ended 30th ult. was passed at the last meeting of the directors. After deducting charges of management and making provision for bad or doubtful debts, the profits for the year are reported as \$1,325,810.20.

It is stated on reliable information that the report of Isaac L. Rice of his examination of books and accounts of the Reading railway shows an actual money loss of \$11,000,000 to the company by the purchase of the control of the Boston and Maine and the New York and New England roads.

The machinery for Everett's new cannery on Puget Sound is being placed in position. The building is 50x150 feet in dimensions, which, with the machinery, cost about \$25,000, keeping twenty fishermen employed. A can manufactory is to be operated in connection. Mr. Herrick, the promoter, is an old canneryman, having been engaged in the business on this coast for seventeen years. He expects to commence operations by July 1, and will probably turn out 15,000 cases this season;

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BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Martha Fisher	811	Meadcroft.	Oct. 18	Victoria	Liverpool	34,002	\$163,451	pr April 14
Br bark	Glengarry	802	Davidson	Nov. 3	Westminster	Liverpool	37,352	186,780	pr April 15
Br bark	Chili	758	McKenzie	Dec. 12	Victoria	Liverpool	30,023	163,061	
Br bark	River Ganges	612	Budge	Dec. 19	Victoria	London	29,461	147,905	
Br bark	The Frederick	812	Simpson	Dec. 18	Victoria	London	32,103	167,896	

