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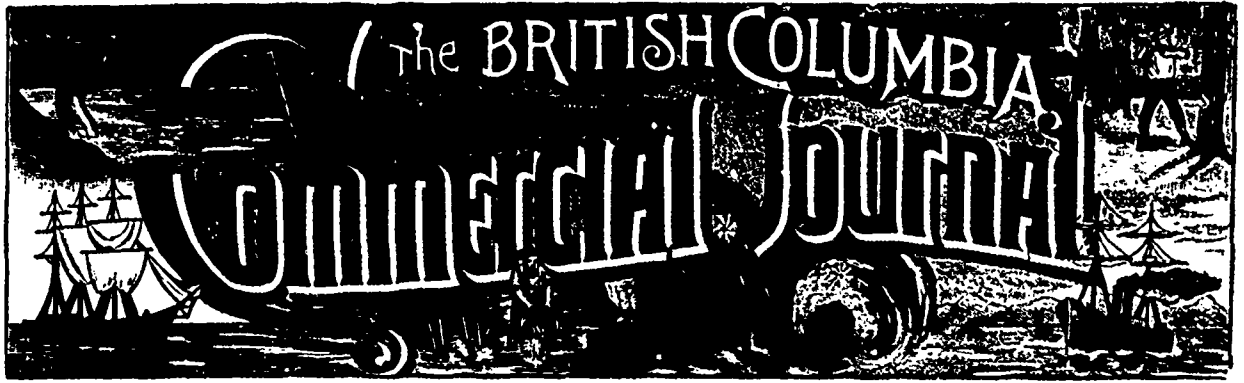
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WEILER BROS.
SPECIAL ANNOUNCEMENT.
NEW GOODS:

Bamboo Furniture Novelties,
 White and Gold Art Furniture,
 Printed and Enameled Dinner
 Services,
 Pearl Agate Tea and Coffee Pots,
 Odd Pieces in Parlor Furniture,
 Fine Silk Plushes in 30 shades,
 Silk Drapery with Fringes to
 Match.
 Fine Cut Bar Glassware in
 Complete sets,
 Ostrich and Turkey Feather
 Dusters, all sizes,
 Swiss and Nottingham Lace
 Curtains,
 Fine Furniture of Every Descrip-
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 Largest Stock of House Furnishings in the
 Province.
 Show Rooms, 51 to 55 Fort St
 VICTORIA, - - B. C.

E. G. PRIOR & CO.,

Cor. Johnson and Government Sts.,
 VICTORIA, B. C.
 BRANCH AT KAMLOOPS.

IMPORTERS OF
IRON AND STEEL,

HARDWARE,
 AGRICULTURAL IMPLEMENTS,
 Wagons and Buggies,
 LOGGERS AND CANNERIES SUPPLIED.
 The Leading House in B. C.

ENQUIRIES SOLICITED.

NATIONAL MILLS,

MANUFACTURERS OF

*Rolled Oats, Oatmeal, Pearl
 Barley, Split Peas, Etc.*

ALSO DEALERS IN

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

**THE BRACKMAN & KER
 MILLING CO. LT'D.**

VICTORIA, - B. C.

J. A. SKINNER & CO.

(ESTABLISHED 1850.)

WHOLESALE

Crockery, Glassware,
 Lamp Goods, Etc.
 VANCOUVER, B. C.

MAIN OFFICE AND WAREHOUSE:
 TORONTO, - - CANADA.

BAKER BROS. & CO.

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Commission Merchants
 and Shipping Agents.

IMPORTERS OF
WINES, LIQUORS AND GROCERIES.

Any Description of Goods Imported to Order.

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TURNER, BEETON & CO

Commission Merchants

-AND-

Importers

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Indents executed for any description of
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 LA FONCIER (MARINE) INSURANCE CO.
 OF PARIS.

BELL-IRVING

& PATERSON
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SHIPPING AGENTS

Wholesale & 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,

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IN CANADA—The Bank of Montreal and branches, Canadian Bank of Commerce, Imperial Bank of Canada, Molsons Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

Correspondents throughout the United Kingdom and in India, China, Japan, Australia 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..... £265,000 "

LONDON OFFICE:

CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoare,
John James Cator, H. J. B. Kendall,
Gaspard Farrer, J. J. Kingsford,
Henry R. Farrer, Frederic Lubbock,
Richard H. Glyn, George D. Whatman,
Secretary, A. G. Wallis.

HEAD OFFICE IN CANADA—St. James St., Montreal.

R. R. GRINDLEY, General Manager.

E. STANGER, Inspector.

Branches and Agencies in Canada.

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

Agents in the United States.

New York—H. Stikoman and F. Brownfield, Agents.

SAN FRANCISCO—W. Lawson 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.

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. Kingston, 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.
Hatham, N.B. Nelson, B. C. St. Mary's, O.
Chatham, O. New Westminster, Toronto, O.
Cornwall, O. stier, B.C. Vancouver, B.C.
Fort William, O. Ottawa, O. Victoria, B.C.
Godrich, O. Perth, O. Wallaceburg, O.
Guelph, O. Peterboro, O. Winnipeg, Man.
Halifax, N.S. Pictou, O.

AGENTS IN GREAT BRITAIN—London, Bank of Montreal, 22 Abchurch Lane, E. C.; C. Ashworth, Manager. London Committee—Robert Gillespie, Esq., Peter Redpath, Esq.

AGENTS IN THE UNITED STATES—New York, Walter Watson and Alex. Lang, 59 Wall street. Chicago, Bank of Montreal, V. Munro, Manager; E. M. Shadbolt, Assistant 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

GARESCHE, GREEN & CO.,

(ESTABLISHED 1873.)

BANKERS,

Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANSFERS and LETTERS of CREDIT issued direct on over 10,000 Cities in the United States, Canada, 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.
Rosendale 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 Agents.

AGENTS FOR THE

New York Life Insurance Company for Vancouver Island.

WILLIAMS BUILDING, 28 BROAD STREET.

THOMAS RYAN,

—DEALER IN—

BOOTS AND SHOES

ALSO AGENT FOR THE CELEBRATED

Lycoming American Rubbers,

EVERY PAIR WARRANTED.

Letter orders will receive prompt attention.

—BOX 634.—

WINNIPEG, MANITOBA.

Findlay, Durham & Brodie

COMMISSION MERCHANTS

AGENTS FOR

The Northern Fire Assurance Company of London,

The British and Foreign Marine Insurance Company of Liverpool,

The Royal Mail Steam Packet Company of London,

The British Columbia Canning Company (Limited) of London.

CANNERIES:

Deas Island, Fraser River,
Naas River Fishery,
Windsor Cannery, Skeena River
Rivers Inlet Cannery,

Victoria Cannery,)
Victoria Saw Mills,) Rivers Inlet.

—O—
London Office:

43 to 6 Threadneedle Street.

WULFFSOHN AND BEWICKE,

(LIMITED.)

BANKERS,

Financial, Real Estate, Insurance 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 transacted.

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, Lt'd.

524 and 526 Cordova St., Vancouver,

—AND—

Dock House, Billiter St., London, Eng.

JOHANN WULFFSOHN,

Managing Director.

Chas. Gordon & Co.,

214 CARRALL STREET, VACOUVER,

SOLE AGENTS FOR B. C.

—OF—

Max Sultain Champagne, Reims
Extra quality. Extra dry.

Messrs. Phillips & Co's London,
England, Cocoas and Chocolates.
4 prize medals.

Johannis Brunnen Natural Mineral Waters.—The King of table waters.

It is most gratifying, pure or mixed with wine or spirits.

DALBY & CLAXTON

Real Estate, Insurance,
Mining & Financial

AGENTS.

—AGENTS FOR—

The Yorkshire Guarantee and Securities Corporation, England.
Alliance Assurance Company (Fire), England.
The British Columbia Fire Insurance Company, Victoria.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Company, Claxton, Skeena River.

64 YATES ST., VICTORIA.

NOTICE.

The undersigned have this day established a branch of their firm at this port, and have authorized Mr. H. E. Cannon to sign their firm's name, per procuracy.

VICTORIA, B. C., 1st Sept., 1892.

DODWELL, CARLILL & CO.,
Of Hong Kong, Foochow, Hankow and Shanghai (China),
Kobe and Yokohama (Japan),
89 Billeter Buildings, E. C., London, (England),
Tacoma (Washington).

General Agents Northern Pacific Steamship Company.

A. O. LEASK,

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

Storage, Bonded and Free.
Forwarder, etc.

Vancouver, . . . B. C.

THE BRITISH BARK

KINKORA

(Substituted for the Valparaiso)

WILL SAIL FROM

LIVERPOOL

—FOR—

Victoria & Vancouver

About the End of OCTOBER.

Freight will be taken at the rate of 12s. 6d. per ton measurement; 15s per ton dead weight.

AGENTS: { G. H. FLETCHER & CO.,
Old Churchyard, Liverpool.
R. P. RITHET & CO., LTD.,
Wharf Street, Victoria.

FRUITS AND VEGETABLES.

