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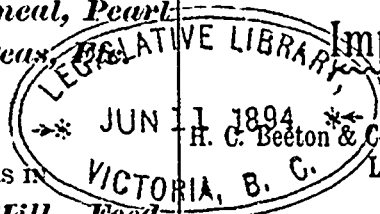
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British Columbia Salmon:—Ewen & Co., "Lion."  
"Bonnie Dundee": Bon Accord Fishery Co's Consuls; Candaian Pacific Packing Co. "Flagship" brand.

TRADE AND COMMERCE

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

Trade generally is quiet. The arrival of the ss. Arawa created a little stir among the importing houses which handle Australian and Hawaiian products, of which fair shipments were received.

There is still no connection with the upper country, and orders are waiting in warehouses until the C.P.R. opens up for to make shipments. Merchants are reported not purchasing beyond trade requirements, no matter what inducements are offered them. All classes of merchandise are low in price, and some are lower than has been known for a long time. Collections continue to be reported tight. The banks have plenty of money, but there is a lack of demand from approved mercantile and manufacturing sources, the same condition being noticeable all over the country, and, to a certain extent is accountable for the present state of depression.

The Vancouver *News-Advertiser* says: "As might only be expected seeing that Vancouver is to all intents and purposes completely isolated from the rest of the world, business is very quiet, and is now confined just to this city and New Westminster. Collections are slow and hard to make, and hotel men and others who hoped to do some business with tourists are complaining loudly. The number of unemployed men around town has been greatly reduced during the last few days as the C. P. R. have engaged almost every man applying for work. The repairs to the line will take a long time to complete, and thus steady employment will be found for many for some months to come. It is thus another case of 'an ill wind that blows nobody any good.' The lumber trade is good just now, and there are no less than 11 ships loading here at the present time. The Hastings mill is running day and night and the Moodyville mill is running 15 hours a day. For reasons mentioned above, wholesale business is quiet here at present. Prices are firm and in some line an advance is reported owing to a scarcity."

GROCERIES AND PROVISIONS.

California butter shows a decline of 1c, and cheese is quoted 1/2c lower than last week. Wilson Bros. expect a carload of eastern creamery to arrive this week via N. P. Ry, which they quote at 24c for round lots and 25c for single tubs. There are, it is said, a couple of their cars of eastern creamery butter tied up on the C. P. R., also two cars of meats and lard. These goods are, however, in refrigerator cars, and, if kept iced, are expected to arrive in good condition. Whether the consignees will accept it on arrival is, however, open to question.

Jobbers quote:

Valencia raisins.	per lb	\$ 7 @ \$ 0
Malaga raisins....	per box	3 00 @ 3 25
Currants (barrels)	per lb	5 @ 5 1/2
" half bbls..	per lb	5 @ 6
" (cases)	per lb	5 1/2 @ 7 1/2
Sultana raisins	per lb	8 @ 10
Taragona almonds	per lb	14 @ 18
Grenoble walnuts	per lb	14 @ 18
Filberts	per lb	11 1/2 @ 11

Dairy produce is quoted:

Butter—Eastern Creamery, tubs....		
Manitoba dairy.....	00 @ 00	
California creamery ..	25 @ 26	
California rolls.....	@ 25	
Cheese—Canadian, lb.....	14 @ 15	
California.....	14 1/2 @ 15	
Eggs, pickled, case, per doz .....	00 @ 00	
Oregon eggs, per doz.....	00 @ 00	

Smoked meats and lard are quoted:

Hams	131 @ 111
Breakfast bacon.....	11 1/2 @ 15
Short rolls.....	11 @ 12
Dry Salt, long clear.....	10 1/2 @ 11
Backs.....	131 @ 131
Pure Lard, 20lbs, pails.....	12 @ 13
" " 10lbs, tins .....	12 @ 13
" " 5lbs " .....	12 1/2 @ 13 1/2
" " 3lbs " .....	12 1/2 @ 13 1/2
Lard Compound, 10lbs	10 1/2 @ 00
" " 20lbs.....	10 1/2 @ 00
" " 5lbs .....	10 1/2 @ 00
" " 3lbs .....	11 @ 00

Sugar—Jobber's prices 1/2 barrels and kegs in each case being 1/2 higher:

Dry Granulated (China).	5
Extra C, China .....	4 1/2
China, yellow .....	4 1/2
Dry Granulated (B. C. Refinery) .....	5 1/2
Extra C.....	4 1/2
Fancy Yellow.....	4 1/2
Yellow.....	4 1/2
Golden C .....	4 1/2
Cubes .....	6 1/2
Powdered.....	6 1/2
Syrups, per lb.....	3
" 1 gal. tins, American (10) .....	5 50
" 1 " " (16) .....	5 25
" 1 " Vancouver .....	5 50
" 1 1/2 " " .....	7 00

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

Helmet brand sugar cured hams, medium	0 15
" " " heavy	0 14 1/2
" " breakfast bacon	0 15
Fancy Gold Band hams.	0 16 1/2
" " breakfast bacon.....	0 17
White Label pure leaf lard, tierces.....	0 13
" " " 50-lb ins .....	0 13 1/2
" " " 20-lb " .....	0 13 1/2
" " " 10-lb " .....	0 13 1/2
" " " 5-lb " .....	0 13 1/2
" " " 3-lb " .....	0 13 1/2
Lard compound (tierces)	0 10

FLOUR AND FEED.

Although there was a decline in Manitoba flours announced last week, the fact that no new supply of Manitoba Hungarian can very well arrive here on account of the blockade of traffic on the C.P.R., keeps the market steady. Stocks may be said to be limited. Shipments of Spokane and Oregon flour are arriving, and immediate wants are supplied. The floods in Oregon have, it is said, for the time being cut Portland off from the upper country in which the principal mills are located. Quotations are steady and unchanged.

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

Ogilvie's Hungarian....	\$1 00
" Strong Bakers.....	3 80

The Columbia Flouring Mills quote Enderby flour in carload lots on wharf in Victoria:

Premier.....	\$3 90
XXX.....	3 75
Strong Bakers or XX.....	3 30
Superfine.....	3 05

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

Delta .....	\$1 00
Victoria XXX.....	4 00

Jobbers' quotations to the trade are:

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

RICE.

The Victoria Rice Mills quote wholesale:

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

FRUITS AND VEGETABLES.

The ss. Arawa arrived Sunday evening with a small quantity of pineapples, Australian oranges, lemons and apples, and about 240 crates of bananas for this port and a fair shipment for Vancouver. The supply of bananas is limited and they are held firm at about previous quotations. The fruit arrived in good condition. Australian lemons are quoted at \$2 25, and oranges at \$2; pineapples from \$2.50 to \$3.50 per dozen. California navals are nearly out of season and their place is being taken by Mediterranean sweets and St. Michael's brands.

Jobbers' quotations for fruits are as follows:—

Oranges—California navels .....	3 50 @ 4 50
" seedlings.....	2 50 @ 3 75
Mediterranean sweets.....	3 50 @ 0 00
St. Michael's.....	3 50 @ 0 00
Australian.....	2 00 @ 0 00
Lemons—California.....	3 25 @ 4 25
Australian .....	2 25 @ 0 00
Pineapples.....	2 50 @ 3 50
Bananas—New Orleans .....	2 75 @ 0 00
" Honolulu .....	2 75 @ 3 00
" bunches .....	2 00 @ 0 00
Cherries .....	1 00 @ 0 00
Apples, Australian.....	bxs 2 75 @ 0 00
Cocoanuts.....	per 100 8 00 @ 9 00
Strawberries, per crate of 24 .....	0 00 @ 3 50
Apricots.....	1 50 @ 1 65

Vegetables are quoted:

Potatoes.....	per ton 20 00 @ 25 00
Onions—Red .....	per lb 1 1/2 @ 1 1/2
Cabbage .....	per lb 2 @ 2 1/2
Asparagus.....	per box 1 75 @ 2 00
Peas.....	per box 2 00 @ 0 00
New potatoes.....	per lb 1 1/2 @

LUMBER.