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	1,195,128	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	1,001,171	9,193	March 25	60s
Am bark	Hesper	661	Sodergren	Feb. 20	Vancouver	Shanghai	754,924	7,781	April 23	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	834,267	7,095	May 20	42s 6d
Nor bark	Czar	1324	Christophers'n	March 4	Vancouver	Adelaide	1,016,611	10,476	June 7	57s 6d
Nor bark	Agnes	814	Hofgaard	Feb. 29	Chemainus	Antofagasta	602,560	6,413	June 11	40s
Nor ship	Kathinka	1633	Klevenberg	March 12	Vancouver	Melbourne	1,223,925	9,251	May 28	60s
Chil bark	India	953	Funke	Feb. 22	Vancouver	Valparaiso	503,201	7,018	May 10	owners ac
Br bark	Glenbervie	800	Groundwater	March 24	Vancouver	Iquiqui	631,510	7,689	June 8	37s 6d
Br ship	British India	1199	Lines	March 31	Vancouver	Valparaiso	853,663	9,315	July 1	37s 6d
Am schr.	W. H. Talbot	776	Blum	March 11	Vancouver	Tientsin	1,021,576	10,272	May 23	67s 6d
Am schr.	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	116,386	3,176	March	Private
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 28	47s 6d
Br bark	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	70,275	7,989	June 31	\$16 00
Br bark	Craigend	2218	Lewthwaite	April 18	Vancouver	Iquiqui-Callao	1,808,000	19,351	July 11	27s 6d & 30s
Br bark	Toboggan	676	Porter	May 29	Vancouver	Wilmington	632,523	9,330	Sept. 11	\$15.00
Br bark	Thermopyhe	918	Winchester	June 2	Vancouver	Yokohama	328,576	8,919	July 22	Private
Nor bark	Fritzo	1078	Rolfson	May 29	Chemainus	Melbourne	933,121	8,072	Aug. 3	45s
Br ship	Burnah	1617	Newcombe	June 2	Moodyville	Valparaiso	1,289,359	9,883	Aug. 23	35s
Br ship	Crown of Denmark	2929	Smith	June 24	Vancouver	Melbourne	1,850,725	15,435	Sept. 23	37s 6d
Nor bark	Ursus Minor	705	Johnson	June 1	New West'mr.	Sydney	181,214	4,337	Aug. 3	37s 6d
Br ship	Karl Granville	1149	Flack	June 16	Cowichan	London	833,937	12,393	Nov. 5	62s 6d
Chil bark	Antonieta	929	Stack	June 27	Chemainus	Valparaiso	836,358	9,015	Dec	owners ac
Ger bark	Palawan	987	Van Heuvel	July 8	Vancouver	Iquiqui	688,531	7,521	Sept. 27	33s 9d
Chil bark	Leonor	801	Jenatsch	July 8	Moodyville	Antofagasta	637,375	6,520	Oct. 13	owners ac
Chil bark	Guinevere	960	Glenic	Aug. 6	Chemainus	Valparaiso	762,062	7,612	Oct. 28	owners ac
Am bktn	Robert Sudden	553	Uhlberg	Aug. 3	Vancouver	Valparaiso	771,140	8,797	Nov. 26	40s
Chil ship	Hindustan	1513	Walsh	Aug. 7	Moodyville	Valparaiso	1,232,386	11,471	Oct. 28	owners ac
Br bark	Zebina Gowdy	1057	Manning	Sept. 5	Vancouver	Wilmington	833,218	10,125	Jan. 1	\$13.00
Chil ship	Atacama	1235	Caballero	Aug. 24	Moodyville	Valparaiso	994,491	9,069	Nov. 1	owners ac
Br ship	City of Quebec	708	Carnegie	Sept. 6	Vancouver	Adelaide	517,409	4,048	Nov. 30	40s
Br bark	Nineveh	1174	Broadfoot	Sept. 3	Vancouver	Sydney	951,900	9,287	Nov. 8	owners ac
Am schr.	Robert Searles	579	Piltz	Sept. 8	Vancouver	Port Pirie	815,321	5,962	Nov. 23	41s 3d
Am ship	George Skoffield	1276	Dunning	Sept. 20	Vancouver	Valparaiso f.o.	931,316	\$1,781	Dec. 21	40s
Chil bark	Lake Lemna	1045	Bozzo	Sept. 22	Moodyville	Valparaiso	763,839	6,610	Dec. 18	owners ac
Br bark	Semmill Bros	1218	McFarlane	Oct. 15	Vancouver	Philadelphia	967,534	11,763	Feb. 16	\$11.00
Am schr.	Alice Cook	732	Penhallow	Oct. 5	Vancouver	Sydney	919,800	8,368	Dec. 19	30s
Nor ship	Morning Light	1310	Johansen	Nov. 3	Vancouver	Liverpool	939,193	10,000	April 1	58s 9d
Br bark	Columbus	691	Melhuish	Nov. 16	Vancouver	Adelaide	565,720	4,539	Feb. 3 pr	37s 6d
Am schr.	Lyman D. Foster	730	Dwyer	Nov. 5	Moodyville	Sydney	892,858	7,809	Jan. 13	30s
Nor bark	Benj. Bangs	1118	Hjonnness	Dec. 20	Vancouver	Halifax	786,083	10,015		48s 3d
Br bark	Fernbank	1338	Boyd	Nov. 25	Moodyville	Iquiqui	500,300	4,723	Feb. 13	36s 3d
Br bark	Grasmere	1246	Carter	Dec. 25	Vancouver	Valparaiso f.o.	911,688	10,370	March 23	36s d
Am ship	Edward O'Brien	1723	Taylor	Dec. 10	Vancouver	London	1,257,283	14,229		50s
Nor bark	Fortuna	1332	Mikelsen	Dec. 17	Moodyville	Valparaiso f.o.	1,263,729	12,088	March 5	36s 3d
Br ship	Alceona	979	Black	Dec. 29	Vancouver	Port Pirie	775,110	6,423		37s 6d

