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Vol. V.

VICTORIA, B. C., TUESDAY JULY 30 1895

No 21

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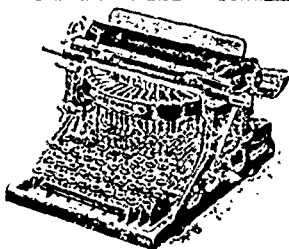
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ESQUIMALT & NANAIMO R'Y

TIME TABLE NO. 24.

To take effect at 8.00 a.m. on Friday, April 5th, 1895. Trains run on Pacific Standard Time.

STATIONS.	SOUTH BOUND - READ UP		NORTH BOUND - READ DOWN	
	No. 1 Pass Daily	No. 3 Pass Sat. Sun.	No. 2 Pass Daily	No. 4 Pass Sat. Sun.
Victoria	Ar. 12.20 pm	Ar. 8.30 pm	De. 8.00 am	De. 1.50 pm
Russell's	" " 12.06	" " 8.15	" " 8.01	" " 1.35
Esquimalt	" " 12.00	" " 8.15	" " 8.11	" " 1.03
Stewart's	" " 12.00	" " 8.12	" " 8.17	" " 1.06
Parson's Bridge	" " 11.53	" " 8.06	" " 8.29	" " 1.09
Langford	" " 11.43	" " 7.57	" " 8.37	" " 1.17
Goldstream	" " 11.35	" " 7.50	" " 8.45	" " 1.25
Shawinigan Lake	" " 11.25	" " 7.40	" " 8.53	" " 1.33
Cobble Hill	" " 11.15	" " 7.30	" " 9.01	" " 1.41
McPherson's	" " 11.05	" " 7.20	" " 9.09	" " 1.49
Koksilah	" " 10.55	" " 7.10	" " 9.17	" " 1.57
Duncan's	" " 10.45	" " 7.00	" " 9.25	" " 2.05
Somenos	" " 10.35	" " 6.50	" " 9.33	" " 2.13
Westholme	" " 10.25	" " 6.40	" " 9.41	" " 2.21
Chehalis	" " 10.15	" " 6.30	" " 9.49	" " 2.29
Oyster Bay Siding	" " 10.05	" " 6.20	" " 9.57	" " 2.37
Oyster Bay	" " 9.55	" " 6.10	" " 10.05	" " 2.45
Nanaimo	" " 9.45	" " 6.00	" " 10.13	" " 2.53
Wellington	" " 9.35	" " 5.50	" " 10.21	" " 3.01
Victoria	" " 9.25	" " 5.40	" " 10.29	" " 3.09

On Saturdays and Sundays.

Cheap excursion tickets will be issued to and from all points, good to return not later than Sunday.

Return tickets for one and a half ordinary fare may be purchased daily to all points, good for fifteen days including day of issue.

Through rates between Victoria & Comox.

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TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, July 30.

VICTORIA.

Trade holds in the regular channels without noteworthy change in any direction. Another drop in sugar prices by the Refinery was somewhat of a surprise to the trade. The markets generally are dull and uninteresting.

GROCERIES AND PROVISIONS.

The special feature of the trade is again a drop of $\frac{1}{2}$ c. in sugar prices, which together with that of $\frac{1}{2}$ c. announced last week makes a total deduction of $\frac{1}{2}$ c. in a fortnight. Mr. Angus, agent of the refinery says, "It was expected that during the canning season the price of sugar would advance, but instead of advancing, the B. C. Refinery have reduced their prices $\frac{1}{2}$ c. all round on the basis of granulated at $\frac{1}{2}$ c." Messrs. Rithet & Co. state "that they have met the cut in prices made by the refinery, and are quoting Dry Granulated and B. A. Coarse at \$4.25 per sack." A consignment of one hundred and fifty tons of fresh sugar was received by the s.s. Evandale last week, of which the greater portion, about one hundred tons, was sold on Friday and Saturday. The people of this province are now getting their sugar cheaper than any other portion of the world to which sugar is imported for consumption.

This unexpected drop at a season when prices generally stiffen and dealers look for a profitable business, has caused considerable stir, if not hard feelings among those who were induced to purchase before the drop. It is perhaps needless to explain that these low prices are purely provincial.

Cured meats are unchanged in price, but a firmer feeling is reported among packers. Roast and corned beef 2s has been advanced 5c. per doz. by jobbers. Manitoba creamery butter is quoted from 1c to 2c lower, 20c to 21c being the ruling prices.

The British Columbia Sugar Refinery quotes prices as follows, for lots of one barrel and upwards, delivered into warehouse at Vancouver or Victoria, payment by net spot cash:

Granulated, in bbls. or 100-lb bags.....	41
Extra C.....	4
Fancy Yellow.....	32
Yellow.....	37
Golden C.....	
Paris lumps in bbls. or 100-lb bags.....	51
Powdered icing and bar, in bbls.....	51

Above prices are for barrels or bags, 100 lb. keg $\frac{1}{2}$ c. higher; half bbls. $\frac{1}{2}$ c. and boxes $\frac{1}{2}$ c.

Golden syrup is quoted as follows: 30 gal. bbls. $1\frac{1}{2}$ c per lb., 10 gal. kegs 2c per lb., 5 gal. kegs \$1.25 each, 1 gal. tins \$3.75 per case of 10, $\frac{1}{2}$ gal. tins \$4.50 per case of 20.