There is almost nothing to report this week. There have been no new charters and no cargoes have sailed for foreign ports. The ship Borrowdale was towed to Vancouver last week and when finished discharging balance of general cargo will load lumber at Moodyville for Valparaiso, for orders, Pisagna range at 40s. The ship Benmore, which had nearly finished loading at Sayward mill, for Adelaide, was unfortunate in going ashore at Macaulay Point, Friday evening, while being towed around to Esquimalt, where it was the intention of loading the balance of her cargo. She is now being discharged and will be docked and repaired. The full extent of the damages is not yet known.

The following vessels are loading lumber at British Columbia ports for foreign: At Moodyville Mill—Br. ship Largo Law, 1,597 tons, for Valparaiso, f. o.; Br. bk Gainsborough, 955 tons, for Melbourne; Am. schr. Wm. Bowden, 727 tons, for Sydney; Ital. bark Elisa, 915 tons, for Valparaiso. Br. ship Borrowdale, 1,197 tons, for Valparaiso for orders. At Hastings Mill—Br. ship Astoria, 1,335 tons, for Queenstown for orders; Br. barkentine Xantippe, 909 tons, for Queenstown f.o. Br. schr Grace Harwar, 1,750 tons, for Queenstown for orders. Am. Am. bark Olympic, 1,412 tons, for Callao direct. Nic. bark Don Carlos, 691 tons, for Noumea, New Caledonia; Am. bark Hesper, 663 tons, for Sydney; Br. bark Villalta, 866 tons, for Adelaide; Am. bark Southern Chief, 1,219 tons, for Santa Rufina. At Sayward Mill, Victoria—Br. ship Benmore, 1,460 tons, for Adelaide, At Vesuvius Bay—Am. ship Guardian, 1,073 tons, for Santa Rosalia. Total, 15 vessels, 16,803 tons.

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

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet... \$ 8 00 Deck plank, rough, average length, 35 feet per M ..... 19 00 Dressed T. and G. flooring, per M. .... 15 00 Pickets, rough per M. .... 8 00 Laths, 1 foot 6 in, per M. .... 1 39

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending June 9:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
1.	J. B. Brown, ship, San Francisco	2,133
5.	Sea Lion, str., Port Townsend	25
5.	Tacoma, str., Port Townsend	42
5.	Wanderer, str., Port Townsend	46
5.	Bundateer, bk., San Francisco	1,411
5.	Montserrat, str., San Francisco	1,480
8.	Tyce, str., Port Townsend	112
8.	Wanderer, str., Port Townsend	42
Total.....		5,624

The Australian delegates were on their arrival here by the Arawa received by the members of the Board of Trade and shown all the hospitalities possible to extend to them.

PROVINCIAL TRADE NOTES.

Robertson & Co's. Saltery at Terra Nova is nearing completion.

It is reported that President Cleveland has nominated Mr. W. P. Roberts to succeed the Hon. Levi W. Myers, as Consul at Victoria.

R. B. Ellis, has been appointed manager for British Columbia of the Manufacturers Life Insurance Company, with headquarters at Vancouver.

Messrs. Munn's alteration and addition to their cannery is about finished. It has now the largest amount of floor space of any cannery on the Fraser River.

The Brackman & Ker Milling Co., Ltd., have bought out the B. C. Milling and Feed Company, of New Westminster, of which Messrs. Batchelor & Quine were the promoters. The purchase includes the mill building, plant, wharf and warehouse. The new owners have taken possession and will continue running the mill.

R. P. Rithet & Co. received a letter from Hakodate, Japan, last Sunday, announcing that the schooner Umbrina had a catch of 1,400 sealskins and the Anaconda 297. Captain Turpel received a letter from the Sadie Turpel, dated May 16. At writing the Turpel had 1,000 skins, and she reports the Mermaid with 1,200, Vera 700, Enterprise 700 and Carlotta G. Cox 550.

The Deputy Commissioner of Labor Statistics has recently announced that the intention of the Government is to have a Royal Labor Commission to collect official data bearing on the labor question, and he therefore has asked the different trades organizations to lend their assistance by preparing questions or resolutions for the use of the commissioner. This is an eminently wise policy for the deputy to pursue and there can be no doubt that he will receive all the assistance that it is possible to afford.

BUSINESS CHANGES.

Brown Bros., grocers, Victoria, have closed out.

P. Dunn has opened a tailoring business at Vancouver.

R. Porter & Sons, butchers, Victoria, have opened a branch at Duncans.

J. C. Douglas, wholesale liquors, Vancouver, has commenced business again.

W. A. McIntosh & Co., butchers, Vancouver, have opened a branch at Steveston.

H. J. Robie, formerly of Vancouver, has opened a merchant tailoring business at Nanaimo.

Miss Hanafin's business and affairs at Vancouver have been taken possession of by her creditors.

W. L. Davis, grocer, Vancouver, has resumed business after a somewhat lengthy interruption.

The Trescott Packing Co., fish exporters, New Westminster, have sold out to the Fraser River Fish Co.

T. W. Carter has purchased the bar and fittings formerly owned by M. C. Brown, in the Duck building, Victoria.

CHIEF JUSTICE BEGBIE DEAD.

Chief Justice Begbie died Monday evening, at the advanced age of 75 years. His death will be universally regretted throughout the Province.

The cargo of the Arawa consisted of 1,700 tons of general freight, made up largely of fruits, meats, wines, and the products of the southern islands.

A useful mustard pot has been invented in Germany, by which the untidy spoon is dispensed with, the mustard being obtained by pressure on a spring, the opening being automatically closed on release of the spring.

The Northwestern Steamship Co. will put the new steamship Rosalie into regular service shortly between Seattle and Victoria, in connection with the Great Northern Railway. The Rosalie is a propeller steamer and will be expected to make 20 knots per hour. She has also two masts which are schooner-rigged. The cabin is paneled with California sycamore in natural finish. The sash lights are of plate glass. The bar room, which is 16 feet long, was finished in California redwood at an expense of \$1,500. It is expected that the Rosalie will be on her regular service next week.

The Sydney, N.S.W., *Trade Review* of May 11 says: "We wrote *via Suez* on 27th ult., recording a better tone in business circles, and are pleased to be able to state that the improved feeling then manifested has continued. The markets, however, are still dull, but the hopelessness which so long characterized them seems to have disappeared, and confidence is more and more apparent in every branch of trade. Transactions are entered upon with caution, but without that terrible feeling of distrust which caused enquiries to be made as to the standing of customers of repute, even when the amount involved was of quite a trivial character. In several lines, too, there is a firmer tone, and the position of stocks is being more closely scanned by importers than for many months past, so that it is evident that confidence is being thoroughly re-established. At the last half yearly meeting of the Bank of New South Wales—one of the banks which did not reconstruct—the Chairman of the Board of Directors, one of the keenest and oldest merchants in the colony, spoke out in no undecided tones of the growing confidence and amended prospects of the colony. His remarks, coming from one who usually has the credit of over caution, should carry great weight, and we trust his prognostications will be realized. The colony has gone through hard times, but renewed energy in the development of its resources has been forced upon it, and is already bearing good fruit. While in business circles there is an improvement, our Public Finances are far from satisfactory, and the Revenue returns show no elasticity. Certainly the month of April exhibits a slight increase of £1,000 over the corresponding month of 1893, but for the first four months of the year there is a decrease of £130,000 as compared with a similar period of 1893. The improved tone now gaining ground in private matters may, and very likely will, react upon the revenue at no distant date."