The receipts of California fruits and vegetables from San Francisco by steamship City of Puebla, August 30, comprised the following: For Victoria—371 cs apples, 196 cs plums, 220 cs pears, 201 cs grapes, 155 cs peaches, 38 cs tomatoes, 65 crates bananas, 40 sacks sweet potatoes, 13 cs lemons, 65 sacks onions, 11 cs nectarines, 10 cs crab apples, 3 cs peppers, 5 cs quinces, 11 crates watermelons, 13 crates nutmeg melons, 1 cs pine apples, 9 cs oranges. Total 1,492 packages. For Vancouver—207 cs pears, 123 cs peaches, 114 cs grapes, 101 cs plums, 42 cs apples, 17 crates bananas, 12 cs peppers, 41 cs tomatoes, 8 sacks sweet potatoes, 10 cs nectarines, 8 cs crab apples, 3 cs pine apples, 1 cs cucumbers; 1 cs lemons, 1 cs horse-radish, 5 sacks peanuts, 2 crates nutmeg melons, 2 crates cantelopes 21 sacks onions, 3 sacks cocoanuts. Total 722 packages. Grand total, 2,214 packages. The receipts by the steamship Walla Walla, from San Francisco, Sept. 4, for Victoria, consisted of—306 cs grapes, 153 cs plums, 230 cs apples, 301 cs peaches, 47 cs lemons, 222 cs peas, 33 sacks sweet potatoes, 81 cs tomatoes, 17 crts bananas, 38 cs oranges, 45 sacks onions, 9 cs peppers, 42 cs nutmeg melons, 9 crts water melons, 5 crates cantelopes, 8 cs crab apples, 4 cs limes, 5 cs quinces, 2 cs okra, 1 sack garlic; total, 1,618 packages. The receipts for Victoria on the previous steamer amounted to 1,492 packages. The shipments to Vancouver now go direct from San Francisco. There are a few changes in the prices. Plums are slightly cheaper. Peaches are higher, \$2 being asked for some qualities. Good Bartlett pears have advanced 15c a case. Gravenstein apples are quoted as high at \$1.70 and \$1.75 per box, while other qualities are \$1.35 per box. Grapes are about the same as last week. Tokays are now on the market, and are quoted at \$2 a case in crates. Sweet potatoes have dropped, and now sell from 3c to 3½c per lb. Native fruit is coming in freely and offered at low prices.

Current quotations for fruits are as follows:—

Oranges—Santa Barbara.....	\$0 00 @ 0 00
Tahiti Seedlings.....	4 50 @ 4 75
Riverside Seedlings.....	0 00 @ 0 00
Lemons—California.....	8 00 @ 8 50
Sicily.....	0 00 @ 0 00
Bananas, crate.....	3 50 @ 3 75
Plums, box.....	75 @ 1 00
Prunes.....	1 00 @ 0 00
Peaches.....	1 40 @ 2 00
Pears—Bartlett, large boxes.....	1 75 @ 2 00
Quinces.....	1 50 @ 0 00
Apples—Gravenstein.....	1 50 @ 1 75
".....	1 35 @ 0 00
Crab apples.....	1 25 @ 0 00
Grapes.....	1 50 @ 1 75
Pine Apples, doz.....	5 00 @ 0 00
Cocoanuts, doz.....	90 @ 0 00
Watermelons, crate.....	5 50 @ 0 00
Musk ".....	4 00 @ 4 50
Nutmeg ".....	1 50 @ 0 00

Vegetables are quoted:
Potatoes—California, sweet . . . 3 @ 34
Local . . . per ton 17 00 @ 23 00
Onions—Red California . . . 1½ @
California Silverskins . . . 1½ @
Tomatoes, bx . . . 1 00 @ 1 25
Cucumbers, bx . . . 1 50 @ 1 75

GROCERIES AND PROVISIONS.

The butter market in the East continues to grow stronger, and by many it is feared that prices will continue to advance, for there is little accumulation of stock in

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, September 3.

VICTORIA.

Reports from the chief commercial centres show continued increase in trade. So far the cholera scare has only slightly effected German importations and the fruit trade at New York.

The Canadian Journal of Fabrics reports that the consumption of summer dry goods throughout Canada has been rather more than was to be expected during the past month, and the volume of trade for the season turns out to be greater than last year. Collections are also reported better than last year, except from the Maritime Provinces, where trade has been unusually dull for the past two or three months. The hay crop is reported heavy in the Eastern Provinces, and the wheat crop and other grains have fully realized expectations.

The reports from Manitoba are somewhat conflicting. The latest account is that the weather during the past week has been most favorable for harvesting. A few showers of rain fell, but not sufficient to retard the work or injure the grain. The possibility of damage by frost is about over, as fully 80 per cent of the crop has been harvested, and a few days more of fair weather will see the grain all safely stacked. It is estimated that the Manitoba farmers will receive ten million dollars for this year's crop.

Telegrams to Bradstreet's from the Dominion point to an improvement in orders for Fall shipments of dry and fancy goods and millinery in the Province of Quebec. Boot and shoe manufacturers

are filling orders rapidly. In Ontario a large business in millinery has been done, also in staple goods. Sugars are firmer. There were 33 business failures in Canada this week against 18 last week.

Trade in Vancouver still continues steady and a slight improvement is noticeable. The continued spell of fine weather has been of great advantage to the Mainland farmers, and in many districts the crops have been nearly all harvested. The crop of large fruit, especially plums, is very prolific.

The only feature in the Victoria market this week is the extremely high price which butter has reached, and the prospects are that there will be a still further advance. The arrival of a large consignment of first-class sugar from Hong Kong per the Pura Nang is likely to create an upheaval in the sugar market. The recent rise in local sugar, at a time of the year when the article is in great demand, together with this importation, will undoubtedly result in another sugar war. The exceedingly low rate for freight quoted from England is stimulating the sale of heavy English staples. There appears to be a general desire on the part of retail merchants to reduce the amount of their liabilities. During the past week or so large amounts of money have been received by the wholesale men from retail merchants. A new steamer, the Island Belle, will be placed on service between Victoria, Bellingham Bay and San Juan Island, for the carrying of freight and passengers. The time table is so arranged that the trips both from and to Victoria will be made in the day time. This new route will enable the farmers of the San Juan Islands to find ready market for their produce, which will in future be brought to Victoria direct.

CANADA PERMANENT LOAN AND SAVINGS CO.

HEAD OFFICE, CO'S BUILDINGS, TORONTO, ONT

J. HERBERT MASON, PRESIDENT & MANAGING DIRECTOR.

Subscribed Capital..... \$ 5,000,000
Reserve Fund..... 1,502,252
Total Assets..... P. 12,001,772

This company is now prepared to accept applications for loans upon improved City and Farm Securities at current rates of interest. NO AGENTS' COMMISSION IS CHARGED THE BORROWER. Full particulars on application to

HEISTERMAN & CO.,

75 GOVERNMENT STREET,

Agents and Appraisers for Victoria District.

BODWELL & IRVING, Solicitors.

PORTER, TESKEY & CO

210 ST. JAMES ST., MONTREAL.

LIVE DEALERS IN

FISHING TACKLE

Will find it to their advantage to send their order to us. The largest stock in the Dominion. Agents for Hy. Milward & Sons, Tackle Manufacturers, Redditch, Eng.

ALEX. M. LEITCH,

WHOLESALE COMMISSION AGENT,

28 YATES STREET, - - VICTORIA, B. C

REPRESENTING :

Erie Preserving Co., St. Catharines; MoAlpine Tobacco Co., Toronto; Thos. Symington, Edinburgh, Scotland; Stanway & Bayley, Toronto.

THE TONNAGE OF ALL NATIONS.

The following returns compiled by "Lloyd's Register of British and Foreign Shipping" shows the entire tonnage owned by the principal maritime nations as reported up to June 30th, 1892, though not including vessels of less than 100 tons. The tonnage given is gross for steam vessels and net for sailing vessels:

NATIONAL FLAG.	SAILING VESSELS.		STEAM VESSELS.			TOTAL STEAM AND SAIL.	
	No.	Net tons.	No.	Net.	Gross.	No.	Total tons.
United Kingdom.....	3,312	2,117,985	5,736	5,112,633	8,107,702	9,088	10,356,717
British Colonies.....	1,969	837,086	833	2,577,970	483,781	2,808	1,842,677
United States.....	2,897	1,336,000	480	1,111,980	587,412	3,337	1,913,412
Austria-Hungarian.....	218	108,732	10	10,628	103,483	319	295,980
Danish.....	267	126,401	231	10,628	103,483	319	295,980
French.....	3,312	151,203	512	503,791	818,622	833	1,012,674
German.....	1,038	274,152	808	1,022,621	1,051,899	1,804	1,678,448
Italian.....	1,337	623,517	217	1,292,293	303,924	1,574	1,878,146
Norwegian.....	2,921	1,369,211	473	217,508	303,256	3,394	1,665,417
Russian.....	194	988,523	280	1,077,009	158,542	1,173	4,267,705
Spanish.....	4:8	116,118	390	175,817	457,254	868	1,572,254
Swedish.....	9:1	283,238	491	142,102	180,853	1,492	473,101

ODE TO A MODERN SHIP.

Child of the dismal mine,
Compact of chilly steel,
Ploughing the brine!
Though can't not surely feel
That sense divine;
Which, urged by sail and oar,
The good ship felt of yore.
Constructed, deck to keel,
Of Pontic pine.

