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Ports, Sherries, Burgundies, Clarets,  
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- Wannuck Packing Co's Rivers Inlet Clipper Brand.
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Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.  
Cash security given if required, and satisfaction guaranteed.

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British Columbia

## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, July 12.  
VICTORIA.

Business for the past week has shown no improvement. The first part was fair, but toward the end trade fell off considerably owing to the excitement in regard to the smallpox scare.

The fruit importers have lost considerable on shipments lately received, in fact to such an extent that in some cases orders for future shipments have been cancelled, and in others greatly reduced. The druggists have been doing a rushing business in disinfectants, which will likely fall off, now that the authorities have got the disease under control.

## FRUITS AND VEGETABLES.

The following are the receipts of California fruit and vegetables from San Francisco, July 6:—For Victoria: 215 cs plums, 70 cs tomatoes, 112 bxs and drs cherries, 115 cs oranges, 439 cs peaches, 500 cs apricots, 138 cs pears, 213 bxs apples, 3 bxs pineapples, 21 cts bananas, 28 bxs cucumbers, 4 cs peppers, 103 sacks onions, 310 sacks potatoes; total, 2,291 packages. For Vancouver: 153 cs apricots, 230 cs peaches, 100 bxs apples, 94 cs plums, 68 cs pears, 28 bxs cherries, 24 cts bananas, 20 cs tomatoes, 3 cts cabbage, 1 ct cauliflower, 82 sacks onions, 1 cs peppers, 345 sacks potatoes; total, 1,093 packages. Grand total, 3,380 packages. The receipts by steamship Umatilla, July 11th, consisted of the following:—For Victoria: 78 cs oranges, 40 cts bananas, 150 bxs plums, 353 bxs cots, 171 bxs apples, 104 bxs pears, 60 bxs tomatoes, 175 bxs peaches, 6 bxs lemons, 6 bxs nectarines, 2 bxs grapes, 1 bx figs, 3 cts pineapples, 62 bxs cucumbers, 3 bxs peppers, 2 cts cabbage, 1 bx corn, 91 sacks onions, 250 sacks potatoes; 1,564 packages. For Vancouver: 5 bxs lemons, 85 bxs plums, 98 bxs apricots, 25 bxs tomatoes, 56 bxs apples, 29 bxs pears, 82 bxs peaches, 1 bx cucumbers, 12 cts bananas, 1 ct cauliflower, 12 sacks onions, 488 sacks potatoes; total, 894 packages. Grand total, 2,453 packages.

Apricots have dropped 25c a box. Peaches also have declined about 25c. Cucumbers are arriving in increased quantities and quoted at \$2.50 per box. Bartlett pears are now arriving, and in large boxes are quoted at \$2.50. California cherries are out of the market; they have been too ripe to ship by the last steamer. In oranges, Santa Barbara, Tahiti Seedlings are the best fruit on the market, and are quoted from \$4 to \$4.50 a box. Riverside seedlings being quoted from \$3 to \$3.50. There are no more navels or Mediterranean sweets.

Dealers report the fruit business dull. The demand has fallen off considerably during the past week and local importers are, in some cases, cancelling altogether, and others only ordering one-half their usual supply from San Francisco until the trade picks up again. Losses have been considerable to importers recently, on account of the lessened demand. Quotations are: Oranges—Santa Barbara, Tahiti seedlings, \$1 to \$1.50 per box; Riverside seedlings, \$3 to \$3.50; California lemons, \$5.50; Sicily lemons, \$7; bananas, \$3.50 to

\$3.75; cabbage, 2c per lb.; new potatoes, 1½c to 1½c per lb.; red California onions, 1½c per lb.; California silverskins, 1½c; pineapples, \$5 a doz.; coconuts, 90c a doz.; apricots, \$1.00 to \$1.25; plums, \$1.25 to \$1.35; peaches, \$1.35 to \$1.37½; pears, \$1.35 to \$1.50; do. Bartlett's, \$2.50; Red Astrakhan apples, \$2; tomatoes, \$1.37½ to \$1.75; grapes, \$2.50; cucumbers, \$1.50 per box.

## FLOUR AND FEED.

Trade is reported light, and all lines are steady at quotations, which are unchanged.

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

Delta, Victoria mills.....	\$ 25 @ 0 00
Lion, " " .....	5 25 @ 0 00
Premier, Enderby mills.....	5 75 @ 0 00
XXX., " " .....	5 55 @ 0 00
XX., " " .....	5 25 @ 5 50
Superfine, " " .....	4 25 @ 4 50
Ogilvie's Hungarian.....	5 85 @ 0 00
" Strong Bakers.....	5 60 @ 0 00
H. B. C. Fort Garry Hungarian .	5 85 @ 0 00
Benton County, Oregon.....	5 50 @ 0 00
Snowflake.....	5 75 @ 0 00
Portland Roller.....	5 50 @ 0 00
Royal.....	5 35 @ 0 00
Wheat, per ton.....	35 00 @ 40 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	35 00 @ 00 00
Chop feed.....	30 00 @ 00 00
Shorts.....	28 00 @ 30 00
Bran.....	25 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	30 0 @ 0 00
California oatmeal.....	4 35 @ 0 00
California rolled oats.....	3 85 @ 4 00
Corameal.....	2 75 @ 3 00
Cracked corn.....	45 00 @ 50 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 25 @ 0 00

## RICE.

The Victoria Rice Mills quote wholesale:

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

## GROCERIES AND PROVISIONS.

There were only 3 cases of California butter, amounting to 335 lbs., on the last two steamers from San Francisco, and the supply from that quarter can be said to have completely fallen off. Eastern creamery and Manitoba dairy are both coming forward freely. Creamery is held firm at quotations. The demand for Manitoba dairy is only for the choice makes, which sell at 19 @ 20c per lb. The inferior grades are sold as low as 10c, as there is no call for them. Quotations are: Manitoba creamery, 20½c; Manitoba dairy, 19c to 20c; Canadian cheese, 1½c; new California cheese, 16c; eggs, 15c.

The best quality of Canadian meats are quoted by local jobbers: Hams, 15c; breakfast bacon, 15½c; long roll, 13½c; short roll, 13c; backs, 14½c; pure lard, 50 lbs, 13½c and 20 lbs, 13½c. The prices of ordinary Canadian meats are unchanged.

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

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

## SALMON.

The run of sockeye salmon has commenced on the Fraser River, but it is reported as being very light, with only a few boats out from each cannery. The run this season is expected to be light, being the off year, and canners may find it difficult to put up sufficient fish to supply orders already contracted for. Reports have been received from the northern rivers, and fishing is reported as being as good as last year. Fish are not so very plentiful in the Skeena, but are numerous near the mouth of the river, and the canners are satisfied with the season's prospects. McLellan's cannery has put 2,500 cases, Standard 2,500 cases, Skeena Packing Co. 2,000 cases. The canneries on the Skeena averaged 2,000 cases when last heard from. On July 9th the Barbara Boscowitz brought down the first of the season's pack, consisting of 2,100 cases, from the British-American and North Pacific canneries of the of the Anglo-British Columbia Packing Co. on the Skeena River.

## LUMBER.

Ship owners are holding for higher freight rates for Australian ports, but shippers do not seem willing to accede to their demands. Since last week the Hindostan, 1,543 tons, has arrived at Moodyville to load for Valparaiso on owner's account. The Palawan sailed for Iquique and the Leonor for Valparaiso on July 8th. The Colorado, now on the way from San Francisco, will probably load a cargo for South America. The Zebina Gowdy, 1,087 tons, has been chartered to load at Vancouver. There are three vessels, aggregating 2,088 tons, loading at British Columbia ports, all for Valparaiso. Quotations are as follows for cargo lots for foreign shipment being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

The Victoria Lumber Exchange quotes the following schedule of prices net at yard:

Rough merchantable lumber, per M.....	\$12 00
Double dressed and edged, per M.....	22 50
Single " " " .....	20 00
No. 1 tongue and groove flooring, 1 x 4.....	22 50
Rough deck plank.....	14 00
Laths, per M.....	2 25
Shingles, common, per M.....	2 25

Eight per cent on all accounts over 30 days standing.

The Empress of India sailed from Hong Kong July 9 and is due here July 30.

J. M. McLeod, etc., tobacconist and cigars, Victoria, has been closed by creditors.

Marshall Wilder Waitt, of M. W. Waitt & Co., booksellers, stationers, and music store, is dead.

Alex. M. Leitch, late of J. Earsman & Co., has opened in Victoria as manufacturers' agent and commission merchant, representing the McAlpine Tobacco Co., Toronto; Stanley & Bailey, wholesale grocers, Toronto; Niagara District Fruit Preserving Co., of St. Catharines, Ont.