# SAVE FUEL

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Steam Pipes,  
Boilers

AND ALL

Heated Surfaces

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# MINERAL WOOL

Sectional Covering.

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Fire-proof Non-Conduc-  
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EASILY APPLIED.

## Asbestos Goods

OF EVERY DESCRIPTION.

### CANADIAN MINERAL WOOL CO., LIMITED. 118 BAY STREET, TORONTO.

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for British Columbia.

# THE BRITISH COLUMBIA SUGAR REFINING COMPANY, L'D.

VANCOUVER.

Manufacturers of

## Refined Sugars and Syrups

Of the highest quality.

### PRICE LIST.

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

SUGARS—Powdered, Iceing and Bar, in bbls. ....	6½c per lb.
Paris Lump, in bbls. or 100 lb. bags.....	5½c “
Granulated “ “ “ “ “ “ “ “ “ “ “ “ “ “	4½c “
Yellows according to quality “ “ “ “ “ “ “ “ “ “ “ “ “ “	4½c to 4¾c “
100-lb. kegs, ½c more; Half-bbls., ¾c more; boxes, ¼c more.	
SYRUPS—30-gal. bbls. ....	2½c per lb.
10-gal. kegs.....	2½c “
5-gal. kegs.....	\$2.00 each.
1-gal. tins.....	\$1.25 per case of 10.
½-gal. tins.....	5.75 per case of 20.

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

**NO CHINESE EMPLOYED.**

TO THE PUBLIC—We guarantee for our sugars absolute purity. Every dealer knows they are superior to any others in the market. Compare and decide for yourselves. When you ask for B. C. Sugar see that you get it.

# BURRARD INLET RED CEDAR LUMBER COMPANY,

VICTORIA, - - - - BRITISH COLUMBIA.

MANUFACTURERS OF

## British Columbia Red Cedar Shingles, British Columbia Red Cedar Lumber

—OUR SPECIALTY:—

⇒ BEVEL CEDAR SIDING. ⇐

This Company have special machinery for the manufacture of cedar lumber and shingles, and dealers will do well to call at their office and get prices. Their shingles will lay more roof to the M than any other shingles made, the packs being tight and no vacant spaces in bundles

Mills at Port Moody, B. C.

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

A dispatch from the City of Mexico says: "All kinds of rumors are in circulation as to the intentions of the Mexican Government in connection with the question of the depreciation in silver. The next coupons on the foreign debt will be paid in full at maturity. There is no truth in the report that the Government contemplates increasing the import duties against the United States and England on the ground that both nations are opposed to silver. At the same time no reduction in taxation is possible, and some steps must shortly be taken with regard to the interest on the national debt unless the position of silver materially improves."

The COMMERCIAL JOURNAL is \$2 per year.



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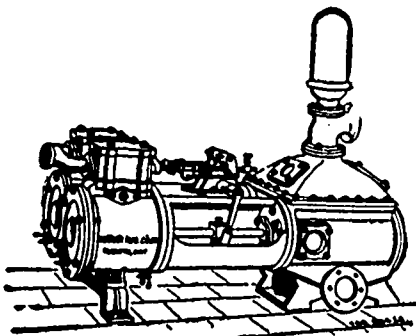
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## PUMPING MACHINERY.



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WRITE FOR PRICES.

NORTHEY M'FG CO. LIMITED.

TORONTO.

CATALOGUE ON APPLICATION.

## A Friend at Your

### Elbow. - THE DRY GOODS REVIEW

The "Dry Goods Review" is the only journal in Canada published in the interests of the Dry Goods trade. It is full of hints on Buying and Selling, Window Dressing, Store Management, etc., etc.

It contains valuable suggestions on new goods, what's coming and what's going; enables you to avoid old stock, to attract trade and to hold it.

It deals with matters of greatest importance to you and your business.

THE DRY GOODS REVIEW,

TORONTO.

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THE LEADING BRANDS IN THE DOMINION ARE

RUSSIAN PURE,

UNICORN PURE,

THISTLE,

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TRADE MARK.

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## THE CANADA PAINT COMPANY, L'TD

Victoria. Vancouver. Montreal. Toronto.

### GENUINE ELEPHANT WHITE LEAD,

—The Best in Canada.—



Elephant Mixed Paints, Prism Mixed Paints.

Victoria Mixed Paints. Elephant Enamels,

Equal to any for decorating purposes.

Elephant Oil Wood Stains, Guaranteed superior to any brand made.

Manhattan Buggy Paints.

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

**BUY THEM ONLY - BECAUSE**

First, We guarantee the quality every time.

Second, they are always reliable.



### DEPRESSION VS. ENTERPRISE.

An exchange notes that since the depression in all lines of trade, which began nearly a year ago, it has been, in the business world, simply a survival of the fittest. Business has been forced, and the rewards have gone to those who have had the energy and enterprise to reach out after them and deserve them. The business man who has been the persistent advertiser during these times is the man who has had the good sense to see and know that frequent appeals to the public pays, and he has profited by it accordingly. He has reasoned sagaciously that when trade is slack, what there is of it goes to those who have the courage and the energy and enterprise to ask for it. A merchant who makes strenuous efforts to stimulate and invigorate languid trade by persistent and judicious advertising is getting the largest share of the business to-day. A merchant who lacks spirit and enterprise sufficient to advertise, and who exhausts his energies in complaining about the condition of the trade, without displaying any inclination or tendency to compete for it, is steadily losing ground. It is nothing less than a fatal mistake for business men to lose courage and energy in dull times, and assert that trade is so bad and lifeless that it is useless to try to revive it and animate it by commanding public attention through legitimate advertising methods.

The consensus of opinion among all the leading advertisers of the country is to the effect that returns from advertising were never more direct and speedy than during the present depression. It simply corroborates an assertion made by this paper some time ago, that during

hard times people were looking for bargains and read advertisements more generally at such times than at a time when business is booming. Now, of all times, is the time to advertise your business.

Another burglary insurance company has been organized under an act of incorporation obtained from the Legislature of the Province of Ontario. The new competitor for public favor is called "The Ontario Burglary Insurance Company, Limited." It has a capital of \$500,000, a board of directors composed of well-known and wealthy men, and an advisory board for Montreal. It will insure household goods, merchandise, money, etc., against loss by burglary.

The *Toronto World* says: "One of the curses of Toronto is over competition. No sane man goes into a new business in Toronto to-day unless he surrounds himself with some kind of protection against men who are watching his every move. As soon as he gets his business going half-a-dozen men begin to buzz around enquiring about the rent of the next door shop. It is not prudent to encourage the spirit of reckless competition that everyone knows to exist in Toronto."

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D. M. CARLEY - - - - EDITOR-IN-CHIEF.

L. G. HENDERSON - - BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, JUNE 12, 1891.

## BOARD OF TRADE.

The Board of Trade members on Tuesday discussed the question of relief for the sufferers by the Fraser River floods, the opinion of the members being unanimous that the proper custodian for any fund should be the Lieutenant Governor, to whom we notice the Winnipeg Jobbers' Union have already wired the sum of \$1,200. It was also thought by the Board that inasmuch as the Fraser Valley settlers would be compelled to abandon their lands unless a proper system of dyking were inaugurated, the Dominion Government, which was largely interested in the Fraser Valley, should co operate with the Province in rebuilding the dykes upon a much more extended and substantial basis.