Then every seasoned plank
That salted the sea
Rose softly, softly sank,
Riding the waves in buoyant majesty
And, fair white sails,
Tall spars with streamers decked,
Bent to the rising gales,
That with crisp foam the heaving ocean flecked.

But the summer breeze,
The roaring winter's blast
That bows the trees,
Move not; thou steamest past
In spite of these.
Not as in days of old;
For in thy sultry hold,
With sullen wheeze,
Thy furnace fierce is coaled,
And grimy hands thy pulsing pistons grease.
—E. H. Lacon Watson, in Temple Bar.

GOOD CLERKS ARE NOT MACHINES.

It is the candid belief of the St. Louis Grocer that an employer is largely responsible for the efficiency and energy of his clerks, and that the instruction of a clerk consists in something more than the mere setting of a good example. We hear employers talk about the difficulties they encounter in training clerks, and are only surprised that some of them succeed as well as they do when we hear them outline their methods. Indeed, any young man who possesses that pride essential to success, is very apt to resent the word "training." We can train a setter dog, a horse, or a canary, but we must educate our clerks.

It is the primary duty of every employer to educate his clerks to be original. It may be advisable to even pay a premium for new and valuable ideas. If the clerk is made of the right kind of stuff, the fact that his work is appreciated will only incite him to greater effort instead of giving him an exaggerated idea of his value. We have in view a successful business man, who announces his determination to train his employees to think and act as he does. If he really means to do this, and we doubt it, he is fixing for himself an unpleasant future. His success heretofore is to be ascribed to his tact in securing men with original ideas to take care of the important details of his business. He has had no human machines in his employ, and consequently he has prospered without any great anxiety upon his own part. There is no business nowadays

that will either stand wooden headed management or a long list of clerks who work like automatons.

It is not at all difficult to convince a young man of ordinary ability that he can excel. Let him see that you have confidence in his originality, and he will be certain to do something to merit that confidence. We believe that any merchant, employing a number of clerks, will find it profitable to offer them opportunities to compete with each other. Give them to know that their ideas have a commercial value with their employer, and that the one who displays the greatest originality will be the first one advanced, and a good-natured rivalry will ensue that will stimulate them in all their efforts, and increase the business. We all remember the story of a youth who was told to whitewash a fence, and was given to understand that he was not to leave his work until it was completed. The task was an arduous one, and not at all to his taste, but he smilingly took bucket and brush, and proceeded to work. The story goes on to tell that, to all appearances, he took so much interest in the work, and was so proud of every stroke of the brush that all the boys in the neighborhood began to envy him, and soon they were begging him that they might assist. With feigned reluctance he consented that each one should handle the brush for a few moments, and by making each one think that he was doing a little better than the other, he had the fence whitewashed in an incredibly short period of time. The spirit of rivalry exists in men as well as in boys, and it can be turned to good account by the exercise of a little tact and diplomacy. "Don't be a clam," is an expression now in general usage. Another one, just as good, is, "don't let your clerks be machines."

STORE NAMES IN THE CITY OF MEXICO.

One of the oddest things in Mexico is the naming of the stores and shops, where upon the signs, instead of the name of the proprietor, appears some elaborate appellation that often causes one to smile from its incongruity with the goods on sale. For instance, "The Electric Light" is a pulque shop, the "Palace of the World" is a boot store, the "White Venus" is a butcher's shop and so they go. Several of the grocery stores are called by the names of the great cities of the world, which is very appropriate, for it is from them that the people obtain all luxuries for the table. Instead of being directed to the firm of so-and-so, one is told that certain goods can be had at the "City of New York," the "City of Hamburg," etc. The shadow of the Eiffel tower has reached and fallen upon the City of Mexico. A gorgeous new sign, all white, blue and gold, bears the tall name and a flag-decorated representation of the same, "The Eiffel Tower," and within the store one finds most delicious French confectionery.

Work will shortly be begun in West Bay City, Mich., on what will be the largest craft of any kind ever built on or for fresh water service. It will be 360 feet keel and 45 feet wide. Her extreme length will be nearly 400 feet, and she will carry on sixteen feet of water not less than 4,500 tons dead weight. This is said to be much more than the average cargo of salt water steamers, and for the same draft is without precedent. When projected improvements in canals are made, she will carry over 6,000 tons. She will have a speed of thirteen miles an hour and will be ready for service next spring.

SALVAGE BY A LIFEBOAT CREW.

A curious case recently occupied the attention of a British court for about four hours. On April 22nd, a small steam yacht, the *Beaver*, belonging to Edward Pringle, went to sea from Berwick Harbor with the owner and six friends on board. A strong westerly wind was blowing. The engine of the vessel broke down, and signals for assistance were shown. The Berwick lifeboat was manned by eighteen men, and went out, but a fishing coble, with seven men, and closely reefed sail, also proceeded to the yacht, and reached it first. The coble put a man on board the yacht, and he made an agreement to tow the vessel into harbor for \$25. The coble was engaged in this work when the lifeboat came up. The man from the coble, without asking permission from the owner of the yacht, took a line from the lifeboat, and it began to tow the yacht and the coble, but no arrangements were made as to payment. Subsequently the harbor tug came up and took all three vessels into port, after the owner of the yacht had agreed with the skipper to tow it into Berwick for \$20. Joseph Wood, the coxswain of the lifeboat, now sued the owner of the yacht for \$750 for salvage services.

In the course of the evidence it was stated that the crew of the lifeboat was usually fourteen, but eighteen were taken on this occasion, as it was expected there would be a hard pull. For the defence it was urged that the lifeboat was provided to save life, and its crew could only become salvors when the owner of a vessel asked them to do so. In this case no request for their services was made, and any assistance given by them was purely voluntary. Moreover, the salvage must be successful and complete, which it had not been in this case. The claim of \$66.50 was made up as follows. Eighteen men at \$2.50; two shares for the lifeboat, \$5; launches, \$9; and towage of lifeboat into Berwick by the steam tug, \$7.50.

The magistrates, after three-quarters of an hour's absence from the court, decided by a majority to give \$1.25 each to the ordinary crew of the lifeboat (fourteen men), \$17.50, and \$5 for two shares of the vessel, in all \$22.50. Costs also were awarded.

REMITTANCES.

A systematic arrangement covering the time for remitting, and the amount of money to be sent the man on the road, is very essential to the harmonious working of the travelling department, remarks an exchange. Irregularities in the matter of remittances, through which the traveler may become "strapped," are to be religiously guarded against. He should be careful not to let his funds run so low as to permit of the possibility of his being stranded for lack of the necessary wherewithal to meet his expenses. To this end he should be furnished with blanks, on which all requests for money should be sent in, as there is danger of such requests being overlooked when they are contained in the body of his regular correspondence. These blanks are also very convenient for filling, and may be useful as checks in making up the travelling account. In view of the uncertainty of promptness in the mail service, it is better to allow a couple of days leeway. The traveler should never be placed in a position obliging him to ask a customer to indorse a draft made on the house without being able to present the authority of the latter for so doing. The customer, under such circumstances, is obliged to assume a risk which very few are disposed to assume. While he may have full confidence in the house, the representative is personally unknown to him, in so far as his responsibility is concerned, and although the draft is likely to be honored, circumstances may oblige the house to refuse it. It must be understood that the house is not

legally obliged to honor the draft of its representative, and the customer who indorses such draft does so at his own risk, provided always that he is not requested by the house to do so, by wire, mail or otherwise. Should unforeseen circumstances even render it necessary that such indorsement be secured, the traveler should wire the house, asking it to request the customer to thus favor it. Before thus wiring the house, he must first find out whether the customer is willing to thus lend his name. This is important. I have in mind a traveler who recently lost one week's time through neglecting this precaution. He had allowed himself to run so low of funds that he could not travel another day, and then wired the house to telegraph a customer to indorse, without having consulted the latter. The indorsement was refused, and then, to make matters worse, he wired the house to telegraph him money, only to discover that the telegraph company had no money office at that place. He was finally obliged to wait a remittance by mail. His bungling method cost him his position, and there certainly was abundant provocation for the enforcement of this extreme penalty. Firms sometimes allow to little time for mail remittances to reach their travelers, as, for instance, two days within a radius of 1,000 miles. Experience has shown the desirability of some more concise and certain method of making remittances than has heretofore been in vogue. There is, for instance, considerable difficulty in getting drafts cashed in the Southern States, and the irregularity of the mail service and the risks taken in employing this medium are notorious. A good plan is for the house to mail its signature to the bank or express office, and notify the traveller where to call to have the firm paper cashed.

TRADE WITH THE UNITED STATES.

A report on the foreign trade of Canada, in which the commerce of the Dominion with the United States is compared with that of Great Britain, has recently been compiled by Consul Ryder, of Quebec, and transmitted to the American Department of State. It appears that more than one-half of the goods imported into Canada came from the United States, exceeding in value by about \$17,000,000 those from Great Britain. On the other hand, the Canadian export trade with Great Britain exceeds by more than \$12,000,000 that which is carried on with the United States. As things stand, American manufacturers are the strongest and most formidable competitors of Canadian manufacturers in our home market. As Consul Ryder shows, American goods of certain descriptions have driven out British goods, the capture of the entire market being seemingly in sight. The Americans appreciate the value of the Canadian market, and are using and will use strong efforts to possess it. If this market is worth so much to them, it is certainly worth something to us. The exports from Canada to the United States show an increase of \$637,543 in minerals, product of fisheries, \$957,258; product of forest, \$1,488,418; manufactures, \$339,141. There is a decrease of \$650,495 in animals and their produce, \$228,007 in agricultural products and \$33,629 in miscellaneous articles.