# IMPORTS AND EXPORTS.

## IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of June, 1892:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids .....		\$ 356	\$ 210 44
Agricultural imple- ments .....		507	191 10
Ale, beer & port wls	8,665	3,435	1,523 52
Animals .....		5,931	1,718 10
Books, pamph's, etc.		1,585	375 83
Brass & manuf's of		1,733	507 70
Breadstuffs, etc, viz			
Grain, of all kinds			
bush	620	650	88 60
Flour, brls.....	602	2,407	451 13
Meal, ".....	153	552	87 35
Rice and all other breadstuffs.....		8,212	2,012 15
Candies, lbs.....	490	113	28 25
Chicory, lbs.....			
Coal and coke, tons			
Coffee, from U.S. lbs	7,413	1,487	183 47
Copper and m's of		281	86 05
Cordage all kinds...		483	104 01
Cotton, manuf's of		5,902	1,806 91
Drugs and medicines		34,402	12,712 79
Earthen, stone and China ware.....		561	190 30
Fancy goods.....		1,006	316 05
Fish.....		2,135	526 26
Fruit, dried.....		1,620	423 43
Green.....		8,040	1,416 39
Furs.....		33	8 25
Glass, glassware.....		821	251 60
Gunpdr, exp snb's		644	225 40
Hats, caps, bonnets		795	238 50
Hops, lbs.....	821	187	49 26
Iron and steel m's of		24,940	7,730 74
Jewelry and watches and m's of gold and silver.....		225	60 70
Lead and manuf's of		3,086	472 07
Leather and m's of		1,720	420 93
Marble and stone and manuf's of...		156	39 45
Malt, bush.....	2,406	1,916	360 90
Metals, composition and m's of.....		254	134 32
Musical instruments		406	179 05
Oils, coal and kero- sene, gla.....	10,616	2,429	764 40
All other, gals.....	7,061	3,118	825 10
Paints and colors,		169	49 50
Paper and m's of...		963	387 02
Perfumery.....		70	21 00
Provisions, Bacon hams, etc., Salt, not from Great Britain or British possessions, or for fisheries, lbs.....	64,000	271	20 00
Scods.....		190	28 85
Silk, manuf's of....		3,723	1,115 20
Soap of all kinds...		640	217 51
Spices of all kinds..		12	2 45
Starch, lbs.....	7,837	212	157 94
Spirits, Of all kinds, gals..	3,801	0,390	8,068 06
Wine, other than Sparkling, gals...	3,539	3,140	2,441 93

ARTICLES.	QUAN.	VALUE.	DUTY.
Winos'p'kling doz	257	2,250	1,146 30
Sugar above No 14 lbs	5,380	287	43 10
Notab'v No 14 lbs			
Sugar syrups, cane Juice, etc., lbs.....	25,321	873	379 82
Molasses.....			
Tea, from U.S. lbs...	2,214	584	58 40
Tobacco and cigars..	3,061	2,791	2,950 41
Wood and m'n's of		2,013	533 65
Woolen m'n's.....		9,540	3,304 48
All other dutiable articles.....		32,445	8,828 37
Total dutiable goods		\$198,594	\$69,806 14
Free goods, all other		26,823	
Grand total.....		\$225,417	\$79,806 14

## EXPORTS

From the port of Victoria, for the month of June, 1892—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal.....	492	2,460
Gold dust, nuggets, etc.....		17,716
THE FISHERIES.		
Furs or skins of creatures living in the water.....		8,350
THE FOREST.		
Lumber—planks, boards & Joists.....		736
ANIMALS AND THEIR PRODUCE.		
Horses.....	4	660
Cheese.....	500	85
Other articles.....		58,392
AGRICULTURAL PRODUCTS.		
Other articles.....		133
MANUFACTURES.		
Spirits..... gals	109	303
Sewing Machines.....	1	15
Wood—m's of all kinds..		600
Other articles.....		770
Miscellaneous articles...		895
Grand total.....		\$ 91,115
Goods, not the product of Canada, for the month of June, 1892:		
ANIMALS AND THEIR PRODUCE—		
Horses.....	1	150
MANUFACTURES—		
Iron—pig and scrap, cast- ings, hardware, &c.....		623
Spirits..... gals	6	20
Sewing machines.....	6	185
Wood m's of all kinds....		1,110
Other articles.....		1,951
Miscellaneous articles....		690
Coin—gold.....		5,070
—silver.....		10,721
Grand total.....		\$ 20,410
Total exports of all kinds.....		\$111,525

## EXPORTS TO THE UNITED STATES.

The following are the exports from Vancouver Island to the United States, for the fiscal year ending June 30, as reported by U. S. Consul Myers:

Animals.....	\$ 6,217 00
Baking powder.....	726 70
Blankets.....	79 25
Columbian exhibition exhibits.....	602 50
Coal.....	1,952,222 75
Coffee.....	122 80
Dry Goods.....	1,046 10
Fertilizers.....	84 00
Fish.....	33 80
Gold.....	340,818 42
Hides, furs and skins.....	308,466 08
Junk.....	108 00
Liquors.....	6,147 04
Lumber.....	5,829 40
Merchandise.....	2,977 85
Miscellaneous.....	829 34
Nursery stock.....	57 28
Oat bran.....	551 75
Returned goods.....	53,118 85
Rice.....	10,408 24
Stone.....	33 50
Seeds.....	110 84
Silver ore.....	3,988 00
Sugar cane.....	25 00
Tobacco.....	226 00
Tea.....	1,285 00
Total.....	\$2,698,099 60

Last year the consul's report showed the

value of the exports for 1890-91 to be \$3,169,831.85. The decrease was caused by the division of the consular district, the Mainland now being separate from the Island, and also on account of personal effects being left off the list. The exports from the Island alone are an increase over the previous year.

During the past quarter 155 vessels entered from American ports and 155 departed for the States. The tonnage of the arrivals was 166,850.

## FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending July 9:—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
3—	Haytion Republic, str, Portland..	113
4—	Collis, str, Port Townsend.....	42
4—	Mogul, str, Port Townsend.....	37
5—	Tacoma, str, Port Townsend.....	49
7—	Romulus, str, San Francisco.....	4,255
7—	Wilmington, str, Portland Or....	138
7—	Mogul, str, Port Townsend.....	20
Total.....		4,642

## INLAND REVENUE AND CUSTOMS.

### (OFFICIAL REPORT.)

#### INLAND REVENUE RETURNS

Victoria Division—Comprising all of Vancouver Island:

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

INLAND REVENUE.	
Spirits.....	\$ 6,625 22
Malt.....	3,953 06
Tobacco.....	1,967 38
Cigars.....	977 85
Petroleum inspection.....	189 80
Rent of Government Land.....	50 00
Total.....	\$13,643 33

### WAREHOUSED, EX-WAREHOUSED.

Spirits....	4,345.92	p. gals	4,350.16
Malt.....	189,654	lbs	197,654
Tobacco...	7,600	lbs	7,899 1/2
Raw.....	1,111	lbs	1,111
Cigars.....	27,500		24,250
Spirits exported.....			96.75 pt gals
Manufactured Tobaccos.....			50 lbs
Beer.....			1,188 gals

Remaining in warehouse:  
Spirits..... 10,826.50 p. gals  
Malt..... 2,000 lbs  
Tobacco..... 2,434 1/2  
Cigars..... 128,150

The gross revenue at the customs house for the official year ending June 30th was \$1,033,091.13, as against \$967,675.14 for the previous year. The following are the monthly returns:

July.....	\$ 79,157 51
August.....	73,775 00
September.....	104,557 73
October.....	104,268 63
November.....	84,583 09
December.....	84,748 89
January.....	65,249 27
February.....	71,809 22
March.....	92,073 40
April.....	97,614 80
May.....	98,421 21
June.....	90,628 79
Total.....	\$1,033,091 13

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

### INLAND REVENUE RETURNS.

The statement of Inland Revenue returns at the port of Vancouver for June shows the following:

Spirits.....	\$ 4,607 54
Tobacco.....	1,673 75
Cigars.....	682 40
Malt.....	890 00
Petroleum inspection.....	16 00
Other receipts.....	25 00
Total.....	\$7,965 29

### (NON-OFFICIAL.)

#### NEW WESTMINSTER.

The customs collections at the port of New Westminster for the year ended June 30th were:

Duty collected.....	\$155,553 39
Other revenues.....	2,058 04
Total collections.....	\$157,611 43

The following are the Nanaimo customs returns for June, 1892:

Duty.....	\$4,221 90
Sick Mariners' Dues.....	164 36
Copyright.....	12 25
Oil inspection.....	35 00
Miscellaneous.....	39 50
Total.....	\$4,473 01

Customs returns for the fiscal year ending June 30th:

Duty.....	\$71,539 55
Sick Mariners' Dues.....	3,425 10
Oil inspection.....	418 50
Copyright.....	69 00
Blanks.....	14 00
Steamboat inspection.....	40 00
Warehouse Fees.....	40 00
Refund.....	15 25
Chinese Revenue.....	13 00
Seizures.....	64 62
Sale of unclaimed goods.....	5 10
Total.....	\$75,645 12

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**COMMERCIAL SUMMARY.**

The financial situation in Italy is said to have greatly improved.

The London price of bar silver is 40½d per ounce; the New York price of bar silver is 87½c.

Reports from points in Ontario state that recent rains have inflicted much damage on the crops.

The directors of the New Vancouver Coal Company have declared a dividend for the year at the rate of 4 per cent.

Ex Mayor McDougall, the City Assessor and Board of Trade of Ottawa favor Henry George's theory of taxation of realty.

During the past three months Messrs. Pickford & Black, of Halifax, have carried over 12,000 barrels of Canadian flour to the West Indies.

In the Dominion House of Commons, Mr. McLean's proposal to limit railway fares to 2 cents per mile was rejected by a vote of 123 to 20.