## MAIL SERVICE.

It occurs to us that there is something remarkably funny in the manner in which mail steamers can be detained or hurried forward at Victoria at the will of their owners or agents without any consideration of the interests of the public. An other instance of this kind of thing occurred on Sunday night. The steamer City of Kingston whose ordinary hour of leaving is half-past eight, but which on Sunday is accustomed to remain an hour or two hours longer, had hardly got her gang-plank on shore on Sunday last before the mails to go by her were hurried from the Postoffice and taken on board. Indeed, the mails which she brought were, it is said, only carried up from the wharf on the return of the express. This afforded no opportunity for anyone to reply to important letters which might have been received.

It may possibly be said that this only occurred on a single Sunday, which is not a business day, but it is to be remembered that no mails come by this route on Mondays, nor is there any outgoing Sound steamer on that day. In this way the public were without notification deprived of the opportunity of getting their letters sent outside of Victoria until Tuesday, whether for the South or the East, railway communication on the Mainland being unfortunately for the time being suspended. Here is a subject to which the Board of Trade might well give attention. We notice that the Board have again placed themselves on record in favor of sending a mail by the Northern Pacific Oriental steamers as well as by those of

the C. P. R. Why should we not have a second mail sent to the Sound by the steamer George E. Starr, which sails in the morning, whereas the Kingston only leaves in the evening?

## RELATIONS WITH AUSTRIA.

The Australian steamer Arawa, which arrived on Sunday night, had on board several delegates to the Intercolonial Conference, which opens at Ottawa on the 21st inst. The deliberations of the assembly ought to be of a particularly important character inasmuch as there will be an exchange of opinions and experiences on trade questions between delegates from the Motherland, the Australian and South African colonies and the representatives of Canada. We naturally expect to have extensive commercial relations with our Australian brethren, the extent and success of which will materially depend on what we are able to learn of them, their facilities and their requirements. While several cables connect Europe and America, giving direct communication in a very short time, the only way in which Australia can at present be reached is by cabling to England and thence to the point to be reached. This is both a roundabout and expensive process, and at the same time affords little if any communication with many of the important islands of the Southern Seas. As, on the occasion of the recent critical political juncture in the Hawaiian Islands, no information could be had and no communications could be transmitted except by the regular steamship lines or a specially chartered vessel, during this interval the most important political or other changes might have been carried out.

Our United States neighbors fully realize with us the urgent necessities of the situation and unless our own fellow countrymen are on the alert the Americans will be in before us and secure the better part of the advantages that are to be gained, at any rate for the present. We heartily welcome our Australian friends to our shores and trust their mission will prove to be both pleasant and profitable.

The Sydney *Trade Review* commenting on the conference says that delegates from the various Australasian Colonies will discuss cable communication, and trade matters generally. It adds: "One of our well known trading companies is making a bid for new trade by establishing a branch of their business at Vancouver." A new company has, we notice, been organized with which our people may yet have important connections. It is called "The Graziers Meat Export Co. of N.S.W., Limited," and will have a capital of £250,000. It is being formed for the purpose of exporting or otherwise dealing with meat and other produce in a frozen or preserved state, or treated by any other process which may be found advisable, and to act as agents for the Grazier or Exporter, reserving to itself power, if necessary, to purchase and export on its own account. The system that has been adopted is, it is said, that of killing and chilling, at a number of inland works, and freezing and storing for shipment in large central factories at port.

## INSURANCE MATTERS.

The aggregate amount of life insurance in force, the annual premiums paid thereon, and the number of policyholders, as compiled by the *Insurance Spectator* of London, are: Insurance in force, \$9,831,777,000; annual premiums, \$383,811,090; number of policyholders, 5,137,667. The amount of insurance in force and the number of policyholders are distributed among the companies of the different countries as follows:

England.....	\$2,461,620,000	1,098,367
Germany.....	1,170,924,000	1,336,433
France.....	753,201,000	368,520
Austria.....	338,355,000	478,363
Switzerland..	44,568,000	63,390
Scandinavia ..	113,031,000	106,816
America.....	4,949,995,000	1,687,778
Total.....	\$9,831,777,000	5,137,667

The average cost for death claims and expenses per \$1,000 insured in the past 20 years was \$22.70 as given in N. Y. official reports.

It is worthy of note that in view of the fact that the city of Toronto not having been visited of late years by any very disastrous fires, a movement has been going on in municipal circles to compel the insurance companies doing business there to lower their rates, or in default that the corporation itself should undertake the business. A committee of the city council appointed to consider the matter has recently reported that after careful consideration, they can come only to the conclusion that the forty different insurance companies doing business in the city of Toronto have united in a close corporation of "fire underwriters," in which they have a combination to control the fire insurance for their own gain and profit, and that the present rates charged for insurance are fully 50 per cent. too high. The committee therefore recommends the obtainment of powers from the Provincial Legislature to authorize the formation of a municipal bureau of insurance, which shall have power to assess all buildings for insurance purposes, and effect insurance on merchandise, stock, machinery, furniture, etc. The bureau will, it is proposed, have charge of the fire brigade, and will consist of three commissioners, two to be appointed by the city council and one by the Board of Trade.

The proposal would in effect constitute the city of Toronto a Fire Insurance corporation with powers and duties in no way contemplated under the ordinary municipal system. Still, in view of recent developments in the way of cities owning their electric lighting plants and tramcar systems, it would not be so great a departure after all. Questions, however, arise not only on the principle of allowing cities to do business of this character, but on the more practical one of would it pay? A city may enjoy for a long period of years comparative immunity from fire, and during those years might accumulate a considerable surplus in its insurance fund. This has been the case with numbers of shipping companies which have found it pay them to do their own underwriting. But the vessels belonging to such companies are as a matter of fact under their

own control and are officered by trusted and experienced men; accidents to them being due to Providence and not to carelessness or incapacity of the men in charge of them. On the other hand, in this matter of municipal insurance the municipality may have a most effective fire brigade, but it cannot control the carelessness of householders and others; it can have no knowledge of the thousand and one things which go to make up the ordinary chances of conflagrations breaking out, and besides would have all its risks within a very limited area, which might be swept in the very shortest space of time, and then all the accumulations, possibly of years, would vanish and in all probability a larger amount than that.

The committee appointed by the Toronto City Council to consider the subject have figured out, based on the average fire loss of eight years, an annual profit of \$73,452, after maintaining an efficient fire brigade and the necessary official staff, together with the payment of interest on a million dollars of debentures to be sold and invested as a fire insurance reserve fund. But trouble will arise in the fact that everyone will not be disposed to insure with the city authorities and, moreover, all the companies are not likely to desert Toronto, particularly when they see that the city authorities must, in order to protect their risks, make the system of fire protection even more efficient and comprehensive than it now is. We do not attempt to consider the figures upon which the committee base their recommendation confining ourselves to a general outline of the scheme. We may, however, say that we do not think it will work, but if Toronto thinks it is possible to do as is proposed we suppose the only thing for it to do is to make the venture.

It is announced that for some time a New York insurance company has been doing juvenile life insurance business on an extensive scale in Bay City, Michigan. The consequence has been that several hundred risks were taken on children from a year old up to fifteen years. Some five and ten cents a week covered the premiums, the policies insuring for from \$15 to \$150. Since the policies were taken out, not a few children who happened to be taken sick have been allowed to die from neglect, presumably with the idea of collecting the insurance. In one case for this reason, it is said, one child was deliberately exposed to diphtheria. The city health officer reporting on this subject says: "On inquiry, I have found that the lives of the children have been insured in a company which makes a specialty of this business, and I am forced to the belief that they were neglected and that innocent lives were sacrificed to an insatiable greed for gain." Unfortunately, neither the company nor any of the parents have so far compromised themselves as to become amenable to the law. If they had, it would afford satisfaction to see some of them brought to justice for the undoubted crime which they have coolly and deliberately committed.