Twelve hundred miles of new railroad were built in the United States during the first six months of the present year.

In the last thirty years, English engineers have built 100,000 miles of railway at a cost of £1,800,000,000 in the various quarters of the globe, the capital being in most cases found by English companies. Some of the contractors in carrying out the works, have had armies of workmen more numerous than either of the contending hosts at Waterloo, their annual payment for wages being equal to the revenue of a kingdom.

SHOE AND LEATHER TRADE.

A U. S. exchange says: With the channels of distribution unusually clear of obstructions, and a population within our own borders by whom, at a moderate calculation, not less than 163,000,000 pairs of shoes of all kinds are consumed annually, the traffic in leather and in shoes for the ensuing twelve months will, if the country continues as thrifty as it is now, inevitably be of unparalleled magnitude. We make no account of any foreign demand, because there are no shoes to speak of sent abroad; and, although there is some leather exported, it is too small a percentage of the whole to deserve more than a passing mention. The quantity has gradually increased for a series of years until the last fiscal year, when there was a falling off. That, however, is regarded as only a temporary thing.

There is little doubt that we shall continue to export more and more leather, though it will be a long time before the quantity sent abroad will be sufficient to be much of an item in the business. That our shoe manufacturers might, if they set about it in earnest, secure markets in distant lands, we have no doubt, but it requires a good deal of effort to explore new fields, and the beginners generally do not come out well in such enterprises.

A NOVEL SUIT.

In a suit for damages, recently brought before the United States for delay in the delivery of a message announcing the death of the father of the plaintiff's wife, it appeared that had no delay occurred the plaintiff and his wife could have reached the place in time to aid and direct the funeral and burial, going by train, but owing to the delay they were only able by private conveyance to reach the place in time to meet the burial procession. The telegraph company admitted liability for actual damage in the extra expense of the trip, but denied liability for injury to the feelings. The Texas Commission of Appeals, Section A, held (*Western Union Telegraph Company vs. Erwin*) that it was the right of the plaintiff and his wife to be present before the funeral, and to aid and direct it; that the delay was the direct cause why they were deprived of this privilege; that the injury to feelings and mental suffering sustained in being deprived of this right was but the effect occasioned by the wrongful failure of the defendant to perform its duty, and for damages resulting therefrom the defendant was liable.

There are 512,500 telephones in use in the United States.

England spends ninety-nine times more money for intoxicants than for education.

A pyramid of four hundred pianos, connected by electricity, and performed upon by one woman, will be one of the attractions of the World's Fair.

Sage-brush, hitherto supposed to be useless, and which covers millions of acres of the Western plains, can be converted into a superior grade of coarse paper.

A clerk in an English grocery store believed that to sell sugar alone without any profit is a delusion and a snare. Accordingly he refused to supply a customer who wanted nothing but sugar, and a complaint was lodged with his employer, resulting in his dismissal. He then had the clerk to sue his employer for two weeks' salary in lieu of notice. The judge said the evidence clearly showed that the plaintiff had refused to do a lawful act, and his employer was entitled to discharge him in the manner adopted. A verdict was of course given for defendant.

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HAVE B. C. SEALERS ANY RIGHTS?

In view of the complications that are arising and are not unlikely to continue to arise, and out of which Canada cannot keep aloof, it may not be out of place to refer to the foreign policy of the British Liberals who are at present in power. It has not been of a vigorous character by any means. However much they have boasted about home policy, their action, or rather their lack of action in connection with foreign and colonial concerns has been a masterly manifestation of apathy. In the main, it has been the Conservatives who have assumed the defensive—not by any means the offensive—when British interests have been assailed. For years the policy of the Empire has been rather the reverse of an offensive character, and it has required what very much resemble kicks and cuffs to awaken the bull dog which, in action, always attends the heels of John Bull, from the condition of somnolence into which both he and his master had fallen.

It was not until after they had been forced into action by the contest with the troops of the "continental congress" who had been roused to action by British neglect, ignorance and, as they were termed, "oppressions" that the individuals who managed affairs found themselves able, with the aid of foreign allies, to bring the First Napoleon to a proper understanding of British and European rights as opposed to his *parvenu* presumptions. This policy of *laissez faire* has for years been almost invariably allowed to prevail until national outrages have been perpetrated whose very audacity and extent have compelled those in authority to act. British Liberals and Conservatives have both been guilty in this particular, and every inch of concession neglectfully allowed has seemed to warrant the next comer in demanding and, in fact, justified him, in helping himself to an ell.

In connection with sealing matters, Great Britain allowed the United States to be as assumptious and overbearing as they chose, without saying a word, and it was only when all the world wondered at the forbearance—which by some was interpreted as cowardice—with which she had compelled her North American dependencies to submit to insult and outrage of the most galling character that she finally consented—not to vindicate the prestige of "the flag that has braved a thousand years the battle and the breeze," but to submit matters to international arbitration. Holding as we have done that there was no question of rights or wrongs to

arbitrate; but that the Canadian case was, in the eyes of all right thinking people, unquestionable, we have objected, not to the arbitration itself, but to the delays which the circumlocutory course of the Americans and the lack of British interest have brought about. To this is due much of the comparative diminution of business that has been experienced.

That these delays have been dangerous, even the Americans have experienced, and they have afforded to the Russians the pretext and the precedent for pursuing the American policy by Muscovite methods. No wonder that, after the experience we have had, the Victoria sealers should, through their president, Captain Cox, although they have made the necessary representations to the Canadian and British authorities, have no hope that anything will come out of them. It is a severe reflection upon the benefits of the colonial relationship when so loyal a Britisher as the Captain should be forced to exclaim in disgust:

"It used to be that a vessel flying the British flag was safe anywhere on the high seas and it was the pride of Great Britain that her flag was respected everywhere. But it now seems that almost anyone can with impunity insult it: and the British flag on a Canadian vessel can be trampled on with little fear of punishment."

In a word, Russia and the United States claim to own the whole of Behring's Sea, the former having no hesitation about the methods she employs to enforce her claims.

According to the reports of the aggrieved sealing captains, one of them an American, the other three British Columbians, the captain of the Russian cruiser who made the capture of three of the vessels, declared that he would seize any vessel with a sealing outfit or even with salt on board, if found within one or even a thousand miles of Russian possessions. This is an extensive claim, and either the commander, Captain de Levron, of the *Zabiaka*, misunderstood his instructions or Russia has put forward claims in opposition to which the nations of the world owe it to themselves to take action, even by force of arms—either at sea or on land. But has the British Government under the leadership of Mr. Gladstone backbone enough to assume the initiative, and are the Americans sufficiently craven to fear a controversy with Russia, or are they sordid enough to hope that by tacit acquiescence in the Russian demands they may in a sense sustain their own pretensions to Behring's Sea jurisdiction? On the contrary, however, as the Canadian Finance minister has put it: "Russia's claim to a thousand-mile jurisdiction in Behring's Sea shatters the United States' contention that all the Russian jurisdiction passed to them when Alaska was purchased."

The outrages perpetrated upon citizens of Canada—we prefer the appellation to that of "British subject" in view of the equivocal position in which official—not national—neglect has allowed them to be placed, in numerous instances of late years—are an additional reason why Russia should be called to account. The idea that it should be possible for a uniformed Russian officer to threaten those who owe no allegiance to the Power which he serves with banishment to Siberia if they would not subscribe to a document intended to

justify his own high-handed action! The very thought of such an alternative, in view of what is already known of the tender mercies of the Czar—the head of a system that in some sense is the most monstrous on the face of the earth—was well calculated to strike terror into the hearts of strong men who were for the time being in the clutches of the naval malefactor. They, however, in their experiences in and about the Russian gao! at Petropaulovski had a taste more than sufficient for them of what was a possibility for them—what is an actuality in the case of others who, politically or otherwise, have come under the official ban.

But if the liveried myrmidon of a tyrannical system is to be branded for the atrocities of which he was the ready instrument, what is to be thought of the action of Captain Lorentzen, of the American bark *Majeatic*, who connived at and assisted to carry out the plunder of the schooners' stores and the robbery of their crews individually? His name is that of a foreigner; but, it is to be presumed, as commanding an American vessel, he must have been a United States citizen. This man entered into a written agreement with the Russian officer to carry the officers and crews of the sealing schooners in his hold (prisoners), without supplying them with any stores, food or water, to some British or American port on Puget Sound. Any honest or honorable man would have helped them, satisfied that he would be substantially remunerated for any kindness he was doing by the parties directly interested or by their governments. But this was not sufficient for Lorentzen who secured from the Russian officer the ships' stores and a large quantity of ships' fittings valued at a considerably higher figure than any amount of money to which he could equitably lay claim.