Sugar—Jobbers' prices, ordinary terms 60 days.

Dry Granulated (China).....100-sack	1 25
" " "B. A. Coarse".....	4 25
Extra C, China.....	4 00
Dry Granulated (B. C. Refinery).....	12
Extra C.....	41
Fancy Yellow.....	4
Yellow.....	37
Cubes.....	6
Powdered.....	61
Syrups, per lb.....	23
" 1 gal. tins, American (10).....	5 75
" 1 " " (16).....	5 75
" 1 " Vancouver.....	4 50
" 1 " ".....	5 50

FRUITS AND VEGETABLES.

Australian oranges are again out of the market. Quotations have been reduced in plums, grapes, pears and Gravenstein apples, all other lines unchanged. Receipts are keeping up to the usual average.

Jobbers' quotations for fruits are as follows:

Oranges—California Navals.....	3 50 @	1 00
" " Seedlings.....	2 75 @	3 00
" Mediterranean Sweets.....	3 00 @	3 50
" Bloods.....	3 50 @	0 00
" St. Michaels.....	3 75 @	0 00
Bananas, per crate.....	2 50 @	3 00
Lemons—California (Johnson's) ..	5 50 @	6 50
Apricots.....	1 19 @	1 30
Peaches.....	90 @	1 00
Plums.....	90 @	1 15
Grapes.....	1 50 @	0 00
Apple, red Astrachan ..	1 50 @	0 00
" Gravenstein.....	1 50 @	0 00
Pears.....	1 75 @	2 00
Coconuts.....per 100	8 00 @	9 00
Pineapples, per doz.....	3 50 @	0 00

Vegetables are quoted:

Onions—Silverskins, per lb.....	13 @	00
" Red.....	13 @	00
Cabbage.....per lb.....	23 @	
Potatoes New, per lb.....	13 @	00
Cucumbers, large boxes.....	1 10 @	0 00
Tomatoes.....	1 00 @	0 00

SALMON.

Advices by s.s. Danube report fair success in packing on the northern rivers. Results are showing up well and indications point to an increase over last year's output by the northern canneries. On the Fraser river the run continues light and it is believed that the pack at the end of the season will show a considerable shortage over last year.

It is difficult to obtain the list the estimated pack to date on the but those that are given may be a fair indication of the general pack on the river, which is about 2,500 cases for each case.

Some local firms who are agents for canneries on the Fraser river decline to furnish any information as to their pack until the close of the season.

LUMBER.

The Northwest cleared July 29, with a cargo for San Francisco, via Port Townsend where her rigging, which was recently burned, will be replaced. The American schooner Glendale, 227 tons, arrived July 20, to load at Vancouver for San Pedro on private terms. The American schooner R. W. Bartlett, 495 tons, Capt. Olsen, is reported on the way from San Francisco to Westminster, to load lumber for San Pedro.

The following vessels are loading lumber at British Columbia ports for foreign: At Vancouver: Dan. bark Ciabria, 1,158 tons, for Cork, U. K., for orders. Br. ship Duke of Argyll, 960 tons, for Adelaide. Am. bark Newsboy, 559 tons, for Shanghai. Am. schr. Alice Cooke, 731 tons, for Sydney. Chil. ship Republic, 1,236 tons, for Valparaiso. Am. schr. Emma Claudina, 186 tons, for Los Angeles. Am. ship Alameda, 1,474 tons, for Sydney. Am. schr. Glendale, 227 tons, for San Pedro. Total, 8 vessels; 6,531 tons.

BUSINESS NOTES.

McDonald Bros., livery, Vancouver, are offering business for sale.

Peter Egar, sawmill, Clinton, intends removing plant to Barkerville.

E. W. Bickle, general store, Wellington, has sold out to Thomas Bickle.

Wm. O'Connor, Victoria saloon, Victoria, has sold out to Annie O'Connor.

Chas. B. Lockhart, undertaker, Vancouver, has sold out to Agnes Lockhart.

The Delta Creamery, at Ladners, commenced operations last Tuesday afternoon.

E. E. calet, contemplates opening a restaurant in the store now occupied by Robt. Jamieson on Government street.

Leary & McGrow, suspender manufacturers have started at Vancouver.

F. O. Borg, manufacturer of ore sacks at New Denver, has given up the business.

The Bella Coola Mercantile Co. expect to open their general store at Bella Coola in September.

R. Shortreed, jr., general merchant, Shortreed, has assigned to J. P. McLeod, of Westminster.

Beaty & Hall, provisions, Vancouver, are endeavoring to effect a settlement with their creditors.

Harry Fairall who recently opened a brewery in Victoria West, now has ale and stout on the market.

Martin Bros., hardware dealers, of Vernon, are opening a branch at Rossland, with William Martin in charge.

Campbell Bros., of Vernon, have shipped a carload of furniture to Rossland for the branch store they intend opening there.

International Commission Co., Nelson, style changed to Simpson & Co. Julius Erlick, manager, continues in the same capacity.

A. W. Presley, merchant, of Chilliwack, who was recently arrested on suspicion of incantism has been committed for trial.

Groceries have been cut about 20 per cent. by Revelstoke merchants, because of the keen competition of the C. P. R. store car.

W. R. Jackson, Delmonico saloon, Victoria, has admitted W. G. Stevenson, proprietor of the Bodega saloon, into partnership.