#### SEALING BLUNDERS.

As per usual, there has been more blundering, uncertainty and delay in con-

nection with the Behring Sea sealing instructions on the part of the British Government. As we have already stated, Captain May, of H.M.S. Hyacinth, uncertain how to act, practically seized three Victoria sealers which he had, it appears, been sent up merely to warn of the beginning of the close season. His action in ordering them to report to the collector of customs at Victoria was ratified by subsequent instructions that they must consider themselves to have been seized. Then this was followed by their absolute discharge by the admiral commanding at Esquimalt; but not until after it had been shown that, high handed as have been the practices of the Americans in this particular, they do things with more consideration, with more regard to right and equity and, in fact, better than do the British authorities. Moreover, in connection with permits to allow vessels to proceed North with their arms and sealing equipments under official seal so as to be ready to enter Behring Sea the moment the close season is over, the American authorities made every provision for their issuance; but it has only been at the last moment that the British Government appears to have deemed it worth while to give the matter consideration; and, indeed, had it not been for persistent and urgent representations from this side, it is almost sure that the subject would not for a moment have been thought of by the British Government. This is one of those numerous things that are wonderfully well calculated to encourage loyalty among the people of the dependencies.

#### THE FLOODS.

Latest advices from the Fraser River indicated a slight further rise; but this was only to have been expected, owing to the amount of water which had to come down from the high levels. However, it would appear that the worst of the inundation is over—at least those who ought to know say so—all the low-lying lands that were likely to be affected having been reached. The loss, it is expected, will not reach anything like the high figures originally estimated, and for the relief of the sufferers the necessary arrangements have been and are being made. It will, however, take some time before communications can be restored to their former efficiency; but there is sufficient help at hand to carry out all the needed works. Indeed, there is likely to be too much of it, for advices from the south show that many of the unemployed are coming north in order to take advantage of the prospects which there are for employment.

South of the line, the flooded waters of the Columbia, the Willamette and their tributaries are subsiding, and soon it is expected the more direct evidences of the great inundations will have disappeared. But there will then remain much to make good:—ruined crops, lost live stock and demolished homes cannot be replaced without considerable labor and effort, while it will be the true policy for business men and others to treat tenderly and considerately for some time to come those whose belongings have been so woefully wasted by agencies over which they could not possibly have any control.

#### EDITORIAL COMMENT.

It cannot be denied that the Provincial Government have manifested commendable promptitude in their action in providing assistance and relief for the sufferers by the Fraser River floods. Instructions have, we notice, been given to commence as soon as possible, certain works of reparation and in the meantime to supply the necessary accommodations at once in the most prompt and convenient way possible. The bridge over the Thompson River, at Ashcroft, having been carried away, a first-class ferry scow is to be built immediately and put at once into operation as the entire traffic to and from Cariboo, Lillooet and other sections is accustomed to pass this way.

In connection with the short supplies of meat which have been occasioned by the suspension of railway traffic on the Mainland and the impossibility to get cattle from the East to this market, Collector of Customs Milne, has been officially notified that the ninety days' quarantine on cattle entering this port from the United States has been raised temporarily, and that cattle immediately after inspection here can, if fit, be slaughtered. It would appear to be somewhat unfortunate that it was impossible to communicate with Australia so as to have had supplies brought in by the steamer which reached here from that country on Sunday night, as the Arawa is credited with having a very large cold storage capacity.

We have again and again urged upon the authorities and the public the necessity which exists for a more thorough system of inspection at the quarantine station, through, or rather the hands of the quarantine officer of which, upon repeated occasions smallpox has been allowed to slip. Now it is announced that the black plague, one of the most terrible scourges of eastern countries, has broken out at Hong Kong, from which vessels are continually arriving here, especially the well known steamships of the C. P. R. Empress line. These vessels, it is notorious, have on several occasions been the means of bringing in smallpox. It is to be hoped that they will not also be allowed to carry among us the terrible black plague, the havoc caused by which forms the story of several pathetic chapters of history.

The new Canadian textile tariff appears to satisfy the British manufacturer and shipper, if it does not please the Canadian trade. The *Textile Manufacturer* of Manchester, says of it: "Generally speaking, the effect of the new measure will be beneficial for the trade with Great Britain, and the reductions, as has been pointed out, are almost entirely on those lines of goods which Canada imports from this country. The examples given show how sweeping are the reductions in textile fabrics. They show also that the Canadian Government is seeking to substitute ad valorem duties for mixed specific and ad valorem duties." It will be remembered that very recently the leading cotton men of Eastern Canada declared that the result of the present tariff would be disastrous to their interests. Under it they had already been compelled to make heavy cuts and still the Americans were in a position to enter the Canadian market and undersell them.

INLAND REVENUE RETURNS.

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

Victoria Division Comprising all of Vancouver Island:

Table with 2 columns: Item and Amount. Includes Spirits, Malt, Tobacco, Cigars, Petroleum inspection.

Total..... \$ 9,167 82

WAREHOUSED. EX-WAREHOUSED.

Table with 3 columns: Item, Warehouse, Ex-warehouse. Includes Spirits, Malt, Tobacco, Cigars.

Table with 2 columns: Item and Amount. Includes Spirits, Malt, Manufact Tobacco, Cigars.

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

Vancouver Division Comprising the Mainland of B. C.:

Table with 2 columns: Item and Amount. Includes Spirits, Malt, Tobacco, Cigars, Ex-warehoused for exportation.

COLLECTIONS.

Table with 2 columns: Item and Amount. Includes Spirits, Malt, Tobacco, Cigars, Petroleum Ins., Other receipts.

PROVINCIAL TRADE NOTES

Mr. W. F. Wood, Indian Agent at Kamloops, has been appointed fisheries' overseer for that district.

The customs returns for the port of Nanaimo for May were: Duty collected, \$1,758.11; imports, free, \$1,268; dutiable, \$15,581.

Salmon Arm crops are in a very precarious condition owing to the spring freshets; nearly the whole of the valley is flooded.

The hop plantations in Okanagan Mission Valley are looking exceedingly well this spring and from present indications the crop will be a large one.

The Wellington Coal Company has given an order to the Royal Electric Company, Montreal, for an electric mining locomotive to be used in their mines.

The Nanaimo fire department have appointed a committee to confer with the fire wardens in regard to better water supply and improved appliances for combating the fire threat.

A survey party in charge of Mr. W. Pinder has started from Nanaimo to survey the proposed extension of the E. & N. Railway. The party has been engaged for four months.

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 May, 1891:

Table with 3 columns: Articles, Value, Duty. Lists various goods like Ale, Beer, Animals, Books, etc.

Table with 3 columns: Articles, Value, Duty. Summary of all other dutiable goods, total dutiable goods, free goods, coin and bullion.

The following are the free goods entered at the port of Victoria for the month of May, 1891:

Table with 3 columns: Articles, Value, Duty. Lists free goods like Animals for improvement of stock, articles for use of Army and Navy, etc.

EXPORTS

From the port of Victoria, for the month of May, 1891—the produce of Canada:

Table with 3 columns: Articles, Quantity, Value. Lists exports like Coal, Gold dust, Fish, Furs, Lumber, etc.

"Whether business in its entirety could be successfully conducted on an exclusively cash basis, is very problematic and far-reaching," says an exchange,

"but certain it is that if the system was adopted as far as possible, there would be fewer failures and less contention in the civil courts.