The Chicago *Lumber Trade Journal* quotes redwood as follows:—Clear boards, 1 and 2 inches, dressed one side, \$45 to \$50; shingles, dimension, square butt, \$4.00; fancy butt, \$4.00.

The Egan Company of Cincinnati have made application for 20,000 square feet of floor surface in Machinery Hall at the World's Fair, to display forty different wood-working machines of their construction and invention.

A new departure in lumbering is being made by Graham, Horne & Co., of Port Arthur. The tug Hebard arrived recently from the south shore towing a large raft of saw logs, which were taken out in Wisconsin to be sawn for the North-west trade.

From the *Commercial Enquirer*: "Reciprocity is getting in its good work in fine shape. Its effects with Cuba are noticeable in the recent enormous exports of flour from this country, amounting to 770,000 barrels in the last three months. Exports of provisions and of lumber have also largely increased. No wonder Blaine is popular."

The scarcity of glass fruit jars has become a fact, as all the green glass factories go out of blast July 1st to Sept. 1st. The low price of sugar this year has increased the demand for jars early, as the scarcity of fruit jars last year has not been forgotten. The crop of berries and cherries is provided for, but the larger fruits and tomatoes will require more than present supply of jars will accommodate.

A new means has been found in shutting off an electrical current without injury to the dynamo when wires happen to get crossed or there is overheating from any cause. The essential parts of the apparatus are four needles, so arranged that when the voltage in the wire is increased above the limit from any cause, one of the needles will emit sparks and so burn through a fine thread. This thread is connected with springs which shut off the current when the tension is broken.

It is proposed to renew the \$1 per 100 pounds bounty on beet root sugar for two years.

Mr. John Scandrett, wholesale and retail grocer, of London, Ont., is dead from heart disease.

Contracts have already been let for new buildings in Winnipeg to the value of over half a million of dollars.

The New York Central Railroad Company has declared the usual quarterly dividend of 1½ per cent.

The eastern coal agents met in New York recently and made the following advances:—Broken, 15c; egg, 35c; stove, 30c; nut, 35c.

The price of stock of the Bank of Ireland is daily dropping under the influence of the reports concerning home rule in Ireland. A month ago, the stock was quoted at 325. Now the quotation is 315.

The profits of last year's business of the Hudson's Bay Co. are not quite up to those of the previous year. The same dividend has been declared—2½ per cent. per share—but only £17,763 was carried forward, as against £23,800 the previous year.

The Canadian Pacific Railway Company are preparing to construct another branch line from Vancouver to Lulu Island which will be used ultimately as an extension of the main line and will take the place of the present branch to New Westminster.

The latest peerage conferred by the Queen is well deserved—the elevation of Sir Evelyn Baring, the representative and administrator of British power in Egypt, to the House of Lords as Baron Cromer, of Cromer, in the county of Norfolk. It is a well deserved honor to an Englishman who has immensely helped on the wonderful achievements of British genius in the land of the Pharaohs.

A sample of the small causes from which big strikes spring has been illustrated at Hull, England. Some 500 laborers employed by the Earles Shipbuilding Company left their work for the reason that two of their number had ceased connection with the Hull branch of the National Labor Federation whilst their subscriptions were in arrear, and joined the Gasworkers' Union. Work, which is plentiful in the Earles Shipbuilding Yard, is consequently dislocated.

The report of the fire patrol committee of the New York Board of Fire Underwriters shows the discouraging rate at which the city business of fire underwriting was conducted in 1891. It appears that the total amount of premiums received in that year was \$7,088,023, whilst the losses sustained by the insuring companies amounted to \$6,524,772, leaving the meagre balance of \$563,311 for expenses of management, dividends to stockholders, etc. These figures furnish practical evidence of the necessity of both advanced rates and improved conditions. The report also states that the fires and alarms reported by the fire department numbered 4,100, that the patrol attended 2,540, and that it spread in those attendances 10,563 covers.

## IS WORTH A TRIAL.

As an incentive towards encouraging the cash system of doing business, would it not be well to give cash customers a small per cent. of reduction on goods purchased? To us it appears that the adoption of such a course would in all likelihood bring to the storekeeper who lives up to the discount-for-cash plan a class of trade which is at all times desirable. There's no reason why those who pay for their goods as they buy them should be expected to pay more for them than do those who pay weekly or monthly. Such, however, is the case at the present day. There is not a grocer who issues pass-books to customers who would not willingly make a reduction of from two to five per cent. if the entire amount due as per such cash books were settled up at once.

Thus we see that the retailers offer an inducement to trade on credit, whereas the reverse ought to be their aim. In cash transactions the dealer has the money of the cash customer to use in buying goods and paying cash for them, and thereby saves a discount which means profit to him, and also makes him a desirable customer among the jobbing trade, which enables him very frequently to obtain "inside" prices, while with his credit customers he must wait weeks and sometimes months before he receives his money. If no difference is made between the two classes of customers, the cash customer, knowing that fact, will be justified in demanding credit and using his money in some way so as to make it bring some interest to him.

Take it, for instance, where a customer has been paying cash for his groceries, and his payments amount to about \$35 per month, but finding that there is no advantage in paying cash, he resolves to put his money in the bank and pays his grocery bill every three months, would he not be benefited by the change? He certainly would. And yet there are many grocers who would be very glad to have such a customer where he could count on getting his money at a certain stated period, and furthermore would give a premium in the shape of candy or nuts for children, whenever the account was settled.

Many people would manage to pay cash for everything did they but know that a saving was made by so doing. Did the credit customer fully understand that a pass-book meant one or two cents upon everything purchased, we are inclined to believe that the credit customer would do all in his power to soon get down to a strict cash basis of doing business. But they don't understand anything of that kind. They know that they are charged the same price as the customer who pays cash, and in this case, where is the incentive to change their mode of doing business. This is a question which should receive the consideration of the retail trade, and in our opinion, the adoption of this system is well worth a trial, and would be a step nearer to cash business.—*Retail Grocers' Journal.*

## A POLICY OF CHANCE.

Credit is like fire; it is a good servant but a bad master. When it is well bestowed, it is doubly benificent—like

mercy, that in the phrase of Shakespeare "blesses both him who gives and him who takes." It has also the same twofold power to destroy, and oftener does wreck both dispenser and receiver than it prospers them. Those who mete it out take risks between these two chances in probably nine cases out of ten, having moral certainty of getting full payment in the other one chance. They get full pay of course in more than one-tenth of the number of cases, but that fact does not diminish the risk they ventured on.

The risk is not solely in the admitting of a man to credit privileges. At that stage, the giving of credit is a matter of choice with the trader. But it becomes a matter of necessity very often in later stages of the trader's dealings with a customer who has been allowed to get on a time footing. You may be a wholesaler or retailer. You have mistaken a buyer's honesty, business ability or financial standing, or you have been too eager to make a customer of him, and you let him into you for a good sized account. He pays you a small sum and wants more goods. You are uneasy about the debt he owes you, and dread giving him offence by refusing further credit, as by doing so you will estrange his trade and, put it out of his mind ever to pay you at all. You let him in a little further. If he comes along with a margin, and has something of the manner of being conscious that he has "got you," you'll venture a little further. You finally get to a stage, if you are a wholesaler, when you desire to sell him all the goods he buys, and for fear of his going to some other wholesaler, you rather press him to buy, hoping, in the extremity of your distress, that when he comes to a state of bankruptcy there may be nobody to divide up his assets with, and that you may get them all. Not infrequently, as has been hinted above, the debtor sees his advantage and shows a little impudence, being disposed to swagger on the strength of his dishonesty as the physical bully is on the supposed strength of his muscle. Many a trader knows that when he has come to a certain pass in credit giving, he has to go on or lose all he has ventured. He plays a desperate game after that and commonly loses. When a man cannot keep up, he had better be dropped with all that he has been able to secure of his creditor's substance, if there is no means of recovering it.

In such cases, continued credit giving is exactly analogous to stock gambling. You pay your ten per cent. on a venture in wheat, corn or pork; the market goes down, but you believe it will recover, and not wishing to lose what you have in you continue paying. You get after a while to a point where you have to stop, and your name goes to swell the long list of victims who started out in the flush of their conceit in their own cleverness. Progressive credit-giving is gambling. It can be depended on to come out right in about as many cases as gambling can. A sure loss is better than an uncertain gain of much larger size.—*Hardware.*

As a result of the first year's operations the Ottawa electric railway has paid a dividend of 7 per cent.

## THE CROPS FOR 1892.

It is gratifying to be able to announce that reports received from nearly all sections of the country this week promise good average crops, and in some parts of Ontario the yield, judging from present prospects, will be even larger than last year. The recent heavy and continued rainstorms have not occasioned as much damage as was anticipated, and the root crop was not injured to any great extent. The hay harvest will be abundant, and in some sections farmers have commenced cutting. Some of the wheat has a sappy and rank appearance, but rust or rot is not feared unless wet weather continues. Barley and peas have also suffered to some extent in low places, but on the whole there is no cause for alarm. Fruit of all kinds, with the possible exception of peaches and grapes—the last named being thinner and less plentiful than the past few years—will be above the average crop.—*Toronto Merchant.*

## OVERZEALOUS ENDEAVORS

As an illustration of the inflexible business methods of the Rothschilds, Mr. James Payn, the eminent English novelist and journalist, relates the following: Several years ago, the Rothschilds held a large quantity of cotton in New Orleans, which they instructed their agent in that city to sell when cotton should reach a certain figure. The agent, believing that the price of cotton would go beyond the figure named by his employers, held on till he was able to sell it a price which netted \$40,000 more than he would have received for it if he had obeyed his orders from London. He joyfully informed his employers of his success, supposing they would share his satisfaction at the result. Imagine his surprise and chagrin, when he received a reply, saying in substance, "The \$40,000 you made by disobeying your instructions is not ours. It is yours. Take it. Your successor starts for New Orleans to-day."