F. W. Le'Vatte, Cidor and Sauce Manufacturer, Victoria, has admitted R. W. Ward into partnership under style of Le'Vatte & Ward.

It is reported from Revelstoke that Alex. Macdonald & Co., wholesale grocers, of Winnipeg, will open a branch in the Kootenay district.

A number of farmers of Okanagan, Mission, have sent a representative to Calgary to endeavor to find a market for their surplus fruit and vegetables.

E. Baynes & Co., Point Ellice Iron Works, Victoria, suffered the loss of their foundry and stock of patterns by fire Thursday evening, which was partially insured. The firm have important contracts on hand and the plant will be replaced at once.

E. G. Prior & Co., L'd., are removing their branch at Vancouver to Nos. 42 and 44 Hastings street, where they will have better facilities to handle their increasing trade. A full line of farm machinery, wagons, carriages, etc., will be at stacked the new warehouse, which is in charge of Mr. Edward Branchley.

OFFICIAL RECORDS.

The following items respecting business people are furnished from the records:—

Judgments.—H. D. Benson, farmer, Ladners, \$666.94, favor Credit Foncier Franco Canadien; A. McCorvie, contractor, Westminster, \$59.80, favor Williams & DeBick; Alfred E. Mann, carter, Westminster, \$673.70, favor Geo. Turner; W. B. Sylvester, feed and produce, Victoria, \$203.45, favor Brackman & Ker Milling Co., L'd.; Miss May Nash, millinery, Union, \$97.20, favor Macabe, Robertson & Co; McLachlin Bros., late feed, etc., Victoria, \$102.83, favor Thos. McNeeloy; Charles F. and Mary Beaven, Victoria, \$147.79, favor Benj. Springor Dominion & Foreign Trading Co., L'd.; James McDonald, late of R. McD. & Co., Vancouver, \$5,371.32, favor J. G. Mackenzie & Co.; R. H. Jameson, grocer, Victoria, \$145.55, favor Oamund Skrine & Co.; E. W. Bickle, general merchants Wellington, \$506, favor A. E. Pavay & Co.; do, \$255.90, favor The R. Green Manufacturing Co.; do, \$140.80, favor Empire Tobacco Co.; Thos. L. Davis, clothing, Nanaimo, \$219.64, favor Jas. O'Brien & Co.; D. McGillivray, late general store, Chilliwack, \$330.50, favor John Macdonald & Co; Andrew J. McMurtrie, hotel, Wellington, \$1,100, favor H. Stanton, (receiver est. R. Kelly); Dr. P. Scharschmidt, druggist, Comox, \$93.90, favor J. Nelson; F. Schouartz, late hotel, Northfield, \$53.27, favor Gustao Leiser, (as assignee of Janey & Crossin); Chas. P. Burton, general store, Kincolith, \$164.81, favor E. B. Marvin & Co.; C. B. Sword, Riverside, \$241.47, favor Credit Foncier Franco Canadien; John Thompson, Victoria, \$317.60, favor John Smi h; Mrs. M. McKee, Vancouver, \$468.12, favor Creamer & Langley.

Bills of sale—A. C. Fraser, logger, Sea Island, to Welsh Bros. for \$4,000. John Teague, architect, Victoria, to B. C. Land & Investment Agency, L'd., for \$1,240; Chas. B. Lockhart, undertaker, to Agnes Lockhart for \$1,700; Edward W. Bickle, general merchant, Wellington, to Thomas Bickle, for \$1.00 and other considerations; Wm. O'Connor, saloon, Victoria, to Annie O'Connor, for \$500; Stephen Powell, Port Guichan, to Frank Harcastle, for \$2,000.

Chattel mortgages—Chas. B. Lockhart, undertaker, Vancouver, to W. T. Lockhart, for \$1,600; Mrs. H. A. Brocklesby, Vancouver to D. C. Bisseth, for \$250; Michael Costello and R. A. McMorran, salmon cannery, Steveston, to Evans, Coleman & Evans, for advances; John Bell and Geo. Naden, lumber, Rossland, to Nelson Saw Mill Co, L'd., for \$1,750; Walter Leek, plumber, Vancouver, to J. W. Leek, for \$900; Thos. Bickle, merchant, Wellington, to Jane Ann Bickle, assignment of C. M., for \$2,236.75.

Owing to a printer's error in the official records published in our last issue it was made to appear that a judgment had been given in favor of Robt. Ward & Co. L'd., against Wm. F. and W. J. Copley, of Cobble Hill, for \$19,564. The amount of judgment should have been \$195.64.

The Vancouver civic insurance is to be divided equally among all the insurance companies doing business in that city.

The Van Winkle mine has cleared up \$1,300.

There is a copper and gold excitement on Lost Creek, 30 miles south-east of Nelson.

Trail Creek shipped 1 410 tons ore during the first half of July valued at \$66,615.

The aggregate for the four shipping mines of Trail Creek for June was \$135,386.

The first carload of fresh sockeye salmon shipped east this season was sent forward to New York on Tuesday last, from Westminster, by the Western Fisheries and Trading Co.

A carload of salmon cans—the fourth brought in this season over the G. N. R.—reached Liverpool last week. This lot is consigned to one of the canneries between the City and Steveston.

The first two issues of the Hawaiian Commercial Journal have been received. The paper is 16 pages quarto and is published by W. J. Gallaher, formerly of the 'Telegrams' of Vancouver and Nanaimo.