B. C. LUMBER FLEET, 1893.

Br bark	Geo Thompson	1128	Young	Jan. 13	Westminster	Sydney	896,308	7,814	March 21	owners ac
Br bark	Mark Curry	1256	Laswell	Jan. 1	Vancouver	Queenston F.R	922,058	9,882		52s 6d
Nor bark	Fritzo	1078	Rolfson	Jan. 10	Vancouver	Callao	879,267	8,091	March 3	37s 3d
Am bark	Colorado	1038	Gilson	Jan. 19	Cowichan	Valparaiso f.o.	822,657		April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	826,679	15,557		Private
Chil bark	India	953	Funke	Jan. 14	Moodyville	Valparaiso	708,782	7,169		owners ac
Br bktn	Bittern	329	Stronach	Jan. 29	Vancouver	Fremantle, Au	302,350	1,201		owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	11,053		35s
Chil ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	C. K. f. o.	1,628,530	17,500		50s
Chil ship	Hindostan	1542	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,292		owners ac
Am bark	Seminole	1139	Wreslen	March 19	Moodyville	Santa Rosalia	1,010,913	7,966		Private
Am ship	Tr	1181	Lovell	April 22	Vancouver	Wilmington				Private
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,163	6,577		35s
Br ship	Natuna	1106	Grain	April 29	Vancouver	Port Pirie	961,868	7,718		42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900		45s
Haw. bark	John Eua	2300	Schmutter		Cowichan	Port Pirie	2,580,767	19,500		40s
Br bark	Hairhoyle	1291	Gray		Vancouver	Sydney	913,685	7,891		31s 3d
Br bark	Mary Low	813	Robertson	May 21	Vancouver	Pisagua	663,000	5,290		55s
Nor bark	Sigurd	1530	Aase	May 21	Vancouver	Port Pirie	1,426,000	10,635		40s
Chil ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762		owners ac
Br bark	Wythop	1248	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365		31s 3d
Br ship	Gryfe	1069	Roberts		Vancouver	Cork f. o.				50s
Ger bark	Heinrich	923	Henne		Vancouver	Cork f. o.				55s
Br bark	Doehra	966	MacLarow		Vancouver	Adelaide				38s 9d

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VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Morayshire	1128	Mowatt	Oct. 21	Q Samarang	Vancouver	B. C. Sugar Refinery Co.	221
Br ship	Blair Athole	1637	Taylor	March 3	R Samarang	Vancouver	B. C. Sugar Refinery Co.	83
Br bark	Formosa	915	Kain	March 16	H Liverpool	Victoria	R. P. Rithet & Co., Ltd.	75
Br bark	City of Carlisle	823	Hughes		K Newcastle	Victoria	Turner, Beeton & Co.	
Br ship	British General	1751	Tulloch		A Samarang	Vancouver	B. C. Sugar Refinery Co.	
Br ship	Candida	1222	Whetten		I London	Victoria	Turner, Beeton & Co.	
Br ship	Drumeraig	1919	Sparring		F Liverpool	Vancouver	Evans, Coleman & Evans	
Br ss	Mlowera	1911	Stott	May 18	P Sydney	Vancouver	C. P. S. S. Co.	
Br ship	Rathdown	2038	Morrisey	April 1	C Maryport, Eng	Vancouver	Mellon, Smith & Co.	59
Am ship	A. J. Fuller	1782	Wallnut		Yokohama	Victoria	Victoria Rice Mills	17
Br bark	Thermopylae	931	Winchester	May 15	E Hong Kong	Victoria	Dodwell, Carlill & Co.	24
Br ss	Tacoma	1662	Hill	May 6	D Hong Kong	Westminster	Bell-Irving & Paterson	67
Br bark	Ladstock	816	Williams	March 21	J Liverpool	Vancouver	C. P. S. S. Co.	
Br ss	Empress of Japan	3003	Lee	May 21	G Hong Kong	Vancouver	Robert Ward & Co., Ltd.	
Nor bark	Fortuna	1332	Brady		L Valparaiso	Victoria	Robert Ward & Co., Ltd.	
Br ship	Earl of Dummore	2205	Kay		M San Francisco	Cowichan	Robert Ward & Co., Ltd.	
Am schr.	Carrier Dove	672	Brandt		N Hilo	Vancouver	Hastings Mill Co.	
Br ship	Gunford	2118	Wier		O San Francisco	Victoria	Dodwell, Carlill & Co.	21
Br ss	Tacoma	1662	Hill	May 6	H Hong Kong	Moodyville	Moodyville Saw Mill	
Am schr.	Puritan	531	Warner		S Honolulu	Victoria	Robert Ward & Co., Ltd.	
Br bark	Enone	1437			T Sydney	Vancouver	C. P. S. S. Co.	
Br ss	Warrimoo	1837	Newton		U Liverpool	Victoria	R. P. Rithet & Co., Ltd.	
Br bark	Archer	789	Dawson		B Hong Kong	Vancouver	Dodwell, Carlill & Co.	3
Br ss	Mogul	1827	Johnson	May 27				