For his avarice in this connection this man, Lorentzen, was not unnaturally criticized, and that severely; but he now, with the utmost imaginable audacity, strives to pose as a martyr and a much-abused individual. Indeed, he has had cheek enough to appeal to public opinion, through the Press, although when remonstrated with by Collector Milne as to this most flagrant case of actual blood-sucking, he replied that it was a matter of business with him and that he would take his own chances of being a castaway. Surely his vessel owners cannot endorse the action of a low, mercenary individual of his class, while his Government—that at Washington—ought, we should suppose, to be able to discover in the case sufficient to punish him in aiding and abetting a foreign power to insult the American flag and rob and ill-treat those whom that flag is supposed to protect.

The New York Board of Fire Underwriters has passed a resolution protesting against the introduction of the trolley system into the city of New York, and instructing the Special Committee on Electricity to present such protest to the proper authorities. This is a circumstance—a sign of the times—which not only the Fire Underwriters here, but the city council should not lose sight of.

THE CHOLERA.

Very naturally the outbreak of Asiatic cholera in lands where it was not known or which it has not visited for a long time has caused great commotion on at least two continents, and energetic measures are being adopted to guard against its spread or prevent, if possible, its coming. As its name would imply, it is an Eastern disease, and has its origin in malarious districts and among persons who are cleanly in neither their persons nor their surroundings. When it appears it is a perfect scourge, and carries before it old and young, rich and poor, cleanly or uncleanly, should they happen to be in the path of its progress. As has been intimated, its favored victims are the uncleanly and others who are not physically strong or who become specially amenable to its influence through unnecessary and unreasoning fright. We say unnecessary fright, because there is such a fright, or rather fear, of the pest as is salutary, in that it compels individuals and authorities to exercise extra precautions, and remove some of the conditions that are calculated to favor its advance. We should like to see the Victoria City Fathers get on them such a fear as would produce in them repentance and the good works that they either never did or left undone long ago. To them, or at least to some of them, is due the fact that the smallpox held away so long among us and did so much damage to the city.

The English and European papers, we notice, attribute the spread of the disease to the Russian Jewa whom the philanthropic Baron Hirsch was the means of having transported via Hamburg and other German ports, in some cases through England, to this side the Atlantic. Wherever they have gone they have left their mark, and for thousands of lives the philanthropic movement in their behalf is mainly responsible. Cholera stricken vessels lie in the stream off London, New York, Montreal and other ports, and it appears to us that the most effective action that could be taken to prevent further invasions of the pestilence would be to absolutely prevent the deportation of any people who come from districts where the sickness either lurks or is making headway. In cases like the present there always must be sufferers; let, we say, those who have bred and fostered the cholera stay by it where it is and be compelled either to get the better of it there or hard as it may seem to say it—be the victims of what their ignorance and neglect have caused. Under conditions like these the world is not a vast charity house when its work must be done at such a vast cost of life and prosperity. For the moment the port of Hamburg, whence these miserable people for the most part are accustomed to sail, has been made a city of the dead, and, if reports be true, the principal line of steamships leaving it has refused to stop the traffic, because, forsooth, of the contracts into which it has entered. If the Hamburg authorities are content to allow these people to continue to come, the disease will never burn itself out, as appears likely to be the only outcome. Let the ports to which the vessels come treat them as they would

foreign naval invaders and drive them away. Trade has been terribly paralyzed on account of this the latest plague; lives have been sacrificed to an alarming extent; there can be no compensation for all this. The only thing to do is as was done against Victoria recently on account of a few cases of smallpox, for the authorities to put up the bars and keep out the intruders. We want none of these immigrants, particularly at the cost which their advent entails. In conclusion, we cannot do better than urge that each individual of every community constitute himself a committee of one to carry out sanitary precautions.

COAL SUPPLIES.

News brought down from the North by the steamer Princess Louise is to the effect that an exploring party sent out by a Victoria syndicate has discovered that Grahame Island, one of the Queen Charlotte group, contains the richest and most extensive coal deposits on the coast—both anthracite and bituminous—while the harbors are easily accessible by vessels of the deepest draught. This is very satisfactory to the people directly interested as well as to the province. While we are congratulating ourselves on this important mineral development, we notice that the people of San Francisco are speaking of the excellent samples of coal recently brought down from Alaska. On this topic the San Francisco *Call* said a few days since:

"From time to time, small sample shipments of coal have been made from Alaska to this port, and prospectors have not hesitated to say that Alaska is almost as rich in coal as in the precious metals. Anyhow the bark McNeil came in deeply laden, and it will be seen at once that a new coal supply has been found when it is stated that she has 1,450 tons of good free-burning coal aboard. It is Alaska coal, too, so that in the event of a war there is a supply of this indispensable material at least available on American soil on the Pacific coast. Most of the coal which comes into this port is brought by deep-water ships, carrying back wheat. The next source of supply is New South Wales. Then follow the coal mines of British Columbia, which, like the preceding, are on foreign soil. A small quantity of coal comes from American Sound ports, notably from Seattle.

"But for practical purposes the coast is destitute of a regular supply of coal except from importations, and the Alaska product, if good, may prove a boon to the nation in one of those emergencies which even the astutest politician cannot foresee. California has numerous seams of coal scattered impartially through the counties, but there is not one mine in the State of any account except for local consumption, and then only as a makeshift. Nearly all the California coal is merely 'lignite' or fossil wood, and of very little value for heating or illuminating purposes. The Mount Diablo mines have long been worked out, and those in Amador County, between Galt and Ione, cannot hold out much longer. The Seattle coal is a trifle better, but the supply is small. The British Columbia coal is a far better article, but the supply is largely controlled by a monopoly which threatens to obtain exclusive possession. Under these circumstances the arrival of a cargo of 1450 tons of genuine coal from Alaska is welcome indeed."

We are pleased to see the again repeated admission that British Columbia coal is a far better article than any which has yet reached the San Francisco market.

It has so far held its own against the trade combinations, by which it has been seriously disadvantaged. It has, we repeat, flourished, and is the most potent fuel factor on the coast.

EDITORIAL NOTES.

THE *Montreal Trade Review* remarks the rapid growth of the cheese and butter industry in Ontario of late years is a striking fact which is patent to all observers. The cheese product holds a high position in the favor of the British consumer, who is purchasing more of it every year. In 1891 the number of cheese factories in Ontario had risen to 838, which used the milk of 200,196 cows, and produced 81,920,042 pounds of cheese—an increase of 13,000,000 pounds over the average production of the past decade. Canadian cheese is fast driving American cheese out of the British market on account of its superiority; and it is fast becoming one of our most profitable industries.

EASTERN exchanges announce that all the indications point to a booming year in the lumber business. Not for a long time has such a healthy tone prevailed in the market, and the rush this year to the woods will more than match any year that has preceded it since the big lumber boom of 1874. It may be that British Columbia pine and other native woods will feel the effect of this circumstance. Already on Puget Sound the lumber interest is becoming marked by more solidarity and a better understanding among all the parties concerned in the original output and its disposal. They are determined not to exhaust their supply except at substantial profits, and, in view of the fact that even our forests cannot last forever, the stiffening of values would produce a little more economy both among producers and consumers and in no way detract from present profits.

THE shareholders and customers of another important banking institution have recently learned that they have been living in a sort of fools' paradise. Everyone has been aware that the commercial concerns of the Australian colonies have been for several years in a bad state, and now there is made public the report of a committee of shareholders that the Mercantile Bank of Melbourne, Australia, has been insolvent since 1889. They also report that Sir Matthew Davies, the chairman of the directors, made advances to various companies he promoted, losing £290,000 in such outlays. It is probable that the shareholders will be obliged to meet a deficit of £45,000. A number of London shareholders having purchased their stocks at a premium, they threaten criminal prosecutions of both the chairman and directors, the former possibly for what he actually did, the latter, it may be, on account of what they failed to do. With plenty of funds, as the bank appears to have had when the chairman made the advances that are complained of, there ought to have been big profits for the institution had its business been attended to as it ought to have been.

POINTS FOR RETAILERS.

The quality of goods, in most cases, has more to do with making or losing of a customer than the price.

The art of buying and selling goods at retail requires nearly as much study as that required to fit one for professional life.

The dealer who notes what a community is most in need of and supplies that want most thoroughly, possesses the attributes of a merchant.

It is generally far better to suffer a small loss and maintain the reputation of being a good merchant than to show the contrary by returning goods.

A few cents spent for good, stout paper, or of muslin for wrappers, for the protection of delicate goods from dust and light is often money well invested.

A dealer when tempted to incur any very material personal expense ought to specially reflect whether his business is profitable enough to admit of the indulgence.

Any dealer who will for one year keep an account of the losses he incurs on goods exposed to dust, light, water, moths, etc., will find that they are of more serious importance than he has been wont to suppose.

Goods should never be packed away as out of season without retaining full and ample samples of them with quality and price, so that they may be referred to quickly if unexpectedly a call is made for them out of season.

Whenever goods do not sell readily an investigation should be immediate as to the reason why. They may be too dear or too fine in quality, or they may be superseded by other articles, or there may be no need for them in the locality.

LIGHT WANTED.