B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of April, 1891:

IMPORTS.

	VICTORIA	VANCOUVER	WESTM'N'N	NANAIMO	TOTAL
Dutiable Goods.....	\$140,238 00	\$ 63,352 00	\$ 31,559 00	\$ 15,581 00	\$250,730 00
Free Goods.....	116,776 00	68,069 00	13,958 00	1,268 00	200,071 00
Total Imports.....	\$257,014 00	\$131,421 00	\$ 45,517 00	\$ 16,849 00	\$450,468 00

REVENUE.

Duty Collected.....	\$ 45,981 75	\$ 22,578 89	\$ 9,595 35	\$ 4,758 41	\$ 82,914 43
Other Revenue.....	7,475 61	8,518 16	162 49	563 20	16,749 46
Total Collections.....	\$ 53,457 36	\$ 31,127 05	\$ 9,757 84	\$ 5,321 61	\$ 99,663 89

EXPORTS.

The Mine.....	\$ 25,538 00	\$ 10,000 00	\$ 23,373 00	\$269,531 00	\$328,442 00
The Fisheries.....	21,200 00	1,225 00	9,881 00	.....	32,307 00
The Forest.....	2,074 09	35,081 00	678 00	.....	37,833 09
Animals and their produce.....	23,897 90	1,801 00	451 09	.....	26,150 00
Agricultural.....	6 00	94 00	4 00	.....	104 00
Manufactures.....	8,456 00	1,875 00	950 00	.....	11,281 00
Miscellaneous.....	4,089 00	750 00	.....	.....	4,839 00
Total Exports.....	\$ 85,260 00	\$ 50,830 00	\$ 35,340 09	\$269,531 00	\$440,961 00

\$2,280 gold coin, \$229 silver coin.

SHRINKAGE OF IRON PRICES.

The decline in iron and steel prices which has occurred during the past 16 months, says the *Engineering News*, is so enormous and so unprecedented it seems worth while to call especial attention to it. At the opening of 1883 it was generally felt that iron and steel prices had reached bottom, and that there was much more reason to anticipate a rise in prices than a decline. Yet the period which has elapsed since that date has seen the then prevailing prices for finished iron and steel reduced 32 to 35 per cent. These revolutionary changes of prices make necessary the most sweeping changes in the proper manner of executing work. For example, the change from 3 cents per pound for steel beams, which was the ruling price only yesterday, as it seems, to about 1/2 cent per pound upsets all the settled ideas of architects and engineers as to where fireproof construction is economical and where it is not. This is only a single example of the revolutions which these radical changes in prices effect. They are only to be compared in their sweeping effect to the revolutions wrought by new and epoch-making inventions. Apparently these low prices mean an enormous increase in the consumption of iron and steel. It is now profitable to use it in a thousand forms where it was not profitable two years ago.

THE VALUE OF APPEARANCES.

It appears to other trades a grocer's success depends more than we imagine upon the general appearance of things connected with his business. For instance, if his wagon goes about town muddy, unpainted and in a rickety condition, it indicates to his customers that he is a very shiftless manager. If his store is untidy, unpainted and unwholesome in its interior appearance, it does not help to sell his goods, though they may be quite as good as those of his competitor over the way. The unwholesome look of his premises conveys the impression to customers that his goods are of an inferior quality, and

they bestow their patronage elsewhere. A good turn-out is a splendid advertisement for a grocer. Ladies do not like to have spavined horses and rickety conveyances stop at their doors. Much in regard to a grocer's success in trade depends upon the manner in which he keeps up a show of good appearance.

FINANCIAL.

The *Canadian Trade Review* thus sums up the financial situation: "While every manufacturing industry in the States is in a state, more or less, of collapse, with signs here and there of recovery, the great strike of coal miners which is seriously shortening supplies, and increasing the cost of fuel is a very serious financial question, creating great uneasiness. The confidence of European investors, and holders of American securities, which was beginning to revive, has again been shaken, as such a strike, at such a time of depression, is creating distrust in the stability of American institutions, as menacing indeed social order. We have several times predicted that the aggregation, or combine, of great enterprises to force up prices would inevitably lead to reprisals, and the coal miners strike justifies this view. Locally the stock market is at a very low ebb, speculation and investing having alike taken a rest. The *London Times* regards the situation in the States as 'rather serious,' and puts the responsibility of the depression on the politicians who have been so long 'tinkering' the tariff. It will surprise many to find so eminent an authority speaking of the States as 'relatively a poor country, dependent for its floating capital on the older European countries.' We note that a large sale of timber limits in this Province will shortly take place, which, we believe, will be in charge of Mr. Peter Ryan, of Toronto, who has engineered this class of business for the Ontario Government with much satisfaction to them. Our city finances are getting into a state of 'sixes and sevens,' or mixed. The situation demands the sternest suppression of all efforts to expend money not absolutely and immediately required."

CANVASSING FOR ORDERS.

Regarding the expediency of retail grocers drumming up trade by a personal canvass for orders, there is no doubt a decided difference of opinion among the parties chiefly concerned—the retailers themselves—but it is an undisputed fact that canvassing has saved more than one dealer from failure, and it is because it offers hopes of success to struggling dealers that we have advised the adoption of the plan by those who have never tested it. Some years ago a retail grocer found, after several years of hard "sledding," that he was making very little headway, and, as the public was dilatory in coming to him, he determined to go direct to the public, and at the residence of consumers seek the orders for the lack of which his business was pining. He immediately acted upon the resolution, with the result that his trade rapidly increased, and to-day is one of the largest in the city in which his store is located. He does not send out employees, but goes the rounds himself, every other day, taking orders, and on the intervening days taking goods. There are constantly employed in the store three clerks who do nothing else but pack the goods taken on the canvassing trips of the proprietor, which now cover a very extensive territory, including suburban towns and districts. This dealer recommends the canvassing system to retail grocers. He believes that the system required a certain amount of energy and determination in those who give it a trial, but it certainly offered a good prospect of success to retailers suffering from excessive competition and a lack of necessary capital.

COMMERCIAL SUMMARY.

The most costly of all metals is gallium, worth \$3,000 an ounce. It is estimated that the annual salt product of the world is fully 7,500,000 tons. The Hollanders are the greatest tea and coffee drinkers, using 210 ounces to the inhabitant every year. The *Irish Times* announces that the Ulster Steamship Company is about to commence a direct service between Montreal and Dublin, the first steamer to leave Montreal on June 15. Of the New Zealand money market, the *Trade Review* published at Wellington, N. Z., says: "We are still without quotable change in this market, though we hear that the question of a reduction in the rates for deposits is under consideration by the banks. The rates given by banks in New Zealand are now 1 per cent, higher than those paid in both Melbourne and Sydney, and we can see no good reason why this should be the case. While the banks are giving 5 per cent. for twelve-month deposits, Building Companies have to offer 5 1/2 per cent., and even at that rate do not find the supply equal to the demand. In the open market, there is a fair supply obtainable at 6 1/2 to 7 1/2 for advance on mortgage of real estate, but lenders are somewhat exacting in the matter of margin of security. It is to be hoped that the banks will see their way shortly to make some reduction in the deposit rates."