## THE COAL SUPPLY.

The United States is using coal, it appears, at the rate of about 150,000,000 tons a year, and with an annual increase which will carry it up to 200,000,000 tons a year at the beginning of the next century. The question has been raised, what will become of the coal, or rather, what will become of the country without coal, in the course of the twentieth century, supposing the ratio of increase in consumption to continue unchecked?

It has been calculated that the annual requirement a hundred years hence, under the conditions named, will be in the neighborhood of four thousand millions of tons, or about eight times as much as the entire yearly production of the world at the present time. This is a formidable prospect, truly; but if we indulge in looking forward too far, whether as regards the coal supply or any other requisite of civilized life, we are pretty sure to run into a difficulty of this kind. The twentieth century will have to paddle its own canoe; and if it is as bright and smart as the nineteenth century has been, it may be trusted to meet all its liabilities promptly at maturity.—*Canadian Trade Review.*



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VICTORIA, TUESDAY, JULY 12., 1892.

## B. C. BOARD OF TRADE.

This important institution, not alone in its local character as a Victorian and Provincial association, but in its function as one a representative body of the trade of Canada, has just held its annual meeting. On that occasion, its report was presented and its officers for the current year elected. They are Messrs. T. B. Hall, president; A. C. Flumerfelt, vice-president; and F. Elworthy, secretary, all re-elected, with the following council and board of arbitration: Messrs. A. B. Gray, F. H. Worlock, D. R. Ker, H. F. Heisterman, Col. Prior, C. E. Renouf, W. H. Ellis, G. Byrnes, D. W. Higgins, W. F. Bullen, E. A. McQuade and H. Croft.

The thirteenth annual report noted among other matters, with expressions of regret, the deaths of Messrs. A. A. Green, George Morrison, Edgar Marvin and J. C. Bales, former members, and then proceeded to speak of the important improvements that had been made at the outer wharf by private enterprise, of which, however, the Canadian Pacific Railway steamships did not appear inclined to avail themselves. The extent of these will be appreciated when it is stated that the approaches to and alongside of the wharves have been dredged to an uniform depth, at low tide, of about thirty feet, which during the springs is increased by from eight to ten feet, and during the neaps, from four to eight feet. The approach to the wharves is being widened by the Dominion Government. The new wharf is about 1,200 feet long, and, when completed, there will be facilities for docking from eight to ten ocean ships. Improvements at the inner harbor continue, vessels having a draught of water of 14 feet can enter at lowest tides, the docking accommodation being about equal to requirements.

After a mention of the three lines of oriental steamships visiting Victoria—one of them, the Upton, having withdrawn from the trade since the report was draughted—it is cogently observed that the fast increasing trade with the Orient calls for strict attention to the quarantine rules and regulations, and the urgency of placing the quarantine station at Albert Head, near Victoria, in a more efficient state than at present, should be brought prominently before the Dominion Government. This, the cities of Vancouver, New Westminster and Victoria have experienced, not alone to their sorrow, but to their serious loss, smallpox having been introduced by the C. P. R. steamships through the medium of goods brought out by them and in the persons of some who

have travelled by them. How, no matter the facilities at his disposal or the laxness of the regulations by which he was governed, a duly qualified medical man, acting in the capacity of quarantine officer, should have allowed a vessel infected with smallpox to leave his hands or its passengers to have distributed themselves in the country after such slight detention, surpasses comprehension. It may possibly be that familiarity has bred contempt; but that laxity is even a greater offence than ignorance would have been. The vessel should have been quarantined for 14 days. It is sufficient that smallpox passed inspection at Albert Head, and those who have been visited with the scourge, either in their persons or in their business, want to know the reason why and call upon the Ottawa authorities to investigate and remedy the evil for which their apathy and ignorance of anything relating to British Columbia is largely responsible. During the American civil war, it was proposed by a miscreant to decimate an opposing army and the section of the community which it represented by the distribution of clothing infected with yellow fever. Here the Dominion Government have caused or allowed to be distributed among an unprotected section of the population men and material known to have been charged with elements of the most destructive and fatal character.

The wreck of the San Pedro referred to in the report still remains a monument of the Dominion Government's neglect in buoying and beaconing B. C. waters, the steamer Quadra furnishing another victim. A whole chapter of required "aids to navigation" is given in the report. How many times will they need to be enumerated before they are supplied?

The burden of a considerable part of the report is complaint of neglect on the part of the powers that be. There is no provision for crews shipwrecked in our waters. The Ottawa Government ought to do something to improve our system of telegraphs. The Postmaster-General has not dealt with our Northern mail service in a manner commensurate with the growth of the industries at the points concerned. The Marine Department made a serious mistake, to use no harsher term, in ignoring the protest of the Cannery Association against the appointment of Mr. Wilmot as a salmon fishery commissioner. The Commission was most "unsatisfactory and failed in the accomplishment of its object, chiefly through the action of Mr. Wilmot, with the support of Mr. Armstrong. So far as known the result of the Commission has been to impose the further hardship upon the struggling salmon industry of extending the week close season from 6 a.m. Saturday to 6 a.m. Monday; increasing the expense in disposing of the offal, limiting the number of boats to the canneries, and increasing the license fee to Northern canneries to \$20, making it the same as on the Fraser River."

Moreover, the "action of the Imperial Government in renewing, with the endorsement of the Dominion authorities, the *modus vivendi* this year, after the majority of the schooners had cleared for the Behring's Sea, is another instance of the

indifference shown by those in authority to this growing industry. The effect, it may be remarked, upon the majority of the owners will be more severe by following so closely the heavy losses sustained last year, which have not yet been recompensed." Again, "the action of the Federal Government in disregarding the almost unanimous desire of the people to open up other railway communications with the South for the expansion of trade in its natural channels can hardly be too severely criticized, because, as the capabilities of the province become better and more widely known, its attractions to capitalists seeking legitimate investments increase, and the material interests of the country are thereby advanced."

There are a number of well-grounded grievances which are laid at the door of the Federal authorities, and which, it is to be supposed, will continue to be ignored in the same way as have been the constant demands for more adequate remuneration of some of the public servants of the province as well as for much-needed public works and buildings, which upon the score of revenue alone are much more deserved than are those which have been so lavishly bestowed upon some of the one-horse towns of Ontario, Quebec and the Maritime Provinces. The strength of Victoria's position—not to mention the claims of certain other portions of the province—to further consideration is amply shown in the following extract from the report:—"The incoming Council are recommended to press upon the Dominion Government the just claims of Victoria to better custom house and post office accommodation, and we regret to record continued neglect by the Federal authorities in this connection. The custom house was built in the year 1875, when the business of the port amounted to \$390,441.12, against \$1,033,601.13 for the past twelve months. The post office was completed and occupied in 1874, the gross revenue for that year being under \$8,000.00; for the year ending 30th ultimo the receipts were about \$45,000."

On the other hand, there is considerable satisfaction to be found in the substantial progress which has, in many respects, been made despite these drawbacks. The customs returns have materially exceeded those of the previous year, which were the most favorable on record. "The outlook for continued prosperity within the province is encouraging, especially in the Kootenay mining districts; but although some years must elapse before the mines can be fully developed, the marvelous wealth of the country is already assured. The preliminary survey of the Canada Western Railway is a matter worthy of notice; if the project is carried out, this line will open up vast tracts of rich grazing, agricultural and mining lands, which are at present inaccessible." Albeit the slackness of the California coal trade and the collapse of the South American lumber business have had effects the reverse of beneficial. The inaccuracies in the census returns are held to be inexcusable; but the government has declined to revise those returns, the latest official announcement from the capital being that the decennial census of ten years ago was not correct and that the present is absolutely

accurate. The Board congratulates itself upon its own marked prosperity during the year, the increasing interest manifested by its membership and the progress made with the new Board of Trade building scheme. We are well pleased that the Board whose official membership is principally composed of supporters of the Canadian Government, should have spoken so plainly against the sins of omission and commission of the powers that be, and we should, indeed, be glad to believe that its protests would be effectual, but we all know—no matter its party complexion—what slight attention it is their custom to pay to the outlying and less numerously represented provinces. British Columbia Members of Parliament, it would seem, can do no good at all unless, to use the historical remark of the late Hon. Chief Justice Wood of Manitoba, they belong to "the raise hell party."

#### EASTERN CAPITAL.

Mr. R. Macaulay, the able president and general manager of the well known Sun Insurance Company of Montreal, is at present in this province. His object has been two-fold. In the first place, he started out on a pleasure trip to the Pacific coast, and, in the second, he is availing himself of the opportunity thus afforded to satisfy himself as to the B. C. field for the further investment of the surplus funds of his company. We say "further investment" for the Sun has already considerable amounts out at interest in this province, and contemplates, should the inducements prove to be sufficient, to send here additional sums.