BOARD OF TRADE.

The new council of the Board of Trade held their first meeting last Tuesday, at which the standing committees were named as follows:—

Fisheries—M. T. Johnson, J. H. T. dd, H. Croft, R. Hall and E. B. Marvin.

Manufacturers—T. B. Hall, G. Leiser, J. L. Forrester, W. J. Pendray and W. Templeman.

Harbor and navigation—R. P. Rithat, Captain Irving, E. W. Pearce, R. H. Hall and J. G. Cox.

Public works and railways—A. C. Flummerfelt, A. B. Gray, W. H. Ellis, A. L. Belyea and Joseph Hunter.

Finance—W. C. Ward, A. J. C. Galletley and H. F. Heisterman.

Mining and property—Joshua Davies, F. B. Pemberton and J. H. Brownlee.

Agriculture and forestry—C. E. Renouf, Dr. Milne and P. A. Paulson.

A CURIOSITY IN MUNICIPAL ACCOUNTS.

To the Editor of the B. C. Commercial Journal.

Having cast my eye casually over the statement of receipts and expenditure for six months ending 30th June, 1895, now published by the corporation of Victoria, my curiosity was excited by the fact that out of receipts of \$80,443.55 apparently \$166,881.49 is expended. The writer would like to become possessed of the receipts for such procedure as in face of the present bad times and scarcity of money the ability to perform such a financial feat would be hailed as an invaluable boon. The position of affairs must be as stated because I see on a second look that the statement is "certified correct," and the City Treasurer also signs it. Would that I could be endowed with such miraculous powers!

CRITIC.

MISCELLANY.

A business carnival was recently held in a Maine town, at which numerous firms were represented by symbolically costumed young ladies, who spoke, sung, or took part in tableaux on a suitably decorated stage. One lady, the leader, was dressed brilliantly as the Queen of Trade.

He was a buyer in a large wholesale house and was in love. One night he snatched a kiss.

"Ah," he exclaimed, "I am so well pleased with this sample that I should like to negotiate for all you have."

He was accepted on the spot. *Tit-Bits.*

Values in woolen clothing continue to have a stiffening tendency. Dry goods dealers may not always be able to have everything they want, but by placing orders now they can refresh their stocks for less money than it will require to do the same thing later on. *St. Louis Dry Goods Reporter.*

The splendid fight which Southern wholesale grocers have made in various directions has already borne fruit. The New Orleans wholesale grocers won their fight with the Southern Pacific by putting a steamship into commission between that city and Colon resulting in a reduction of rates to New Orleans from California, which places them in a position to compete with New York, instead of as heretofore paying tribute or "railroad blackmail" on Californian products to Manhattan merchants and importers. *Intestate Grocer.*

That a car famine will be experienced in the northwest in two months, is just as certain as is the fact that harvest will soon be on hand to furnish the largest yield of grain in many years for the railroads to move. With the demand for lumber brisk, and cars for shipments scarce, it is out of the question to expect mill men to be willing to part with their lumber at the present prices. Here are two very important reasons for retail dealers who see the least sign of a need of lumber in a few weeks or months, to order at once and get stocked up. *Mississippi Valley Lumberman.*

A feature about the new season's pack of lobster in Canada is the new methods that are coming into vogue for soldering the tins of lobster. Heretofore it has been the custom to use muriatic acid in the process. This acid, by sometimes coming into contact with the fish, imparted a black color to it, while, of course, muriatic itself is a deadly poison. Now all first-class packers are substituting sweet oil for the muriatic acid, which not only discounts the possibility of discolor-

ing the contents of the tin, but at the same time ensures greater confidence in their wholesomeness.

It is right for a young man to buy or build a house and pay interest on a mortgage instead of paying rent, and gradually become the owner of a home which he can leave to his family. He is not inclined to regard a mortgage as a curse, and should not. In the same way the young farmer, through the instrumentality of a mortgage, struggles along in the hopes of becoming the owner of a farm, and to will own it in time if he has average good fortune, be patient, industrious and careful. However, hundreds of thousands of men own valuable property to-day who never would have secured it except by executing mortgages at the start and gradually paying them off. *—St. Louis Grocer.*

Hon. John W. Foster, the American member of the Commission to determine the terms of a treaty of peace between China and Japan, pays this tribute to the Chinese merchants—one as flattering as could be applied to our civilized, Christianized merchants:

"The good faith of the Chinese merchants as to their financial obligations is absolute. If a merchant is unable to pay his debts, and they are honest obligations, the guild to which he belongs, and they all belong to some guild, will pay them. If they are dishonest obligations, the merchant will be made an outcast, and that will be the end of him; but his obligations will be paid by the guild which throws him upon the world. The European merchants who have had dealings with the Chinese merchants now always accept their word. They rely upon them implicitly."

BUTTER AND CHEESE REQUIREMENTS.

C. C. Macdonald, Dairy Commissioner for Manitoba, who recently visited this province, makes the following estimate of the consumption of dairy produce here:

"Victoria consumes about 15,000 pounds of butter per month in September, and October, but during the winter months it takes about 20,000 pounds per month. Nanaimo requires about 10,000 pounds per month all through the year. Vancouver consumes only 6,000 pounds per month in summer and about 15,000 pounds per month in winter. Creamery is the only butter that will find a market in Victoria and Vancouver and the other British Columbia million pounds of cheese and 600,000 pounds of butter.