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson.	1128	Young	Jan. 13.	Westminster.	Sydney	806,948	7,814	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Plymouth.	923,059	9,882	May 20	52s 6d
Nor bark	Fritzoe	1078	Rolsen	Jan. 10.	Vancouver	Callao.	879,260	8,031	March 3.	36s 3d
Am bark	Colorado	1636	Gibson	Jan. 19.	Cowichan	Valparaiso f.o.	882,657	7,077	Apr. 27.	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26.	Vancouver	Montreal	896,663	15,537	June 23	Private.
Chil. bark	India	953	Fanke	Jan. 11.	Moodyville	Valparaiso	788,782	7,169	March 30.	owners ac
Br bktn.	Bittern	329	Stonach	Jan. 20	Vancouver	Fremantle, Au	392,950	4,201	May 16	owners ac
Ger. ship	Katharine	1639	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	11,038	May 6.	35s
Br ship	County of Yarmouth.	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindostan	1512	Welsh	March 6.	Moodyville	Valparaiso	1,196,826	10,212	July 14	owners ac
Am. bark	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia.	1,010,913	7,966	April	Private.
Am. ship	Ivy	1181	Lovell	April 22.	Vancouver	Wilmington	791,911	10,497	Aug. 25	Private.
Br bark	Assel	735	Gilmour	March 6.	Moodyville	Antofagasta	631,163	6,577	June 23	35s
Br ship	Natuna	1106	Grahm	April 20.	Vancouver	Port Pirie	961,865	7,718	Sept. 22.	12s 6d
Am bark	Henry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark	John Eka	2090	Schnauter	June 2.	Cowichan	Port Pirie	2,350,797	19,500	Aug. 7.	40s
Br bark	Blairholme	1291	Gray	June 1.	Vancouver	Sydney	913,655	7,801	Aug. 16.	31s 3d
Br bark	Mary Low	813	Robertson	May 21	Vancouver	Pisagua	663,000	5,296	Aug. 26	35s
Nor bark	Sigurd	1126	Aase	May 21	Vancouver	Port Pirie	1,126,000	10,035	Aug. 31.	40s
Chil. ship	Atacama	1245	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19.	owners ac
Br bark	Wythrop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15.	31s 3d
Br ship	Gryfe	1042	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29.	50s
Ger bark	Heinrich	923	Henne	June 7.	Vancouver	Holland.	577,537	4,908	Oct. 1	55s
Br bark	Doehra	966	McLerrow	June 26	Vancouver	Adelaide	710,231	5,920	Sept. 16.	38s 9d
Br ship	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,136,128	12,465	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,982	Oct. 11	39s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia.	1,015,003	7,896	Aug.	Private.
Am schr.	Paritan	581	Warner	Aug. 1.	Moodyville	Tientsin	725,351	8,625	Sept.	55s
Am bark	Sonoma	908	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,229	Nov. 20.	30s
Br ship	Gunford	2108	Wier	Sept. 6.	Vancouver	Port Pirie	1,971,039	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London.	921,551	10,300	Jan. 20.	52s 6d
Nor bark	Fortuna	1342	Mikkelsen	Aug. 24	Vancouver	Port Pirie	1,286,192	10,288	Nov. 17.	36s 3d
Br bark	Gainsborough.	985	McPhail	Sept. 7.	Moodyville	Valparaiso f.o	792,153	5,521	Dec.	33s 9d
Chil. bark	India	953	Fanke	Sept. 10.	Moodyville	Valparaiso	799,297	7,090	Dec.	owners ac
Chil. bark	Eli-sa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,201	6,090	Nov. 30.	owners ac
Am schr.	Iving Cyrus	667	Christiansen	Sept. 12.	Cowichan	Port Pirie	911,716	5,916	Nov. 28.	37s 6d
Am bktn.	Chas. F. Crocker.	813	Lund	Sept. 29	Vancouver	Santa Rosalia.	783,548	7,076	Oct. 25.	Private.
Am bktn.	Hilo	612	Lefallister	Sept. 25	Westminster.	Sydney	688,652	6,619	Nov. 18.	28s
Am schr.	Lyman D. Foster.	725	Dreyer	Oct. 11.	Cowichan	Sydney	871,393	7,611	Jan.	27s
Am bark	Hesper	661	Underwood	Oct. 12.	Vancouver	Adelaide	779,348	5,886	arrived.	37s
Am schr.	Wm. Bowden	728	Fjerem	Oct. 15.	Victoria.	Adelaide	861,692	6,031	arrived.	37s 6d
Br bark	Elizabeth Graham	598	Anderson	Oct. 21.	Moodyville	Melbourne	524,681	3,969	Jan. 6	Private.
Am brig.	Geneva	171	Nelson	Oct. 15.	Vancouver	Sydney	511,228	1,157	Dec. 19.	27s 6d
Am schr.	Aida	507	Anderson	Oct. 11.	Moodyville	Shanghai	637,974	6,060	Dec. 11.	40s
Am bktn.	Robert Sudden	585	Ulberg	Oct. 25.	Vancouver	Port Pirie	711,808	1,616	Jan. 23.	37s 6d
Am schr.	Salvator	411	Wells	Oct. 21.	Westminster.	Port Pirie	527,000	4,216	arrived.	37s 6d
Am schr.	Louis	820	Hatch	Nov. 8.	Vancouver	Iquiqui	823,145	8,001	Jan. 28	40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19.	Victoria.	Sydney	705,892	5,992	Jan. 21.	28s
Nor ship	Germanic	1269	Sunde	Dec. 29.	Vancouver	Cork, U.K. f.o.	910,483	9,673		60s
Am schr.	Reporter	353	Mackie	Nov. 24	Vancouver	Nagasaki.	366,294	10,000	Feb. 12	Private.
Am bark	Snow & Burgess	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia.	1,075,090	7,113	Jan. 30	Private.
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U.K. f.o	1,021,621	13,135		55s
Am bark	Colorado	1360	Gibson	Jan. 1	Vancouver	Shanghai	707,009	5,636	arrived.	37s 6d
Am bark	Templar	910	Lee	Dec. 26.	Vancouver	Callao	507,001	4,911	prior Apr 20	35s
Am schr.	W. H. Talbot	776	Buhm	Dec. 28.	Vancouver	Cape Colony	801,133	6,031	April 17	75s

A—Also 100 spars.

## B. C. LUMBER FLEET, 1894.

Am ship	Eclipse	1536	Peter-son	Jan. 20	Vancouver	Greenock	1,072,820	10,720		60s
Nor ship	Beaconsfield	1150	Bastian-en	Feb. 5.	Vancouver	Cork, U.K. f.o	1,055,111	13,191		Private.
Am schr.	Pioneer	377	Hughes	Feb. 28.	Victoria.	Santa Rosalia. A.	57,711	461		Private.
Am. schr.	Aida	507	Anderson	March 25	Moodyville	Shanghai	686,562	6,562		40s
Chil. bark	India	953	Fanke	April 7.	Moodyville	Valparaiso.				owners ac
Br bark	Thermopyke	918	Winchester	May 2.	New Westm'r.	Shanghai.				37s 6d
Chil. ship	Hindostan	1512	Welsh	May 12	Moodyville	Valparaiso	1,207,552	9,278		owners ac
Br ship	Astoria.	1335	Dugwell	May 12	Vancouver	Queenstown fo				53s 9d
Ger bark	Gutenberg	627	Zeplien	May 12	Moodyville	Valparaiso f.o.	591,766	5,392		42s 6d
Am bktne.	Modoc	152	Rosch	May 5	Victoria	Santa Rosalia.	101,211	2,210		Private.
Am bktne.	Katie Flickinger	443	Mellae	May 5.	Vancouver	Santa Rosalia.	399,148	3,258	May 29	Private.
Br ship	East Croft	1312	Itammer	May 25	Moodyville	Valparaiso f.o.	1,058,084	9,067		49s
Br ship	Benmore	1109	Scott		Victoria.	Adelaide				40s
Br scnr	Grace Harwar	1753	Hunt		Vancouver.	Queenstown fo				62s 6d
Br bktne.	Nantippe	921	Falconer		Vancouver.	Queenstown fo				Private.
Am bktne.	Chehalis	655	Watts	May 31	Vancouver	Adelaide	712,163	6,157		40s
Br ship	Largo Law	1329	Perrucaux		Moodyville	Valparaiso f.o.				37s 6d
Br bark	Gainsborough.	985	McPhail		Moodyville	Melbourne				37s 6d
Am ship	Guardian.	1073	Marden		Victoria	Santa Rosalia.				Private.
Am bark	Olympic	1112	Gibbs		Vancouver.	Callao				35s
Nic bark	Don Carlos	691	Tobey		Vancouver.	Noumea.				40s
Br ship	Borrowdale	1197	Bolderston		Moodyville.	Valparaiso.				40s
Am bark	Hesper	661	Sodergren		Vancouver	Sydney				38s
Br bark	Vilshita	866	Harland		Vancouver.	Adelaide				37s 6d
Am bark	Southern Chief.	1219	Syensen		Vancouver.	Santa Rosalia.				Private.
Am schr.	Wm. Bowden	728	Fjerem		Moodyville.	Sydney				30s
Ital. bark	Eli-sa	915	Harken		Moodyville.	Valparaiso.				owners ac