The Sun Company, which is a purely Canadian association, believes in big buildings as is evidenced by the handsome offices which it has erected in Montreal and elsewhere, and also believes in big dividends which it earns as well by the profits on its well administered business as by the large and judicious investments and loans which it makes among its customers. Not so long since, it completed and took possession of a solid and beautiful building in Montreal. It is confidently expected that within a very few years the entire building will be required by the company as a home for the transaction exclusively of its own business, and in that light is a good investment. In the meantime, such portions as are not so required are yielding, it is said, a very satisfactory rental. Under Mr. Macaulay's management, the Sun Company which started out in the first place with a good name has sought and found business the world over, while its management has been such as to commend it to the most experienced, enterprising as well as conservative business men.

Mr. Macaulay spent several days in Victoria, with which he is most favorably impressed, and is now on the mainland en route for home. He is reported to have said in an interview that his "company has been doing an extensive business in British Columbia for some years, but it has been chiefly on the mainland, though we have had investments in Victoria for some time." He says he has no doubt that a large amount of comparatively cheap money will very shortly be brought to the

coast. To use his own words: "I may say I have had a talk since coming here with gentlemen who, like myself, represent a company desirous of making large investments in places where they can feel assured of a future business prosperity sufficient to warrant it. He, like myself, has been very favorably impressed with the advantages offered by Victoria, and will so advise his company."

#### SMALLPOX SCARE.

"Mossbackism" in Victoria well nigh had a disastrous triumph in connection with the outbreak of smallpox. That element endeavored to cover up and hide everything relating to its existence in this community. The Mayor is reported to have pleaded that he had no funds at his disposal with which to deal with the crisis, and so he folded his hands and with heroic fortitude murmured—"It is fate!" The city Health Officer, with neither official nor financial backing, was powerless; and but for the action of the Premier it is possible that our people would have found themselves hopelessly and helplessly at the mercy of what would most certainly have proved to be a most serious epidemic. Rumor and outside report have for some time been saying that there was a serious outbreak of the malady, but those who should have heard were deaf, and it remained for the Premier and the medical men with whom he consulted to take action that had been far too long delayed. The mortality has, it is true, so far been very light; but it is only just now that the persons affected are arriving at the period of crisis, and what with some is not only the contagious but the fatal stage.

As was said in these columns some weeks ago, we must rely on vaccination, isolation and careful nursing, and the sooner people wake up to this the better. The number of cases is yet small, but what it may be it is impossible to imagine. If each citizen will do what in his or her lies to carry out sanitary and those other precautions that common sense suggests, there need not be over-alarm, which in itself, in times of epidemic, is a predisposing cause to contagion. The temporary hospital which has been placed at the disposal of the authorities by the foresight and public spirit of Mr. Joshua Davies and his colleagues on the Board of Management is certain to prove to be of the greatest utility, and they, with the Premier and those who have so heartily co-operated with him, are deserving of the general thanks.

#### CHINESE RESTRICTION.

During the last days of the Parliamentary session, the Bill to regulate Chinese immigration and emigration under the certificate system has undergone more or less modification, and, to all appearances, improvement, though the new Bill which was proposed, with numerous suggested additions, has been reserved for the present. The amendments to the present act will, it is expected, be the means of more effectively restricting the arrival among us of a class that, to say the least of it, is not at all desirable.

#### CROWN SOLICITOR APPOINTED.

Under the Act of last session, the Provincial Government have made the appointment of a Crown Solicitor in the person of Mr. Gordon Hunter, a graduate of the University of Toronto and a member of the Bars of both Ontario and British Columbia. For some time Mr. Hunter has had charge of the Law Library of Victoria, and had also in preparation a legal digest as affecting British Columbia cases. He is possessed of an eminently legal mind, is well up in jurisprudence, is a sound consulting lawyer, and as an advocate is possessed of considerable forensic force, unburdened with that so-called "eloquent-gas" that is so wearying to the Bench and to jurors alike. Not only is he, as has been before said, a lawyer, but he has a keen sense of what is known as equity, and, though he is certain to do his utmost to convict the guilty, his zeal is by no means likely to lead him to endeavor to secure the conviction of the innocent for the mere sake of making a record. We regard the appointment as an admirable one, upon which the Premier and Attorney-General is to be congratulated. There may be some who will say, wait and see what Mr. Hunter does. We are content to wait for the general endorsement of these remarks by practical experience.

#### BUSINESS CHANGES.

Mills & Reosbeck have opened a hotel at Nelson.

Bowen & Jones are opening a soap factory at Nanaimo.

Carter & Tolmie, brewers, Victoria, contemplate dissolution.

J. H. Simpson, merchant tailor, Victoria, has sold out to J. C. Leask.

H. P. Johnson & Co., teas and Indian goods, Victoria, have assigned.

Rosenthal & Co., confectioners and cafe, Victoria, have gone out of business.

The East Wellington Hotel is offered for sale by the trustees of the Peck estate.

Fitzpatrick & Mackie, plumbers, Victoria, have dissolved; J. Fitzpatrick continues.

The stock and book debts of A. D. & E. F. Campbell, Sardis, are offered for sale by tender.

Hill & Northgate, general store, Northfield—business offered for sale by mortgagees.

A. Hasenfratz & Co., Lansdowne brewery, Nanaimo, have dissolved, Leo Bernard withdrawing.

Hamlin, Bouchier & Co., brokers, Victoria, have dissolved. Francis Bouchier will continue alone.

James Kirkwood, formerly a commission merchant in Winnipeg, contemplates opening a grocery business in Victoria.

F. J. Hall has purchased Thos. Percy's interest in the business of Percy & Renouf, grocers, Victoria, under the name of Hall & Renouf.

John Earsman and Alex. M. Leitch, trading under the firm name of John Earsman & Co., Victoria, commission merchants, have dissolved partnership; A. M. Leitch retires.

### POLITE ATTENTION BEHIND THE COUNTER.

To Editor of the B.C. COMMERCIAL JOURNAL.

In your issue of May 31st, under the above heading, was an article which very much surprised me until I came to "the writer has had many such experiences." Well, he must be a very poor judge of human nature when he employs such men, or he must be one of those fawning men who expected a clerk to turn his other cheek to get a second smite. I have been a clerk for over fifteen years in the business and was never yet accused of impoliteness, though my patience has been often taxed to the utmost. Some ladies will come to the store not once but many times during the week just to see, and of course the clerk will exercise all his powers of fascination to induce them to buy, and yet ineffectively. It does not take a very brilliant salesman to discern the buying trader, and I should ask the gentleman how he would feel if a clerk, while matching a piece of goods which would perhaps benefit the treasury 25 cts. and more than likely consume half an hour, would see another lady standing by desiring to make some more extensive purchases and getting impatient at the delay? Now such a clerk cannot feel very easy as he is likely to lose that sale by some other man being disengaged, and hence many clerks get a little irritated while being thus hampered. I have always made it a point to curb my impatience till the customer was gone and then let fly my steam—not in swearing, as I never swear, but in pity for such women who have not the common sense to know that many clerks depend a good deal on their sales. There are lady shoppers, who are tired at home and want a little exercise, make the store the object of their cure. They will tell the clerk they do not want to buy but would like to see so and so. In the meantime, they become engrossed in some pretty fabric or notion and will never think of extricating the clerk to allow him to wait on some of the many customers who want to buy, and should he unfortunately happen to leave them, he may be pounced on by such a "gentleman" or floor-walker and told to get his hat. For what? Just for benefitting the house. As these shopping ladies are in every city and are the bane of the dry goods clerk, I have seen some first class salesmen sent off for that alone. Again, a merchant will sometimes not consider his clerks as anything but machines, will never try to gain their respect, and think that by so doing he gets more out of them. Quite the opposite. The successful merchant will have clerks long in his employment, and win their respect by kindness and condescension. Such men feel pleasure in advancing the interests of their employer, and perform their duties with cheerfulness and satisfaction. Many times when I knew I acted for the best interests of the house, I was snapped at before a customer, to the detriment of the business and the lowering of the employer. The latter too often takes advantage of his position, loses his temper and a good man at the same time. It requires a sympathy between employer and employee, and I would respect the man who would dismiss

his clerk at once if not suitable to him instead of holding him to satisfy his brutal temper.

P. J. W.

Alberni, Vancouver Island, June 26, '02.

### TO FOSTER ORIENTAL TRADE.

Speaking of the announcement that the Dominion Government will shortly appoint a commercial agent at Yokohama and another at one of the ports in China, the *News-Advertiser* says: The trade which has already been developed between Canada and the countries on the eastern shores of the Pacific amply justifies the grant of the subsidy by the Imperial and Dominion Governments and the large expenditure in the building of the steamers. At the same time there is no doubt that the business can be largely extended when the people on both sides of the Pacific are better informed as to what either has to sell which the other needs. To facilitate the intercourse and afford commercial information will undoubtedly tend to extend the trade, and the appointment of resident agents will be of much assistance in these matters. It is, of course, to be presumed that a judicious selection will be made in the appointees, and that they will be men well informed on commercial subjects and with zeal enough to take an interest in their duties.