It is a great pity that some means of registering the volume of inter-provincial trade cannot be found. The absence of such information leads to all sorts of misrepresentation and error. Down in Prince Edward Island a flagrant instance of this has occurred, where some disingenuous politician has been arguing that the province's export of eggs is more valuable than its export of oats. He points, no doubt, to the Trade and Navigation returns, which chronicle the value of eggs sent abroad in 1891 at \$213,515, while the oats only reach \$101,682. But, as the Charlottetown *Examiner* states, much of the oats are sent to the other provinces either for local consumption or transshipment abroad, and thus the books of the province, so to speak, contain no record of the transaction. The eggs going abroad directly are carefully recorded. Under such circumstances every opportunity is afforded the un candid politician to state the thing that is not. Why, wails the pessimist, have we not increased our aggregate trade more than from \$153,000,000 in 1879 to \$230,000,000 in 1891? As a matter of fact, although the increase on the face of things is handsome enough, we have done far better, but there is no official record of inter provincial transactions. A careful authority has estimated the internal trade at \$80,000,000. This is very

good as an estimate, but something more solid to stand on would be far better. The difficulty of getting at private transactions between merchant and merchant is very real and hard to bridge, though at least some basis for calculation would be afforded if we had the returns of the transportation companies, railways, and boats, the various classes of freight carried, and so on. In the absence of anything definite the depreciation of the pessimist is as good as the word of the optimist, and often travels further.—*Toronto Empire*.

SILVER AND THE COTTON TRADE.

It must be remembered that British cotton manufacturers are the largest purchasers of our raw cotton, hence the demand for our product will depend to a very considerable extent upon the ability of the Lancashire manufacturers to dispose of their cotton goods and increase their production. Again, it must be noted that the principal dumping ground for the product of the Lancashire mills is the great Indian Empire. India is a silver country, its standard of value being the silver rupee. With this explanation it will not be very hard to see the connection between silver and cotton.

The heavy shrinkage in the value of silver has naturally depreciated the currency of India and reduced the purchasing power of the rupee. With the purchasing power of India reduced the market for the product of the Lancashire mills has been narrowed, while the violent fluctuations in the price of silver, which have lately been experienced, have made it hazardous for manufacturers to make contracts ahead for shipment to the East.

It is, therefore, not surprising that trade in Lancashire has been demoralized and the purchases of raw cotton by spinners have fallen to small proportions. That the condition of the silver is at the bottom of the trouble is evident, as under ordinary circumstances the low prices which have prevailed for cotton should have stimulated the demand, as has been the case with respect to the American cotton manufacturing industry, which is less dependent upon Eastern trade.

The cotton industry of the South is, therefore, deeply interested in the solution of the silver problem. Until some arrangement is effected which will insure stability in the value of silver and its proper recognition as a monetary standard of value, the cotton trade must look for periodical seasons of depression such as has recently prevailed. It must be remembered that while we ourselves may be willing and able to pay our debts in gold or its equivalent, the principal consumers of our cotton are compelled to pay for that cotton in silver, hence the greater depreciation in their currency the smaller will be their power to purchase, and as a consequence the less demand there will be for our cotton.—*New Orleans Picayune*.

All the property of the New England Terminal Company has been purchased by the New York, New Haven and Hartford Railroad Company for \$3,225,000.

ARE GOODS TOO CHEAP?

It has been said in public and private, as a matter of national and individual self-congratulation that "things never were so cheap as they are now." Such is probably the fact, but there are certain other facts which should be considered before we settle down into comfortable enjoyment of the existing state of things. In the first place, then, are we not as a nation sacrificing true economy to a false standard of low prices? and does not this tendency show itself to be the almost universal and most prominent feature of the retail competition? All dealers as a rule represent their goods to be what they appear, but "low prices," "lower than the lowest," "paralyzers," etc., etc., are the general burden of the daily bulletin of the enterprising retailer in every line.

But what can be the social and economical condition of the producers of such trash? If the material has been sedulously deprived of every ingredient of true value, except mere fashion and deceptive finish, what must be the living plane of those who labor on the innumerable variety of cheap goods offered in every line of industry and trade? What is the moral standard of the workman and manufacturer who knows their worthlessness and fraudulency? What can be the inmost thought of the dealer who knowingly sells them, except something of self-rebuke and pitying contempt for his deluded customers. Indeed, is not the very narrow margin of profit to producer, workman, manufacturer, jobber and retailer tending every day to intensify ruinous competition and lower wages, and injure the health, mortality and general prosperity of the people? The retail merchant of to-day should devote his energies to the increase of his trade in honest, unsophisticated and standard goods which give fair wages to the workman, a reasonable profit to the dealer, and good service to the buyer. If he can induce his customers to appreciate such goods, he can defy the department store, and snap his fingers at the "cutter," "auction fiend," and "fire sale" fakir. The retail trade, and especially the man of small capital and restricted trade, should "think of these things" and become an advocate of good weights, full measure, and honest goods.—*Hardware Trade*.

A MODERN DANIEL

Law Examiner—"I will state a case: Mother and daughter occupy the same bedroom with their two little boys. As the children strongly resemble each other, and were both dressed alike, the nurses exchanged the babies so that no one could tell which belonged to the mother and which to the daughter. How would you settle the point?"

Candidate—"Are you quite sure, Her Professor, that the babies were exchanged?"

Examiner—"Why, didn't I tell you so?"

Candidate—"Well, then, change them back again."

The ratepayers of Seaford have voted to raise \$14,000 to purchase a site and erect a market and fire hall.

COMMERCIAL SUMMARY.

The French wheat crop will be nearly an average.

Peterboro's rate of taxation has been struck at 16 mills.

Severe weather in the south of Ireland has caused great damage to the crops.

The heat in Europe has caused great mortality among cattle, sheep and pigs.

Wagoner & Co.'s store at St. Paul, Minn., was burned last week. Loss \$100,000.

Over half a million dollars has been spent in constructing new wholesale warehouses in Winnipeg this year.

Within a few days last week Messrs. Goldie & McCulloch, of Galt, have shipped about 20 safes to St. John's, Newfoundland.

During a thunderstorm in Vienna recently the musical exhibition building was five times struck by lightning. The damage was not serious.

The French Government has received an official invitation from Washington to send a squadron to take part in the great naval review that will be held in New York harbor and the vicinity in connection with the Columbus celebration.

The C. P. R. earnings for July, 1892, were: Gross earnings, \$1,796,095; working expenses, \$1,114,152; net profits, \$681,943. In July, 1891, the net profits were \$662,421, and for the seven months ending July 31, 1892, the figures are as follows:—Gross earnings, \$11,618,581; working expenses, \$7,614,157; net profits, \$4,004,427. For the seven months ending July 31, 1891, the net profits were \$3,616,943.

Mr. F. N. Gisborne, Superintendent of Government Telegraphs, died, last week, aged 70 years. He was the projector of the Atlantic cable, his scheme being that which Cyrus W. Field took hold of and finally completed, as well as many other projects in connection with electricity, the full advantage of which the public is now enjoying. He was an able, as well as a popular, official, and during his visits to British Columbia made many friends here. He was in the public service for many years.

The Buffalo Courier says that the huge tunnel now being dug under the Palisades is ultimately to be the terminus of the Canadian Pacific, which will find an entry into New York City by a new ferry across the river. Arrangements, it is believed, are also being made to acquire or construct railway connections three miles west of the Palisades, where the tunnel company's tracks come to an end. From the tunnel to the Canadian border is but 600 miles, and their direct connection are it is said to be made with the main line to Vancouver and, by branches, to all points on the Pacific coast in both the U. S. and Canada. We wonder what there is in this story, particularly since our American neighbors have such a fancy for retaliation and coercion and ought to find in Canadian Pacific enterprise an excellent opportunity for the carrying out of that policy.

The railway is now completed from Jaffa to Jerusalem.

The trade statistics for Halifax show a substantial increase this year over 1891.

John F. Falley, Indianapolis, has been appointed receiver of the order of Iron Hall. His bonds have been fixed at \$1,000,000.

The Chinese Government has sent an official to fight the United States Government before the Supreme Court in regard to the Exclusion law.

Capt. Warren Baker, of the schooner Seven Brothers, is under arrest charged with fleecing Halifax underwriters by stowing away merchandise from his vessel, allowing the schooner to go ashore, and then claiming full insurance.

Reports from all parts of the Dominion by grain merchants give promise of a good harvest in every part of Canada. In some of the provinces the yield is not as anticipated, while in others it is beyond expectation, and on the whole the crops will be as large in quantity and of a more satisfactory quality than last year.

We notice that the Dutch, small as are their numbers, are at present engaged in the prosecution of a work expected to reclaim 750,000 acres of land from the body of water known as the Zuider Zee. An artificial ridge of rock has been constructed, which the tides are gradually increasing by deposits of silt, and it is expected that the dam will shortly be so high that the tides will not overtop it. Then the water will be drained out of the enclosed area, the dam will be converted into a secure dyke, and Holland will have 750,000 acres more land, which includes the greater portion of the Zuider Zee. The cost of the work is estimated at \$95,000,000 and the value of the land to be reclaimed at \$300,000,000. We have lots of land utilizable without any such outlays as this; but much of it is locked up in the hands of speculators, and is almost as useless as if it were under water.