Q Cargo of 2,100 tons raw sugar. Chartered to load lumber at Vancouver for West Coast of South America. R—Cargo of 2,300 tons raw sugar. Chartered to load lumber at Vancouver for Cork f.o. at 18s 3d. H March 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F To sail during May. K—Via Santa Barbara. Chartered for salmon to Liverpool or London. A—Cargo of sugar. E—Cargo of paddy. I To sail before May 10. B Via Yokohama June 7. D—Via Yokohama May 17. J—Via Honolulu. Chartered to load salmon for U. K. at 3s. C—Cargo of steel rails for C. P. Railway. G Via Yokohama June 2. L—Chartered for lumber to Port Pirie at 36s 3d. option Sydney at 31s 3d and Melbourne Wharf at 37s 6d. M Chartered for lumber to Port Pirie at 36s 3d and Sydney at 27s 6d. N—Via San Francisco. Chartered for lumber to Adelaide at 39s. O Chartered for lumber to Port Pirie at 37s 6d. P—Via Brisbane and Honolulu. S Via San Francisco. Chartered for lumber to Tientsen, terms private. T—Chartered for salmon to London or Liverpool, cancelling date Nov. 15. U—To sail July 10.

VESSELS IN PORT.

(May 29, 1893)
VICTORIA.

Ger. steamship Romulus, 1,722 tons, Capt. Berendt, in Esquimalt dock.

VANCOUVER.

Br. bark Blairhoyle, 1,291 tons, Capt. Gray, arrived March 27, loaded with lumber for Sydney.

Ger. bark Heinrich, 973 tons, Capt. Heine, loading lumber for Cork f. o.

Br ship Gryfe, 1,069 tons, Capt. Roberts, loading lumber for Cork f. o.

Haw. schooner Americana, 839 tons, Capt. McLellan, to load coal for Honolulu.

Br. ship Kinkora, 1,799 tons, Capt. Lawton, awaiting orders.

Br. bark Dochra, 966 tons, Capt. MacJarrow, loading lumber for Adelaide.

Br. ss. Empress of India, 3,003 tons, Capt. Marshall.

COWICHAN.

Haw. bark John Eua, 2,600 tons, arrived March 26, loading lumber for Port Pirie, on account of Robt. Ward & Co., Ltd., consignees.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship Rufus Eal: Wood, 1,406 tons, Capt. Farnham.

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

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

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

Am. ship Kennebec, 2,025 tons, Capt. Sawyer.

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

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

Am. ship J. B. Brown, 1,173 tons, Capt. Magune.

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

WELLINGTON SHIPPING.

Am. ship John A. Briggs, 2,033 tons, Capt. Balch.

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

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

Am. ship T. F. Oakes, 1,898, Capt. Reed.

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

EAST WELLINGTON SHIPPING.

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

Am. bark Melrose, 94 tons, Capt. Kalb.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	1	1,722
Vancouver	7	9,890
Nanaimo	15	25,083
Cowichan	1	2,600
Total	24	29,295
Previous week	28	40,961
Correspond'g week last year 19	19	26,617

FREIGHTS.

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

Freights from British Columbia or Puget Sound are quoted as follows:— Valparaiso for orders, 27s 6d; Callao direct 30s; Sydney 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 36s 3d to 37 6d; United Kingdom, calling at Cork for orders, 50s; Tientsin 55s to 60s;

Grain freights from San Francisco to U. K., Cork for orders, 20s to 22s 6d; from Portland, 27s 6d; Tacoma, 23s, but these figures are nominal as there is nothing doing.

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



The Largest Factory of its Kind
in the Dominion.

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Pure Vinegars,

Manufactured Solely under the Super-
vision of the Inland Revenue Dept.
Mixed Pickles, Jams, Jellies
and Preserves

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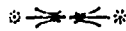
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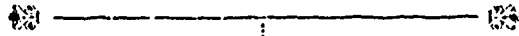
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