One advantage which the appointment of such agents will afford will be the opportunity which Canadian merchants and manufacturers will have of obtaining reliable information as to the prospect of their wares finding profitable sale in the different cities of Japan and China. The increase in the number of articles now exported to China from San Francisco compared with what was the case when steam communication across the Pacific was first established shows that there is a market there which it will pay to cultivate. At present a prospective shipper must either go himself, send an agent, or trust to the information supplied by firms who may themselves be interested in a trade similar to that in which he proposes to engage. With a resident Canadian Government agent, the merchant or manufacturer will have a source of information not only perfectly trustworthy, but one specially designed for his benefit and aid, and the result of this action on the part of the Government can scarcely fail to yield most important results.

### CONCERNING DYNAMITE.

Very few people have a correct idea of what dynamite is, of what it is made, and the uses to which it is put. To the French belongs the honor of its discovery and its practical use.

Nitro-glycerine is the force of all high explosives. Dynamite is the name most usually given to those explosives, though other names are sometimes used.

Dynamite is simply nitro-glycerine mixed with various ingredients. Nitro-glycerine is made by mixing sulphuric and nitric acid with sweet glycerine, the same that is used by the ladies to prevent chapped hands. Mixing the acids and glycerine is where the great danger lies in the making of nitro glycerine. The mixing tank, or agitator, as it is called by dynamite makers, is a large steel tank, filled

inside with many coils of lead pipe, through which, while the mixing is in progress, a constant flow of ice water is maintained. This flow of ice water is used to keep the temperature of the mix below 65 degrees, as above that point it would explode, and a hole in the ground would mark where the factory had been. The nitro-glycerine is stored in large earthenware tanks, which are usually sunk in the ground to guard against blow or severe concussions.

The other ingredients for making dynamite are: Nitrate of soda, which is found only in Chili, carbonate of magnesia, and wood pulp.

Dynamite is put in paper shells, usually 1½ inches in diameter and 8 inches in length, and weighs about one-half pound to each shell or cartridge. It has largely taken the place of black powder for blasting, as it is many hundreds of times stronger, and consequently more economical. It is used chiefly in mining all kinds of ores, coal and rock, and submarine blasting and railroad building. Without its aid many railroads, especially those crossing the Rocky Mountains, could not have been constructed; without it Hell Gate in New York harbor could not have been destroyed, and without it the miner, at prices now paid for mining ores, could not earn his bread.

Dynamite will not explode from any ordinary fall or jar; it will burn without explosion, and freezes at 42 degrees, 10 degrees above ordinary freezing point. The bomb of the anarchist is made of metal or glass, and filled with pure nitro-glycerine, arranged so as to explode by severe contact with any hard object. These bombs are, of course, never made by any reputable dynamite factory.

Five or six millions of dollars are invested in the manufacture of dynamite in the United States, and its use is constantly on the increase. The fumes of nitro-glycerine produce intense headache, which can be cured by taking a very small dose of it internally. —*Detroit Free Press.*

### THE COUNTRY STORE.

The country store may be passing away in some localities, especially in the immediate vicinity of the large cities, but if so, it is being transplanted to some virgin soil. A trip through the rural districts anywhere will show the country store to be as numerous and prosperous as ever, although the city grocers are making raids on its reserves by sending out solicitors in wagons. There is evidently a mistake somewhere in the statement that the country store is passing away. What is called the country store in the east is better known as the general store in the south and west, and it can be said that there never were as many general stores as there are now. Indeed, the methods of the country trader are coming to be quite generally adopted by the city stores, and there are many localities in which trade lines cannot be sharply defined. The farmer who has to drive in a long distance does not always want to run from store to store, but prefers to make all his purchases of one merchant, thus avoiding a duplication of accounts as well as a loss of time. The country store will exist and flourish as long as farmers continue to follow the pursuits of agriculture. —*Exchange.*

## A TREMENDOUS WAVE.

A correspondent writes: "Tourists that visit Batavia nowadays are quite out of the fashion if they fail to make the passage through Sunda straits and see all that is left of Krakatua and the vestiges of the ruin wrought by the terrible eruption of 1882. If they push up the Bay of Lampong, on the Sumatra side of the channel, they are likely to land on the low shores occupied by the village of Telokh-Betong, and hire carts for a short jaunt into the interior; and when they have gone about two miles they will pause to take in the curious scene presented; for here is seen one of the most interesting results of the great wave of Krakatua. There was just one man amid all that wild scene of death and devastation who was not overwhelmed in the common ruin. He escaped while 40,000 perished. He was the lighthouse keeper, who lived alone on an isolated rock in the straits. The guardian of the lighthouse was in the lantern 130 feet above the sea level. Here he remained safe and sound in the midst of the terrible commotion. He felt the trembling of the lighthouse, but it was so dark that he could not see the threatened danger. He did not know that a tremendous wave had almost overwhelmed the lighthouse, and that its crest had nearly touched the base of the lantern. He did not hear it because he was deafened by the awful detonation of Krakatua. In a few moments, the wave, over a hundred feet in height, had swept along a coast line of a hundred miles on both sides of the channel. Scores of populous villages were buried deep beneath the avalanche of water. Great groves of coconut palms were leveled to the ground. Promontories were carried away. New bays were dug out of the yielding littoral. Every work of human hands except that lighthouse was destroyed, and 40,000 persons perished in the deluge that mounted from the sea or beneath the rain of mud that filled the heavens.

"A little sidewheel steamboat was borne on the top of that wave through forests and jungle, over two miles into the country, and was left as the wave receded. It will be remembered that for weeks before the final cataclysm at Krakatua, the volcano was in a state of eruption. Pleasure parties were made up at Batavia to visit the volcano. Not a few people landed on the island, little dreaming that in the twinkling of an eye two-thirds of it was to be blown into the air as though shot from a gun. This little steamboat, on the day before the explosion, carried one of these parties to the island. There were only twenty on board besides the crew. They spent a couple of hours around the island and then steamed up the deep and narrow Bay of Lampong, and it is supposed they anchored for the night in front of the big town of Telokh-Betong, which was one of the largest settlements on the south coast of Sumatra. The ill fated pleasure party was never heard of again. It is supposed that the boat was turned over and over like an eggshell in the surf. It had every appearance of such rough usage when it was found some months later. The machinery and furniture were badly broken and were strewn about in the

greatest confusion. But the vessel held together, and was finally set down in good shape, erect on her keel. Only two bodies were found in the vessel. They were, of course, below deck. As it was morning when she was picked up by the wave, it is supposed that nearly everybody was on shore. Not a vestige remains of the villages that lined the water edge. But the hulk of this little boat still stands, battered and broken, though as erect as when she plowed the channel, and she is the most curious and interesting relic of the greatest volcanic eruption of modern times."

## THE SALMON OUTLOOK.

Packers and large dealers are in full and complete accord as to the future of the market. The Columbia River is the centre of greatest interest in the industry. The progress of the pack is being watched very closely, and it is now quite generally conceded that by no possibility can the pack of straight Chinook salmon be anything in excess of 250,000 cases.

The is the strongest feature in the situation. The Chinook is the species of salmon that has made the reputation of the river. It is the recognized standard fish. All the leading canneries make it the material for their best and most popular brands. The admission that the Chinook pack is reduced to a moiety of the average pack of the Columbia River is a practical announcement of a shortage in Columbia River salmon.

Large eastern buyers who pay market prices for Columbia River fish expect to get Chinook salmon and not bluebacks, steelheads or sockeye salmon, or any other inferior species. So far as we have been able to learn, there is not the shadow of a doubt but that Columbia River standard packs (i.e. Chinook salmon) will sell at full, firm prices all the way through the year. It is now too late to make up any deficiency in this grade of goods. That our views in this direction are the views of representative packers on the river is well established in the fact that quotations to-day are showing the hardening tendency which should be the natural outcome of such a situation.

Straight brauds of Chinook salmon are firm in this market at \$1.35 for tails, \$1.50 for flats and \$1.60 for key flats.

The largest buyer in the market could get no concession on the prices above quoted. As a matter of fact, the packers just now show a preference to deal with the smaller buyers. There is no anxiety anywhere to make quick disposition of the good, saleable packs that always command a market. It is just possible that some choice "steelhead" packs may be quoted below our figures, but packers do not class "steelheads" with salmon. They are an inferior fish, and buyers make it a point to secure a liberal concession from the prices quoted for standard packs. There is no reason, however, for any anxiety on the part of these packers as to the ultimate disposition of their goods. The entire pack of the river will not exceed 400,000 cases, if that figure is reached, and with the agreed reductions in Alaska and on all the British Columbia streams, a very significant, if not a distressing, shortage in salmon is sure to be seen in the outcome of the season.