The following letter, which is remarkable for its audacity, says an English contemporary, has been received by a Northampton manufacturer from a resident in one of London's prettiest suburbs. The person who sends us the letter has, however, allowed the "unusual opportunity" of making a fortune to slide by, and as one who fails to take fortune's tide at its flood, he has calmy to abide the result of his indifference: "July 4, 1892. Sir, I have the unusual opportunity of taking a clothing and boot business near B— for £300 to £400. The takings are about £3,000 per annum, and the business produces £800 to £700 per annum profit. Would you care to lend me £200 to £300 on the stock, and take £300 to £300 per annum for three years, or longer? Or I would undertake, for the loan of two or three hundred, to give an agreement that I would purchase all my boots of you for a period of five years, or longer. This would mean £10 to £15 a week. I should want ladies' and gentlemen's boots (medium class), 3s. 6d. to 12s., and the prices must compare favorably with other firms' goods. Trusting that you may favor me with a reply, yours respectfully, —"

CHARACTER IN BANK CHEQUES.

One of the first things that some men do when they go into business for themselves is to have their cheques made to order. They think that it gives them a certain distinction, and that it shows that they are of importance. Getting cheques made to order does not cost much, and it is so easily done that it detracts from rather than elevates the standing of the man who does it. A cheque can be written on a plain piece of paper that will draw money out of a bank if the man who sends it has money there just as well as if elaborate engravings formed the background of the writing.

If there can be said to be a fashion in cheques, the small cheques are the most fashionable ones. A big cheque is bad form. It is also bad form to carry a pocket cheque-book. It has an air of display about it and shows the character of a man, just as the wearing of many diamonds does. It costs nothing to carry a pocket cheque-book. The proper thing to do is to have a big book, three cheques wide, and to tear out two or three to carry around with you loose in your pocket, just as if they were cash. It is also better form to have a printed cheque than an engraved cheque. The Astors' precedent should be sufficient for this. It should interest a fashionable young man to know that everything about the Astors' cheque, except the date, number, name of the payee, amount and signature, is printed in type of the old English style.

Tellers and cashiers prefer the plain printed to the elaborate, engraved cheques. They are easier to read, easier to keep tally of, and rather hard to alter. An alteration or change shows easier on a plain cheque than on an elaborate one.

It is with banks as with men. A good deal about a bank can be told from the kind of cheque it furnishes. Country banks furnish more elaborate cheques than city banks. Big banks have plainer cheques and better paper than smaller banks. The Chemical National Bank of New York city has plain cheques on fine quality paper. Smaller banks have engraved cheques on cheaper paper. The cost of chemical cheque-books to the bank is more than the cost of cheques to the smaller banks, but the smaller banks take it out on elaboration.

Jay Gould is said to be one of the most careless of all rich men about the kind of paper that he draws cheques on. When he was gathering the roads together for his South-Western system he drew up a cheque for several million dollars on the back of an envelope. This cheque was all in his own handwriting, and it would have been harder to alter than many cheques on picture paper.—*Rhodes' Journal of Banking.*

There is a corner in August oats in St. Louis.

There are numbers of ways of making a window attractive, but there is one feature which must be always that way and no other way, and that is cleanliness. Dress your store windows and continually cultivate improvement in the art, and you will then fortify yourself with one of the most valuable adjuncts of business success.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Martha Fisher	811	Meadowcroft.		Victoria	Liverpool			

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	1,496,128	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	664	Sodergren	Feb. 20	Vancouver	Shanghai	754,924	7,781	April 23	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	834,937	7,095	May 20	42s 6d
Nor bark	Czar	1324	Christophers'n	March 4	Vancouver	Adelaide	1,046,611	10,476	June 7	57s 6d
Nor bark	Agnes	844	Hofgaard	Feb. 20	Chemainus	Antofagasta	602,549	6,413		41s
Nor ship	Rathinka	1463	Klevenberg	March 12	Vancouver	Melbourne	1,228,925	9,251	May 23	60s
Chil bark	India	933	Funke	Feb. 22	Vancouver	Valparaiso	803,291	7,018	May 10	owners ac
Br bark	Glenbervie	800	Groundwater	March 24	Vancouver	Iquiqui	631,810	7,689	June 8	37s 6d
Br ship	British India	1199	Lines	March 31	Vancouver	Valparaiso	863,666	9,315	July 11	37s 6d
Am schr	W. H. Talbot	776	Bluhm	March 14	Vancouver	Tientsin	1,024,870	10,272	May 29	67s 6d
Am schr	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	418,388	3,476	March	Private
Br bark	Riversdale	1153	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 23	47s 6d
Br bark	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	64,275	7,986		\$16 00
Br bark	Craigend	2218	Lowthwaite	April 18	Vancouver	Iquiqui-Callao	1,808,000	19,351	July 11	27s 6d & 30s
Br bark	Toboggan	676	Porter	May 20	Vancouver	Wilmington	605,328	9,330		\$15 00
Br bark	Thermopylae	948	Winchester	June 2	Vancouver	Yokahama	328,576	8,949	July 22	Private
Nor bark	Fritsac	1078	Rolfson	May 29	Chemainus	Melbourne	833,124	8,072	Aug. 3	
Br ship	Burmah	1647	Newcombe	June 2	Moodyville	Valparaiso	1,289,359	9,833		35s
Br ship	Crown of Denmark	2029	Smith	June 24	Vancouver	Melbourne	1,850,725	15,435		37s 6d
Nor bark	Ursula Minor	305	Johnson	June 1	New West'mr.	Sydney	481,214	4,393	pr Aug. 5	37s 6d
Br ship	Karl Granville	1149	Flack	June 16	Cowichan	London	833,937	12,393		62s 6d
Chil bark	Antonietta	999	Stack	June 27	Chemainus	Valparaiso	836,358	9,015		owners ac
Ger bark	Palawan	967	Van Heuvel	July 8	Vancouver	Iquiqui	688,831	7,521		38s 9d
Chil bark	Leonor	801	Jenatsch	July 8	Moodyville	Valparaiso	637,375	6,520		owners ac
Chil bark	Guinevere	960	Glennie	Aug 6	Chemainus	Valparaiso	762,062	7,612		owners ac
Am bktn	Robert Sudden	585	Uhlberg	Aug. 3	Vancouver	Valparaiso	771,140	8,797		40s
Chil ship	Hindustan	1543	Walsh	Aug 7	Moodyville	Valparaiso	1,232,386	11,471		owners ac
Br bark	Zebim Gowdy	1087	Manning	Sept. 5	Vancouver	Wilmington	833,218	10,125		\$13 00
Chil ship	Atacama	1235	Caballero	Aug 24	Moodyville	Valparaiso	994,491	9,089		owners ac
Br ship	City of Quebec	718	Carnegie	Sept	Vancouver	Adelaide	517,409			40s
Br bark	Nineveh	1174	Bronfoot	Sept 3	Vancouver	Sydney	931,900	9,287		owners ac
Am schr	Robert Searls	570	Piltz		Vancouver	Port Pirie				41s 3d
Am ship	George Skolfield	1276	Dunning		Vancouver	Valparaiso				40s
Chil bark	Lake Lemna	1035			Moodyville	Valparaiso				owners ac
Br bark	Scammell Bros.	1218	Inness		Vancouver	Wilmington				\$11 00

L—Also 60,000 shingles. N—Also 275,000 shingles. P—Also 85 spars and 300 tons coal for Hong Kong.

INLAND REVENUE AND CUSTOMS.

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

Victoria Division—Comprising all of Vancouver Island:

INLAND REVENUE.	
Spirits	\$ 6,083 90
Malt	4,214 30
Tobacco	2,212 50
Cigars	780 70
Petroleum inspection	163 90
Total	\$13,722 30

WAREHOUSED.		EX-WAREHOUSED.	
Spirits	2,124 46	p. gals	4,119 65
Malt	201,215 lbs		212,215 lbs
Tobacco	8,742 lbs		8,370 lbs
Raw	779 lbs		779 lbs
Cigars	15,000		35,800

Balance in warehouse:	
Spirits	7,155 92 P. gals
Malt	14,000 lbs
Tobacco	3,354 "
Cigars	113,650

The customs collections at the port of Victoria for the month of August were as follows:

Imports, free	\$118,774 00
Imports, dutiable	194,410 00
Total	\$313,184 00
Duties collected	\$ 68,700
Other revenue	3,447
Total	\$ 72,147
Exports, the produce of Canada	107,415
Exports, not the produce of Canada	6,355
Total	\$113,800

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

INLAND REVENUE RETURNS.
The statement of Inland Revenue returns at the port of Vancouver for August shows the following:

Spirits	\$ 4,365 76
Malt	1,696 16
Tobacco	2,538 13
Cigars	495 90
Petroleum Ins.	18 00
Other Receipts	1 00
Total	\$9,113 95

The following is a summary of the customs returns at the port of Vancouver for the month of August:

IMPORTS.	
Free Goods	\$17,715 00
Dutiable Goods	84,220 00
Total Imports	\$101,935 00
Duty Collected	\$ 21,314 18
Other revenues	4,174 84
Total	\$ 25,489 02

The value of the exports for the month were \$37,078.