A—Also 68,943 lineal feet of progs valued at \$1,020. B—Also 20 cords of slabs and 100 poles. C—Lineal feet of poles

### FREIGHTS.

There is but little business passing, and all quotations may be said to be nominal. Grain freights from San Francisco to Cork, U. K., for orders, are quoted at 25s for immediate loading, and 28s 9d for new crop

September loading.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders. 32s 6d; Sydney, 30s; Melbourne, Adelaide or Port Pirie, 37s 6d to 40s; United Kingdom, calling at Cork for orders, 60s to 62s 6d; Shanghai,

42s 6d; Tientsin 55s; South Africa 60s; Noumea, 40s. The last three rates are purely nominal. Coal freights from Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOIL.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	930	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	March 25
Ger ship	Sirene	1137	Sauermeich	October 19	Victoria	London	56,558	282,790	April 4
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	615	Blanche	October 14	New Westm'r	London	30,000	137,112	April 22
Br bark	Ladstock	516	Williams	October 19	New Westm'r	Liverpool	35,773	178,865	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,880	April 25
Br bark	City of Carlisle	824	Hughes	November 21	Victoria	Liverpool	37,381	185,905	April 25
Br ship	Camilla	1222	Kee	December 22	Victoria	Liverpool	56,318	219,523	May 12
Br bark	Harold	1307	King	January 18	New Westm'r	Liverpool	61,691	321,541	May 26
Br bark	Primera	597	Gardner	December 17	Victoria	London	21,696	123,350	May 26

A—Other cargo value \$1,316. B—Spoken March 8 lat. 37° S., long. 39° W. May 18 lat. 48° N., long. 19° W.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOIL.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Ballachulish	1806	Gowdey	March 19	Passoeroean	Vancouver	B. C. Sugar Refinery Co.	85
Br ship	Eaton Hall	1779	Lourison	April 2	K. London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	71
Br ship	Lismore	1598	Ferguson	March 17	J. London	Victoria & Van	Turner, Beeton & Co.	57
Chil. ship	Atacama	1235	Caballero	.....	F. Valparaiso	Moodyville	R. P. Rithot & Co., Ltd	.....
Br ship	Clan Robertson	1625	Lane	.....	H. Hoogo	Royal Roads	.....	.....
Br ship	City of Glasgow	1168	Tannock	March 5	A. Cardiff	Esquimalt	Naval Storekeeper	29
Br bark	Ladstock	816	Williams	May 26	B. Liverpool	Victoria	R. P. Rithot & Co., Ltd.	17
Br bark	Corryvreckan	1299	Abbott	April 26	B. Cardiff	Esquimalt	Naval Storekeeper	47
Ger bark	Senta	1037	Thiennann	March 20	O. Liverpool	Westminster	A. B. C. P. Co.	81
Nor ship	Drammen	1317	Anderson	.....	T. Honolulu	Vancouver	Hastings Mill	.....
Br ss	Empress of Japan	3043	Leo	May 23	W. Hong Kong	Victoria & Van	C. P. S. S. Co.	20
Am bark	Colorado	1036	Gibson	May 25	C. Hakodate	Victoria	Victoria Lumber & Manufacturing Co	18
Br ss	Sikh	1376	Howley	May 29	D. Hong Kong	Victoria	Dodwell, Carill & Co.	14
Br ss	Empress of China	3003	Fillett	.....	G. Hong Kong	Victoria & Van	C. P. S. S. Co.	.....
Br ss	Warrimoo	1897	Perry	.....	E. Sydney	Victoria & Van	C. A. S. S. Co.	.....

k April 6 passed Dungeness; April 8 passed Brixham. Spoken April 26 lat 22° N., long. 25° W. F—To load a return cargo of lumber. J—Passed Deal March 18; Dungeness March 21; Prawle Point March 22. A—Spoken March 26 lat. 19° N., long. 9° W. Chartered for salmon by Turner, Beeton & Co. B—Chartered for salmon to U. K. at 36s 3d, by Robert Ward & Co., Ltd. O—Via Honolulu. Chartered for salmon to U. K. at 36s 3d., September loading. T—Chartered for lumber to United Kingdom: private terms. W—Via Yokohama June 1. C—Via San Francisco. D—Via Yokohama June 9. G—To sail June 13. Via Yokohama June 22. E—To sail June 17. Via Suva and Honolulu June 30.

### VESSELS IN PORT.

(June 11, 1894.)  
VICTORIA.

Am. bark Wrestler, 447 tons, went ashore during a gale on White Rock.

Br. ship Corolla, 1,204 tons, Capt. Frazer, arrived April 28, from Yokohama for orders.

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

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

Br. bark Northernhay, 1,221 tons, Capt. Miller, arrived May 28, from Cardiff with cargo of coal for naval storekeeper.

### VANCOUVER.

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

Br. bark Xantippe, 909 tons, Capt. Falconer, arrived April 21, loading lumber for Queenstown f. o.

Br. schr. Grace Harwar, 1,750 tons, Capt.

Hunt, arrived April 22, loading lumber for Queenstown f. o.

Br. ship Largo Law, 1,587 tons, Capt. Perneaux, loading lumber for Valparaiso for orders.

Br. bark Gainsborough, 935 tons, Capt. McPhail, arrived May 20, loading lumber: at Moodyville for Melbourne.

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

Nic. bark Don Carlos, 694 tons, Capt. Tobey, arrived May 25, loading lumber for Voumea.

Am. bark Hesper, 654 tons, Capt. Sodergren, arrived May 31, loading lumber for Sydney.

Br. bark Villalta, 866 tons, Capt. Harland, arrived May 27, loading lumber for Adelaide.

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

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

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

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

### NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.  
Am. ship Wachusett, 1,519 tons, Capt. Williams.

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

### WELLINGTON SHIPPING.

Am. bark Yosemite, 1,151 tons, Capt. Fullerton.

Am. bark Sumatra, 1,015 tons, Capt. Olsen.

Am. bark Topgallant, 1,220 tons, Capt. Killman.

### UNION SHIPPING.

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

### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	5	5,465
Vancouver	13	14,261
Nanaimo	6	8,407
Total	24	28,133
Previous week	26	30,583
Correspond'g week last year	19	26,809
1892	16	20,233

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# THE BRITISH COLUMBIA

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