## SILK INDUSTRY OF THE UNITED STATES.

A New York commercial journal says that while the American silk industry is usually dated from 1840, there were long before that year silk-workers in the country. The first factory of which there is any record was founded at Mansfield, in Connecticut, in 1810, and in 1815 Mr. Horstman founded in Philadelphia a small factory, which is now the oldest in existence in the United States. In 1829 the first home-made silk ribbon was produced in Baltimore; but it was undoubtedly after the panic of 1839 that the industry began to assume fair proportions. In 1860 the value of the native silk productions was about \$6,500,000, in 1870 it was \$12,500,000, and in 1880 \$35,000,000. New Jersey took the leading place in the industry, followed by New York, Connecticut, Massachusetts, and Pennsylvania, in this order. It is estimated that in 1891 there were 584 factories engaged in one branch or other of the silk industry, and that the value of the product was about \$60,000,000. It is said that American manufacturers have now taken the entire home market for certain styles of silk fabrics from the Swiss, the French, and other foreign competitors, who previously supplied low and medium-priced staple silks. Although the progress of the home silk industry is great, the imports of silk fabrics are still very large. During the last fiscal year the value of the imports of manufactured silk was \$37,880,000, and of raw silk \$19,076,081.

## CANADIAN PETROLEUM AS FUEL.

The Standard Oil Company, we observe, has obtained permission from the British Government to carry oil through the Suez canal in bulk in their large iron steamers built purposely for this trade. This virtually means in time, to a large extent, the shutting out of any Russian oil going to India. Petrolia oil men want to watch with great interest the movements of the Standard in the Lower Province. Once they can figure to get their oil in there in any way, shape or form then good bye to our oil industry here. We must bring ourselves down to the fact that our oil here must be used for fuel purposes, which undoubtedly anyone who has thought on the subject at all knows. Here we have a substance which contains no ashes, every portion of which can be burnt up to produce heat, and in which from its composition every pound contains more heat producing power than any other material which exists in large quantities and over wide areas with which we are conversant and with their advantages in its favor, there must be some good reason why oil has not been used more largely as a means of heat generation. A good many thousands of dollars have been expended in experiments and we know that the crude petroleum can be burnt without any previous preparation. If the attention of producers was brought thoroughly on this subject, we are of the opinion that in a short time this oil industry of ours would have an impetus that at present does not seem hardly to be recognized.—*Petrolia Advertiser.*

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Serica.....	913	Smythe.....	Sept. 29.....	Victoria.....	London.....	38,623	\$200,783	Feb. 23.....
Br bark...	Callao.....	978	James.....	Oct. 6.....	Victoria.....	London.....	41,640	\$212,090	March 17.....
Br bark...	Lebu.....	720	Worrall.....	Nov. 16.....	Victoria.....	Liverpool.....	30,800	161,424	April 6.....
Br bark...	Hothesay Bay.....	750	Partridge.....	Nov. 18.....	A Westminister.....	Liverpool.....	32,690	159,563	April 5.....
Br bark...	Wanlock.....	745	Cooper.....	Nov. 18.....	Victoria.....	Liverpool.....	29,916	157,743	April 19.....
Br ship...	Titanla.....	879	T. W. Selby.....	Jan. 15.....	B Westminister.....	London.....	22,966	107,919	May 16.....
Br bark...	City of Carlisle.....	823	Kendall.....	Feb. 13.....	Victoria.....	London.....	21,574	113,883	July 3.....

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

## 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.....	A 959,793	8,265	March 18	47s 6d
Nor ship...	Morning Light.....	1310	Johansen.....	Jan. 22.....	Vancouver.....	Melbourne.....	B 942,986	9,193	March 25	60s
Am bark...	Hesper.....	664	Sodergron.....	Feb. 20.....	Vancouver.....	Shanghai.....	C 716,183	7,781	April 23	50s
Br ship...	Angerona.....	1215	Anderson.....	Feb. 26.....	Vancouver.....	Valparaiso.....	D 834,937	7,093	May 20	42s 6d
Nor bark...	Czar.....	1324	Christophers'n.....	March 4.....	Vancouver.....	Adelaide.....	E 1,017,147	10,470	June 7	57s 6d
Nor bark...	Agnes.....	844	Hofgaard.....	Feb. 20.....	Chemainus.....	Antofagasta.....	F 440,939	6,413	.....	40s
Nor ship...	Kathinka.....	1463	Klevenberg.....	March 12.....	Vancouver.....	Melbourne.....	G 1,142,212	9,251	May 28	60s
Chil bark...	India.....	953	Funke.....	Feb. 22.....	Vancouver.....	Valparaiso.....	H 787,496	7,018	May 10	owners ac
Br bark...	Glenberrie.....	800	Groundwater.....	March 24.....	Vancouver.....	Valparaiso.....	I 429,897	7,689	.....	37s 6d
Br ship...	British India.....	1199	Lines.....	March 31.....	Vancouver.....	Valparaiso.....	J 680,372	9,315	.....	37s 6d
Am schr...	W. H. Talbot.....	776	Blum.....	March 14.....	Vancouver.....	Tientsin.....	K 950,805	10,272	May 28	67s 6d
Am schr...	Reporter.....	333	Dreyer.....	March 3.....	Chemainus.....	San Pedro.....	L 416,386	3,476	March.....	Private.....
Br bark...	Riversdale.....	1453	Finlayson.....	April 25.....	Vancouver.....	Sydney.....	M 1,079,156	9,873	.....	47s 6d
Br bark...	Mistletoe.....	821	Smith.....	April 21.....	Vancouver.....	Wilmington.....	N 64,275	7,966	.....	\$16 00
Br bark...	Craigand.....	2218	Lewthwaite.....	April 18.....	Vancouver.....	Iquiqui-Callao.....	O 1,616,000	19,351	.....	27s 6d & 30s
Br bark(n)	Toboggan.....	676	Porter.....	May 20.....	Vancouver.....	Wilmington.....	P 605,328	9,330	.....	\$15.00
Br bark...	Thermopylae.....	948	Winchester.....	June 2.....	Vancouver.....	Yokohama.....	Q 328,576	8,949	.....	Private.....
Nor bprk...	Fritzo.....	1078	Rolfson.....	May 29.....	Chemainus.....	Melbourne.....	R 902,514	8,072	.....	45s
Br ship...	Burmah.....	1617	Newcombe.....	June 2.....	Moodyville.....	Valparaiso.....	S 1,284,049	9,883	.....	35s
Br ship...	Crown of Denmark.....	2023	Smith.....	June 24.....	Vancouver.....	Melbourne.....	T 1,690,300	15,435	.....	37s 6d
Nor bark...	Ursus Minor.....	303	Johnson.....	June 1.....	New West'mr.....	Sydney.....	U 462,019	4,393	.....	37s 6d
Br ship...	Earl Granville.....	1149	Flack.....	June 16.....	Cowichan.....	London.....	V 853,900	9,015	.....	62s 6d
Chil bark...	Antonicetta.....	999	Stack.....	June 27.....	Chemainus.....	Valparaiso.....	W 824,361	9,015	.....	owners ac
Ger bark...	Palawan.....	967	Van Houvel.....	July 8.....	Vancouver.....	Iquiqui.....	X 637,375	6,520	.....	33s 9d
Chil bark...	Leone.....	801	Jenatsch.....	July 8.....	Moodyville.....	Valparaiso.....	Y 637,375	6,520	.....	owners ac
Chil bark...	Ginevere.....	960	Glennie.....	.....	Chemainus.....	Valparaiso.....	Z 637,375	6,520	.....	owners ac
Am bktn...	Robert Sudden.....	585	Ulberg.....	.....	Vancouver.....	Valparaiso.....	AA 637,375	6,520	.....	40s
Chil ship...	Hindustan.....	1543	Walsh.....	.....	Moodyville.....	Valparaiso.....	AB 637,375	6,520	.....	owners ac

A—Also 2,389 bbls lath and 5,550 bbls pickets. B—Also 44,130 ft pickets and 943 bbls laths. C—Also 38,741 ft t and g flooring. D—Also 1,053 bbls laths. E—Also 157,070 ft t & g flooring and 50 bbls laths. F—Also 8,269 ft pickets and 127,170 laths. G—Also 61,633 feet pickets and 25,020 feet laths. H—Also 49,846 feet t & g flooring and 1,015 bundles laths. J—Also 183,494 feet t & g flooring. I—Also 204,913 feet t & g flooring. K—Also 77,550 laths and 75,100 feet pickets. L—Also 80,000 shingles. M—Also 192,000 feet t & g flooring. N—Also 275,000 shingles. O—Composed of 64,187 feet t & g flooring, 9,809 feet deck plank, 1,210,053 feet rough and 31,900 laths. P—Also 85 spars and 300 tons coal for Hong Kong. Q—Also 697 bbls pickets and 1,190 bbls laths. R—Also 7,060 pickets and 72,810 laths. S—Also 2,715 bbls laths and 1,330 bbls pickets. T—Composed of 496,364 feet rough and 151,011 feet t & g flooring. W—Also 40,900 laths and 5,180 pickets.