WHO NEEDS LIFE INSURANCE?

"Who needs life insurance?" The laboring man, for it enables him to afford absolute protection to his family while he is toiling for a competence and while his children are being educated and trained for self support. It lightens his burdens, cheers his heart, and better fits him for him for his daily round of duties. At no other time in the history of our existence has the man's productive power been greater than now, yet how tedious the support of wife and children when dependent upon this alone. A misplaced switch, a dived electric current, a runaway horse, an icy walk, a thousand unforeseen calamities may intervene, and the active brain and the plastic hand be stilled in death. How sad then to see the family hitherto surrounded with the comforts of life in poverty. A poor man uninsured is like a ship on the high seas without ballast—in great danger. Danger of having his dear ones dependent upon charity; danger of disgracing his name and desecrating his home by driving his offspring to lives of crime; danger of bringing the grey hairs of his wife in sorrow to the grave.

"Who needs life insurance? The rich and prosperous, for riches are fleeting and prosperity is short lived. Out of every 100 business men who grow old; a very small percentage reach old age with a competency. Life insurance is an anchor to windward to the wealthy to hold him from drifting with the waves of speculation and misfortune upon the reef of failure. He needs it, not because he expects to drift upon the breakers, but should the emergency arise, he knows it will not result in a shipwreck if he is well anchored. As an asset or collateral in a business emergency, the insurance policy has many times saved an entire estate from disintegration. By the means of life insurance a man capitalizes his own ability, so that at his death his plans may still go onward and his investments for the future may still be protected, and the result of his wisdom may still be obtained. It appeals to the wealthy as a business duty, as a protection to great interests, as an aid toward perpetuating personal judgment and as an important assistant in carrying forward cherished plans.

"Who needs life insurance? The young man just launching into business or profession with all of life and its vicissitudes yet before him. It crystallizes the problem of saving and forms a nucleus around which he can build his estate; it serves as a great balance wheel to keep him steady when tempted to pursue this or that reckless course in business."—Reporter.

PATENT RECORD.

The following list of United States patents, granted to Canadian inventors, June 11th 18th, and 25th, 1895; is reported for this paper, by James Sangster, Patent Attorney, Buffalo, N. Y. :--

William J. Gurd, Sarnia, fluid and gas meter. Henry E. Moffat, Galt, feed-water purifier for boilers. Joseph Moses, Toronto, sink. George L. Darling, Simcoe, bicycle-gearing. Robt. H. Verity, assignor to Verity Plow Company, Brantford, jaw and clevis for plows. Edmond N. Cusson, Montreal, die for stamping cigars. Edward J. Devine, Port Arthur, umbria markets in future, and it must be of strictly finest quality only. The cheeso market in British Columbia is a limited one, about six earloads per year will about supply the demand." The probable output for the year of the Manitoba factories will be one and a quarter electric train-signal. David H. Ferguson, Montreal, tobacco-pipe. David Menard, St. Paul d'Abotsford horseshoer's stand. Leonard L. Merrifield, Franklin, Mass., assignor to Economical Gas Apparatus Construction Company, Limited, Toronto, apparatus for manufacture of gas. John G. Smith, Montreal, gas-governor. Harman Bunker, Barrie, press. Robert Buston, assignor of five-sixths to R. K. Jones, St. John, V. Vanwart and J. R. McConnell, Fredericton, car fender. Geo. Cunin, Montreal, machine for making crimped stovepipe-elbows. John Galt, Toronto, hot-water boiler. Charles L. Higgings, Montreal, assignor of two-thirds to C. J. Pike, Medford, and E. H. Paine, Cambridge, Mass., rubber boot or shoe. Eli H. Hilborn, Toronto, clip for for attaching and holding in book-covers, counter checks, manifold copy-books, etc. Fred D. Linton, Toronto, rotary snow-plow. Frank S. Mead, Montreal, gas-engine. Alfred E. Trevithick, Montreal, Track-clearing apparatus.

INSOLVENCY LEGISLATION.

In his address to the shareholders of the Merchants Bank of Canada, at their annual meeting a few days ago, the Chairman, Mr. Hague, made some interesting observations concerning the prospects of a general insolvency law in the Dominion. He admits freely that it is desirable to have a law which would prevent the grave abuses that exist in some provinces, the main idea being that when a man does become insolvent his creditors shall be fairly treated and his estate equitably divided. But this authority remarks, "any Act of Parliament which will give a man his discharge on paying fifty cents on the dollar, will operate as an encouragement to insolvency. You may guard it as you will, but it will have this effect. Experience shows it to be



WHITE LEAD

THE LEADING BRANDS IN THE DOMINION ARE
RUSSIAN PURE,
UNICORN PURE,
THISTLE,
CRESCENT STAR

MANUFACTURED ONLY BY

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the case wherever it has been tried. Every insolvency law in England has had this effect, though some of the very ablest men in Parliament endeavored to guard against it." We must join issue upon the last statement. Our insolvency law has not the effect of promoting or encouraging insolvency; that it has the reverse effect to a very striking degree would probably be admitted by every debtor who has had the misfortune to come under the jurisdiction of the Bankruptcy Court. If the idea of insolvency law is simply that it is a process whereby a trader can discharge his debts with fifty cents on the dollar, then we understand the objection to it. It is readily conceivable that such a law would constitute a means of relief to debtors, and an encouragement to insolvency. But, though it is obviously necessary to have some provision for discharge, it can be, as in the case in our Bankruptcy Act, hedged round with such requirements and conditions as render the lot of the dishonest bankrupt anything but pleasant. Long experience has shown us in this country that good solid bankruptcy laws are a protection to the creditor, a terror to the debtor, and a real necessity to the whole community. If some of the leaders of opinion on the other side understood this better, Canada might have had proper insolvency legislation long ago.—Drapery World.