NEW WESTMINSTER.
Statement showing amount of Imports and Exports for port of New Westminster for month of August, 1892:

IMPORTS FOR THE MONTH.	
Dutiable	\$18,512 00
Free	5,394 00
Total imports	\$23,906 00
Duty collected	\$ 9,067 59
Other revenues	330 36
Total collections	\$ 9,397 95

EXPORTS FOR THE MONTH.	
The mine	\$ 1,479 00
The fisheries	3,500 00
The Forest	669 00
Animals and Produce	664 00
Manufactures	1,562 00
Total exports	\$ 7,874 00

NANAIMO.
Imports at port of Nanaimo for month of August, 1892:

Dutiable Goods	\$12,328 00
Free	810 00
Total Imports	\$13,144 00
Import Duty	\$3,556 59
Other revenues	84 56
Total	\$3,641 15

Exports—
Products of the mine \$144,272 00
forest 6,868 00
Agricultural products 1 00
Manufactures 45 00

Total \$151,186 00

FOREIGN COAL SHIPMENTS.

The following are the foreign coal shipments for the month of August:

New V. C. Co.	20,419
Wellington	12,278
East Wellington	3,435
Total	36,132

The British Columbia Iron Work, Vancouver, were destroyed by fire last week. The works were valued at \$75,000, and insurance is stated to be \$23,000. The company will rebuild at once.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	T'NS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark	Fernbank	1238	Boyd	April 24	A Glasgow	Vancouver	Bell-Irving & Paterson	134
Br bark	Chilli	1778	McKenzie	May 27	E London	Victoria	Turner, Beeton & Co.	102
Chil. bark	Eritrea	1089	Serra		P Labu	Moodyville	R. P. Rithet & Co. L'td.	
Br bark	River Ganges	642	Budge	July 27	F Rio de Janeiro	Victoria	Findlay, Durham & Brodie	41
Br bark	The Frederick	812	Simpson		C Talcahuano	Victoria	Robert Ward & Co. L'd.	
Br bark	Assel	795	Gilmour	Aug. 19	S London	Victoria	R. P. Rithet & Co. L'td.	18
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver	Bell-Irving & Paterson	61
Br SS.	Victoria (ex Parthia)	1992	Panton	July 7	B Glasgow	Victoria		61
Br bark	Glenarry	802	Davidson	July 25	M Talcahuano	New Westm'r	Bell-Irving & Paterson	43
Br bark	Thermopylae	948	Winchester	July 7	O Nagasaki	Victoria	Victoria Rice Mills	
Br SS.	Mary Low	813	Robertson		Liverpool	Victoria	R. P. Rithet & Co. L'td.	
Br bark	Empress of China	3003	Archibald	Aug. 20	D Hong Kong	Vancouver	C. P. S. S. Co.	17
Br ship	Kinkora	1830	Lawrence		Liverpool	Victoria & Van	Robert Ward & Co. L'td.	
Daub. bark	Jorgen J. Lotz	537	Nelson	Aug. 13	L Honolulu	Nanaimo		24
Br ship	Merayshire	1428	Swinton		Q Java	Vancouver		
Br ship	Andreta	1708	Percgrino	Aug. 1	O Antofagasta	Royal Roads		36
Br bark	Bankburn	1352	Davies	July 19	H Taitai	Royal Roads		49
Nor ship	Morning Light	1310	Johanson	Aug. 18	R Honolulu	Vancouver		19
Am bark	Colorado	1036	Gibson		H Port Harford	Vancouver	D. McGillivray	
Am bark	Highland Light	1265	Herriman	Aug. 31	H Port Harford	Vancouver	D. McGillivray	6
Br bark	Grasmere	1246	Carter	Aug. 5	K Coquimbo	Royal Roads		32
Br SS.	Empress of India	3003	Marshall		K Hong Kong	Vancouver	C. P. S. S. Co.	
Am schr	Alice Cook	732	Penhallow		J San Francisco	Vancouver		
Hav bark	R. P. Rithet	1019	Morrison	Aug. 10	Pisagua	Victoria	R. P. Rithet & Co. L'td.	27
Br ship	Dynomene	1900	Williams	July 24	T Rio Janeiro	Vancouver		44
Br bark	Americana	800			T Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	
Am ship	Topgallant	1229	Jackson	Aug. 17	Honolulu	Nanaimo		20
Br SS.	Loe Sok	1070	Benson		Hong Kong	Victoria		

P - To load lumber for Valparaiso on owners' account. A - Spoken May 20, lat. 3° N., long. 25° W., June 5, lat. 3° N., long. 43° W. E - Passed Deal May 29, spoken July 2, lat. 3° N., long. 24° W., chartered for salmon to London. F - Spoken July 23 lat. 29° S., long. 48° W. Chartered for salmon to London at 37s 6d. To arrive in September. B - Via Suez Canal. July 13 passed Gibraltar. July 29 at Aden. Aug. 25 sailed from Hong Kong, due Sept. 19. C - Salmon to London at 35s Sept-Oct. loading. N - July 9 passed Dover. Cargo of raw material for Canada Paint Company. M - Chartered for salmon to the U. K. Sept-Oct. loading. G - Via Yokohama Aug. 17. O - Cargo of rice paddy, due to arrive in October. D - Via Yokohama Aug. 29. L - To sail about the end of October. Q - To sail in September with 2,000 tons raw sugar. H - Cargo of bituminous rock. R - Chartered to load lumber. K - To sail Sept. 10, and from Yokohama Sept. 19. J - Chartered for lumber to Sydney at 30s. S - Aug. 21 passed Bechy Head. T - To sail about October 15.

SHIPPING INTELLIGENCE.

H. E. Connon, agent for Dodwell Carlill & Co. for British Columbia, is opening an office in Victoria and will take full charge of the Northern Pacific steamship business at this port.

The British bark Americana, 800 tons register, is now on the berth at Liverpool for Victoria and Vancouver, and will sail about October 15. Turner, Beeton & Co., Victoria, and Baker Bros. & Co., L'td., Vancouver, are the agents and consignees.

VESSELS IN PORT.

(September, 6 1892.)

VICTORIA.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	2	1,847
Vancouver	7	8,446
Nanaimo	8	11,157
Westminster	1	1,588
Total	18	23,038

FOREIGN COAL SHIPMENTS.

The following are the shipments for the two weeks ending September 3:-

Date.	Vessel and Destination.	Tons.
27.	Tacoma, str., Port Townsend	32
30.	Romulus, str., San Francisco	4,232
29.	Collis, str., Port Townsend	53
31.	Kennebec, sup., San Francisco	3,541
31.	Wanderer, str., Port Townsend	50
2.	Louis Walsh, ship, San Francisco	2,575
3.	J. B. Brown, ship, San Pedro	2,574
3.	Tacoma, str., Port Townsend	30
Total		13,997

Victoria Brewing and Ice Company, (LIMITED).

LAGER BEER.

P. O. Box 216. Telephone 436. Office: Cor. Government and Discovery Sts.

BUSINESS CHANGES.

H. Kearns, grocer, Vancouver, has sold out.

J. R. Bower, restaurant, has opened in Victoria.

T. D. Cyrs, hotel, Vancouver, is out of business.

Shears & Page, dry goods, Victoria, are out of business.

Shewan & Menough, saloon, Victoria, seized by Sheriff.

L. A. Agassiz, general store, Agassiz station, is out of business.

R. W. Higginbottom has opened a commission agency in Victoria.

Kinnaird & Wilson, tailors, Victoria, succeed Wilson & Creighton.

W. H. Griffin is opening in the Wilson block, Victoria, in tobaccos and cigars.

H. J. Williams has bought the Queen's Hotel, Westminster, from Mr. Glencross.

Jowett & Haig, brokers, have dissolved.

W. A. Jowett continues at Nelson, and T. L. Haig at Revelstoke.

E. Peel & Co., formerly of Grays Harbor, Wash., contemplate opening in the Vic-

toria market, in fruit confectionery and cigars.

The Sehl-Hastie-Erskine Furniture Co. have purchased the business of the Diamond City Furniture Co., Nanaimo, from W. Worden.

C. G. Ballantyne has been appointed agent of the Provident Savings Life Assurance Society for the Mainland, and also takes temporary charge of the Victoria office.

L. Ernest, wines and liquors, Vancouver, is succeeded by the California Cherry Wine Co., with L. Ernest as manager. This is supposed to be a branch of the San Francisco firm.

R. Bergoff & Sons, Emporium clothing house, Vancouver, are closing out the retail business and contemplate going into the importing and wholesale trade. They will import cloth, blankets etc., from European markets and manufacture at Vancouver.

The Kootenay Lake Reduction Company, (foreign), has been incorporated with a capital stock of \$250,000. Pilot Bay, West Kootenay district, is the place of business.



REGISTERED TRADE MARK.

The Largest Factory of its Kind in the Dominion.

LION 'L' BRAND Pure Vinegars,

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

—PREPARED BY—

Michel Lefebvre & Co MONTREAL.

Established 1849. Gold, Silver and Bronze Medals. 20 1st Prizes.

JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Estimates for Marine and Stationary Engines furnished on application.

P. O. Box 174. Telephone 368. O. P. ST. JOHN, Manager.

REF. BY PERMISSION.

Robert Ward & Co., Victoria. Chemainus Saw Mill Co., Chemainus. Hastings Saw Mill Co. Turner, Beeton & Co., Victoria. McLaren, Ross, Westminster. Michigan Lumber Co., Vancouver

BRITISH COLUMBIA LICENSED STEVEDORING COMPANY.

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