### SHIPPING INTELLIGENCE.

The Leonor sailed from Moodyville July 8 with lumber for Valparaiso.  
 The steamship Loo Sok is due July 17 from Japan, in the N. P. line.  
 The Palawan, sailed from Vancouver July 3 with lumber for Iquiqui.  
 The City of Carlisle arrived at London July 3 from Victoria with salmon.  
 The steamship Palmas from Kobe, via Honolulu, is due at Victoria July 15.  
 The steamship Batavia arrived from Hong Kong July 6, thence to Tacoma.  
 The bark India, with lumber, from Vancouver, arrived at Valparaiso May 10.  
 The steamship Bushmills sailed from Corinto, Nicaragua June 22 for this port.  
 The British ship Angerona, from Vancouver Feb. 26, has arrived at Valparaiso.  
 British bark Sabrina, 702 tons, Capt. Johnson, is now on berth at London for Vancouver City.  
 The Fernbank, from Glasgow for Vancouver, was spoken May 30 in lat. 3 deg. North, long. 25 deg. West.  
 The steamship Devawongee, 1,057 tons,

sailed from Hong Kong for Victoria July 2, in the N. P. steamship line.  
 The Martha Fisher, from Liverpool for Victoria, was spoken April 30 in lat. 53 deg. 43 min. South, long. 64 deg. 52 min. West.  
 The British bark Assel 845 tons, Capt. Gilmore, is now on berth at London for Victoria; R. P. Rithet & Co., I.d., consignees.  
 Messrs. Robert Ward & Co., I.d., have been appointed agents for the steamship Bushmills at Victoria. She is due to arrive any day.  
 The British bark City of Carlisle, from Victoria Feb. 13 with salmon for London, was spoken in lat. 4 deg. North, long. 120 deg. West. No date.  
 The British ship Fingal 2,510 tons, Capt. Fulmore, is now loading 2,700 tons tea and merchandise at Kobe for Vancouver. She will sail about the middle of July. C.P.R. Co., consignees.  
 The Empress of China arrived July 8. Her cargo consisted of 1,481 tons weight, or 2,215 tons measurement, including 220 bales of silk and 75 chests of opium and 42 sacks of mails, besides 121 cabin passengers

The British ship Timandra, 1,500 tons, British ship Alexandra, 2,462 tons, and British ship B. P. Cheney, 1,250 tons, are on the berth at Yokohama loading tea for Tacoma for the Northern Pacific Railway Co.  
 Hughes & O'Brien, grocers, have opened at 74 Yates street, Victoria.  
 From July 1st Kamloops has been made a port of entry under the survey of the port of New Westminster. Heretofore all dutiable goods for Kamloops have been entered at Calgary, leading to so much delay and inconvenience to merchants.  
 Wilson Bros. & Co., of the Vancouver Iron Works, Victoria, have of late been making a speciality of architectural iron work. They furnished all this class of work for the new Dryard building which has more iron and steel in its composition than any other building in the province. They also manufacture sidewalk lights for basements, making frames of any size to suit and fitting them with Hayward's semi-prism light of English manufacture. These are already in use at the Turner Block, New Dryard and Leiser buildings.

# 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 ss	Bushmills	1188	Venning	April 13	H Liverpool	B. C. ports	Baker Bros. & Co. (ld), R. Ward & Co. (ld)	90
Br ship	Bon Nova	1061	Gildoll	Feb. 13	B Glasgow	B. C. ports	R. Ward & Co. and C. G. Johnson & Co.	150
Br bark	Martha Fisher	111	Meadowcraft	Feb. 27	O Liv. pool	Victoria	R. P. Rithet & Co (Ltd)	157
Br bark	Fernbank	1230	Boyd	April 27	A Glasgow	Vancouver	Bell-Irving & Paterson	78
Br bark	Chill	178	McKenzie	May 2	E London	Victoria	Turner, Becton & Co.	46
Chil. bark	Eritrea	1069	Serra	Dec. 7	P Iquiqui	Burrard Inlet	R. P. Rithet & Co., Ltd.	
Br bark	River Ganges	642	Hudgo		F Rio de Janeiro	Victoria	Findlay, Durham & Brodie	
Br SS	Palmas	1590	Taylor	June 10	G Kobe	Victoria	F. C. Davidge & Co.	32
Chil. ship	Atacama	1235	Canallero	May 13	V Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	60
Br SS	Mascotto	2113	Ross		Kobe	Victoria	F. C. Davidge & Co.	
Br bark	Lebu	720		May 29	Liverpool	Vancouver		44
Br bark	Nineveh	1174	Broadfoot		D San Diego	Vancouver		
Br ship	City of Quebec	708	Carnegie	June 7	Callao	Royal Roads		35
Am ship	Eclipse	1536	Peterson	June 10	Guaymas	Nanaimo		32
Br ss	Empress of India	3003	Marshall	July 9	Hong Kong	Vancouver	C. P. S. S. Co.	3
Br SS	Loo Sok	1804	Benson	June 18	Hong Kong	Victoria	R. P. Rithet & Co., Ltd.	34
Am. ship	George Skolfield	1276	Dunning	June 12	N Yokohama	Vancouver	C. P. H. Co.	20
Br bark	The Frederick	85			C Victoria	Robert Ward & Co., Ltd.		12
Br bark	Colorado	1028	Gibson	June 30	S San Francisco	Chemainus		44
Br bark	Zebina Gowdy	1067	Manning	May 28	M Mollendo	Vancouver		
Br bark	Fingal	2510	Fulmore	July	J Kobe	Vancouver	C. P. S. S. Co.	
Br SS	Parthia	2035	Brough		Hong Kong	Victoria	R. P. Rithet & Co., Ltd.	
Br ss	Devawangse	1037	Loff	July 2	Hong Kong	Victoria	R. P. Rithet & Co., Ltd.	10
Br ss	Empress of Japan	3243	Lee		K Hong Kong	Vancouver	P. H. S. S. Co.	
Br bark	Assel	815	Gilmour		London	Victoria	R. P. Rithet & Co., Ltd.	
Br bark	Sabrina	792	Johnson		London	Vancouver		

P—Via Lebu. To load lumber for Valparaiso on owners' account. A—Spoken May 20, lat. 3 N., long. 25 W. Chartered to load grain on Puget Sound. F—Passed Deal May 29, chartered for salmon to London. F—Chartered for salmon to London at 37s 6d. To arrive in September. H—June 7, sailed from Coronal. June 22 sailed from Corinto. G—Via Honolulu. D—Lumber to Sydney on owners account. C—Salmon to London at 35s, September and October loading. N—Cargo of 2,500 tons tea. O—April 30, spoken lat. 53° 43' S., long. 64° 52' W. Chartered for salmon to U. K. J—Sails middle of July with 2,700 tons tea and mdsc. K—To sail July 30. M—Chartered to load lumber.

### VESSELS IN PORT.

(July 11, 1902)

#### VICTORIA.

British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 24 from Liverpool, laid up. R. P. Rithet & Co., Ltd., consignees.

#### VANCOUVER.

Am. bark Robert Sudden, 585 tons, Capt. Ulberg, arrived July 6, loading lumber for Valparaiso.

Br. steamship Empress of China, 3,003 tons, Capt. Archibald, arrived July 8, discharging general cargo.

#### MOODYVILLE.

Chil. ship Hindostan, 1,543 tons, Capt. Walsh, arrived July 4, loading lumber for Valparaiso.

#### CHEMAINUS.

Chil. bark Guinevere, 960 tons, Capt. Glennie, loading lumber for Valparaiso.

#### NANAIMO.

#### NEW V. C. CO'S SHIPPING.

Am. bark Wilna, 1,409 tons, Capt. Slater. Am. ship Big Bonanza, 1,300 tons, Capt. Bergman.

Nic. bark Bundaleer, 921 tons, Capt. Williams.

Am. ship Alaska, 1,316 tons, Capt. Brannan.

Am. ship Erricson, 1,568 tons, Capt. Reed.

Am. bark Southern Chief, 1,219 tons Capt. Svenson.

#### WELLINGTON SHIPPING.

A.m. bark Highland Light, 1,265 tons, Capt. Herriman.

Am. steamship Empire, 506 tons, Capt. Moe.

### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	1	1,036
Vancouver	2	3,588
Moodyville	1	1,543
Chemainus	1	900
Nanaimo	8	9,504
Total	13	16,929

### FREIGHTS.

Vessel owners are getting firmer in their views, and are holding out for 5s to 7s 6d more to Sydney and 2s 6d to 5s to Melbourne, Adelaide or Port Pirie than the last quotations. A decline of 2s 6d is advised for the United Kingdom. Quotations are, however, nearly all nominal in the almost entire absence of business. Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 40s; direct port West Coast South America, 37s 6d; Sydney, 35s to 37s 6d; Melbourne, Adelaide or Port Pirie, 42s 6d to 45s; United Kingdom, calling at Cork for orders, 55s; Shanghai, 47s 6d; and Yokohama, 42s 6d, both nominal.

Grain freights from San Francisco to the United Kingdom are reported as steady. The last charter was made at 26s 3d, with usual options; 32s 6d is quoted for September loading; from Portland 32s 6d, and Tacoma 33s 9d, both for immediate loading.

Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$2 to \$2.25; to San Diego or San Pedro, \$2.35 to \$2.50.

Salmon freights from Victoria to the United Kingdom are quoted at 35s, and from Astoria 36s.

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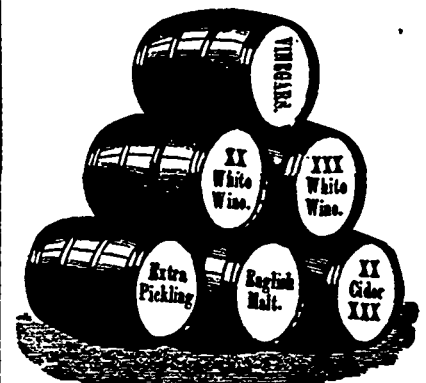
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