FAILURES.

The business statistician and journalist, in treating of the relative number of failures recorded in certain years, nearly always ascribes their increase or decrease to some political cause or general element of distrust. For some reason or other one great and increasing cause of such failures is seldom ever hinted at, although all men in business know of its existence, and recognize its awful efficiency for evil. Modern business tends to centralization of the profitable callings in the hands of very few men, or aggregations of men, and the result is that too great an extent business is war, and men seek to become wealthy by crushing out competi-

tors, and controlling the resources which should give a modest competence to thousands of their fellow men. There is no necessity for extended reference. The Standard Oil company, the sugar trust, the American Tobacco company, the Diamond Match combination, the Carnegie interests, the great packing concerns are examples known and read of all men, and the department stores and cutting grocers are lesser agencies in the work of eating up the smaller fry of the business and industrial callings. Thousands of insolvents and ruined men, brought to undeserved poverty, have been chiefly reduced to a lower plane of usefulness, comfort and citizenship by direct intentional, irresistible and hostile competition, and the war still goes on, with the odds increasing against the man who stands alone against increasing capital, deathless and conscienceless corporate bodies and aggregated corporations.

It is blindness or worse to ignore these conditions, and ascribe to general or political causes the results of organized and destructive "over-competition." And yet the church has no denunciation for this private war; the law no adequate protection against such merciless aggression; the patriot does not realize the growing danger to the republic; and the statistician points to the aggregate valuation and per capita wealth of the nation, and says, "Look at the average prosperity of the American citizen!"

Our fathers builded, in blood and tears, at the cost of almost universal beggary, a republic whose aim was to make men free, independent, brave, industrious, useful and virtuous. There were to be no privileged classes; no hereditary honors; no vast aggregations of wealth; no restrictions on the ability of any man to grow and prosper as his character and ability should warrant. Can the business man to-day who has still held to the spirit and purpose of his forefathers, and is content like them, to earn a modest competence, in all honor, honesty and Christian charity, feel that existing business and social tendencies promise to realize the aims of the founders of the republic?—St Paul Trade Journal.

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COMMERCIAL JOURNAL

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VICTORIA, TUESDAY, JULY 30, 1895.

RAILWAYS AND TELEGRAPHS

The recent visits of C. P. Railway and C. P. telegraph officials, Mr. Hosmer of the latter being accompanied by J. W. Mackay, of Bonanza fame, are looked upon by many as of far greater importance than the parties themselves would for the present have us believe. Mess. Mackay and Hosmer say they have come here purely on pleasure. They have, however, gone on to Alaska and there are those who aver that their object is to see what can be done in the way of extending telegraphic communication north. As some people are aware there already exist several hundred miles of telegraphic wires to the north on the American and Canadian mainland as well as in Siberia which were laid prior to the inauguration of the Atlantic cable, whose successful working prevented their ever having been extended and operated. The wires and poles are understood to be in excellent order and concurrently with the proposed Siberian railway, it is said to be contemplated to take up the work where it was left off and carry it through to Europe, thus affording a through overland telegraph route with the exception of one or two short links where an ocean cable would be necessary. There are more unlikely things than this for Messrs. Mackay and Hosmer to undertake.

Moreover, it is said that the Western Union Co. are not unlikely at an early day to resume the operation of the cable service to the Sound and thus give to Victoria an alternative telegraph

route. As for the C. P. Railway officials they have gone over a good deal of the Kootenay country, and the result is the promise of more extended and improved connections.

HONESTY THE BEST POLICY.

Commenting upon the present lack of business probity, a U. S. commercial journal says: "Altogether, there is not a sufficiently high moral standard, as affecting business, prevailing in this country, and the tendency is to a worse condition even than now prevails. There needs to be a revival of old-fashioned business honor. It has come to this that we must have a change in this respect or the whole business fabric will topple to destruction. Already our dishonest, fraudulent methods in respect to corporate management have discredited us abroad and American securities are rattling home to be redeemed. This is one of the more important elements in the prevailing business and financial depression. It is withdrawing European capital from this country at a rapid rate and forcing redemption of securities on many of our own capitalists who are just now poorly equipped for the ordeal. It is paralyzing enterprise in the extension and improvement of railway properties and the larger industries. Such has been the impairment of the faith of our own people in the integrity of men who have the management of our corporations and their securities, that it is now nearly impossible to float new issues, and thus development is at a standstill, and thousands are deprived of employment and forced to beggary and led into crime. The evil of dishonesty is working out its dire results."

SPECIAL SALES.

The Shoe and Leather Journal contains an excellent article by a Belleville merchant on the subject of special sales, on which it

makes the following comment:—"The great danger with special sales is the tendency to demoralize prices. The idea that the amount lost on articles below cost constitutes advertising expense is a most pernicious one. When Mr. Smith sells an article at twenty-five per cent. below cost he depreciates the stock of his neighbor to the same extent as his own in the particular line. In other words his neighbor has to bear the cost of the advertisement as well as himself or go out of the line. In this way the advertisement costs just fifty per cent. of the value of the goods advertised. Here is where this kind of an advertisement is both costly and dangerous. Besides, the manufacturer must in time contribute his share of the advertisement in the constant squeeze that results from selling at bankrupt prices."

The situation as regards special sales is thus summarized by the essayist: "The special sale should be preceded by careful and thorough preparation, and should not be undertaken thoughtlessly, simply because it is considered the right thing to do. The special sale will not pay unless much care is exercised, skill displayed, and all possible remedies applied to prevent it injuriously affecting the reputation of the store for honorable dealing and for handling reliable wares. That it can be made to pay experience testifies; that it often does not pay, many have regretfully realized. On the whole, if the special sale can be so judiciously managed as not to interfere with regular trade, it would seem to be of an advantageous nature and a device worthy of adoption."

EDITORIAL COMMENT.

The quantities of wild fruit which are being gathered on the island are so great that men out of their ordinary work find that it pays them good wages to go to the neighborhood of Shawnigan and Cowichan to pick berries which find a ready sale.

Our prospects in Canada, and in British Columbia in particular, seem to be very encouraging—much more favorable than a year ago—the output of cereals and roots being expected to be twice as great as last year. The rainfall has been most auspicious. In some parts of Ontario there has, it is true, been much suffering from drought and in consequence the Western country will be largely drawn upon from that province.

THE result of the New South Wales elections it is difficult to appreciate. According to the telegrams the figures stand ministerialists 61, labor supporting the government 19, opposition 41, independent 1. Another gives the result as free trade 62, protection 44, labor 19. Now if the labor element should co-operate with the protectionists we should find the relative position of parties to be 62 to 63. Everything in the colony depends on the course of the workingman.

EXCEEDINGLY heavy shipments are arriving by the Oriental steamers—particularly of tea—the different vessels bringing in full cargoes of eastern products. The Northern Pacific liner Evandale, brought in on Friday the largest cargo which has ever reached this coast from the east. It amounted to over 7,100 tons. On the other hand outgoing rates are low and now flour is carried from this side as cheaply as \$2 a ton, the declaration made when it was cut to twice that figure, having been that it would never pay—and still the merry war goes on.

THE London Chamber of Commerce have extended an invitation to Canadian Manufacturers and others to send delegates and be represented at the third Congress of Chambers of Commerce of the British Empire that is to convene in London in June 1896. There are about two hundred different commercial associations included in the list of those invited

to participate in the forthcoming Congress, and they are located in every portion of the British Empire. The first of these Congresses of Chambers of Commerce of the Empire was held in 1886 and the second in 1892.

THE minister of mines on his recent visit to the mining districts of the province did good service to the mining interest and to the country by the careful report which he made upon the subject and now we notice that he has sent out to the various mining recorders circulars requesting them to collect all possible information as to mines and mining operations in their respective districts. This is understood to be the first move in the direction of establishing the mining bureau which for the present will occupy a portion of the provincial museum. It is intended that the records of the establishment shall be kept down to date.

ACCORDING to the latest returns as to the sealing catch of B. C. schooners in Japanese waters it would appear that the take of sixteen schooners which were in those waters during the last two seasons was 14,340 skins, this year as compared with 25,490 last, a decrease of 11,150 skins. The catch of the Pioneer, Borealis and Mascott which were not in Japanese waters last year amounts this season to 2,367 skins, bringing the total take up to 16,707 skins, the falling off thus being 8,683. Seals were, it would seem, plentiful, the lack of success being due to adverse weather which seems to be doing more for the protection of the herds than all that legislation and treaty arrangements can effect.

IN order to put a stop to the evils which attend what is known as the company store system, the Pennsylvania Legislature has passed a law taxing the full value of all store orders, checks and pass books, or other devices represent-

ing the wages of an employe given him instead of cash by any mining, transportation or mining concern 10 per cent, the tax to be paid by the company issuing same. The penalty for refusing to make full returns of all business of this nature transacted by it, is that a concern of the classes mentioned can be fined 75 per cent. of such business. The law is intended as a protection to miners, particularly, in the employ of corporations which own stores and in order to shut out competition pay in store orders or checks only good at certain stores.

IN the British elections Lord Salisbury seems to be having a tolerably clear course; whereas the big Liberal majority had dwindled away until nothing was left of it, the net gains of the Government up to date have been between a hundred and a hundred and fifty. The significance of all this would appear to be that the people have become tired of everything having been made to take second place to Home Rule and the quarrels of the two elements constituting the Irish party. Other parts of the kingdom seem to have become determined that their business shall receive some attention and that the interests of the nation at large shall not be regarded as of secondary importance only.

THE British bimetalists are taking heart of hope out of the results of the elections in the Motherland and hold that the completion of the new Parliament will show increased friendship for their views. On the European continent the movement is making headway while in the United States those who believe in the teachings of "Coin's Financial School" are actively exerting themselves. One of the features of the present controversy is the protracted discussion now going on in Chicago between Mr. Harvey, one of the most pronounced bimetalists and Mr. Horr. The issue of all this is one that interests this province very largely owing to the fact of the immense silver resources of which we are possessed.

BRITISH COLUMBIA SALMON CANNERIES.

Fraser River.

NAME.	BRAND.	AGENTS.	PACK IN CS.	
			1891.	1895.
Anglo British Columbia Packing Co., L'd.		H. Bell Irving & Co.	82,073	
Phoenix Cannery	Phoenix-Caledonia			
Dumfries	Britannia			
British Columbia Cannery	Royal			
Wadhams Cannery	A. B. C.			
Annandale				
British America	B. A. P. Co.-Queen-Clover Leaf			
Cannoe Pass	Drysdale-Lynx-Red Star			
Victoria Canning Co. of B. C., L'd.		R. P. Rithet & Co., L'd.	53,020	8,400
Delta Cannery	Maple Leaf			
Laidlaw's	Dominion			
Wellington Cannery	Wellington			
Harlock	Harlock P. Co. & Flags			
Holly				
Hon Accord Fishery Co.		Robert Ward & Co., L'd.	27,917	
Sea Island Cannery	Bon Accord-Consuls			
No. 2	Buffalo			
Ewen & Co.		do	25,418	
No. 1 Cannery	Lion-Bonnie Dundee			
No. 2	Crown			
Canadian Pacific Packing Co.	Flagship	do	20,771	
Short & Squair	Imperial	do	12,465	
F. Boutilier & Co.		do		
Lulu Island Canning Co.	Empress	Turner, Beeton & Co.	15,542	
Terra Nova Canning Co.	Gold Ring	do	8,025	
Pacific Coast Packing Co.	Emblem	do	13,253	
Fisherman's Canning Co.		do	11,110	
Beaver Canning Co.	Horseshoe-Beaver	J. H. Todd & Son	15,710	1,280
Richmond Canning Co.	Tiger-Columbia-Royal Eagle	do	9,615	970
British Columbia Canning Co. L'd.		Findlay, Durham & Brodie	7,480	
Fraser River Fishery	Fisherman's			
Malcolm-Windsor Canning Co., L'd.	Crest-Mount Royal		18,429	
Dinsmore Island Canning Co., L'd.	Moss Rose	Evans, Coleman & Evans	10,393	
Brunswick Canning Co.	Magnet	G. I. Wilson	15,316	
Federation Brand Salmon Canning Co. L'd.		Walter Morris	17,387	
Steveston Cannery	Lighthouse			
Costello & McMorren	Cariboo	Evans, Coleman & Evans		
Alliance Canning Co.		do		
			363,967	

Skeena River.

Anglo British Columbia Packing Co., L'd.		H. Bell Irving Co.	17,308	
British America Cannery	B. A. P. Co.-Queen-Scroll			9,500
North Pacific	Walrus			7,000
British Columbia Canning Co., L'd.		Findlay, Durham & Brodie	9,270	
Windsor Cannery	Double Triangle			
Victoria Canning Co. of B. C., L'd.		R. P. Rithet & Co., L'd.	6,624	6,000
Standard Cannery	Neptune			
Skeena Packing Co., R. Cunningham & Son	Diamond C.	do	6,988	5,500
Balmoral Canning Co.	Balmoral	Turner, Beeton & Co.	6,591	7,000
Inverness Canning Co.	Icele	do	7,650	6,000
Royal Canadian Packing Co.	Globe	do	6,711	6,500
Carlisle Packing & Canning Co., L'd.	White Rose	Munn, Holland & Co.		6,500
			61,151	

Rivers Inlet.

Victoria Canning Co. of B. C., L'd.		R. P. Rithet & Co., L'd.	12,433	10,000
Wannack Cannery	Clipper			
Anglo British Columbia Packing Co., L'd.		H. Bell Irving & Co.		16,000
Good Hope Cannery				
British Columbia Canning Co., L'd.		Findlay, Durham & Brodie	26,918	26,000
Rivers Inlet Cannery	Queen Charlotte (o wee kay no)			
Victoria	Viceroy-Royal Club		39,351	

Naas River.

Federation Brand Salmon Canning Co. L'd.		Walter Morris	19,587	
Naas Harbor Cannery	Federation-Unity-Express			5,500
Mill Bay Cannery	Equitable			3,700
Victoria Canning Co. of B. C., L'd.		R. P. Rithet & Co., L'd.		
Cascade Cannery	Cascade			

Alert Bay.

Alert Bay Canning Co.	Nimkish River	Thos. Earle	2,000	3,000
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Namu Harbor.

Namu Canning Co., R. Draney	R. R. R-Swan	J. H. Todd & Son		2,000
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Low Inlet.

Low Inlet Packing Co.	Low Inlet	R. P. Rithet & Co., L'd.	8,315	6,000
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Clayoquot.

Clayoquot Fishing & Trading Co., L'd.	Clayoquot	Thos. Earle		2,000
Destroyed by Fire	Estimated			
GRAND TOTAL			cases 491,371	

BRITISH COLUMBIA SEALING FLEET, 1895.

NAME.	T.N.	MASTR.	CREW	OW R. NGH.	OW'R OR AG'T.	DEPT.	SAT'N.	R.T.D.	H. C. COAST.	JAPAN COAST.	COPY'G	RELAND	SEALING	TOTAL	MEMORANDA.
Agnus McDonald	107	M. F. Cutler	25	1	J. Collister	Japan	Jan. 10	332	711					March 9, arrived Yokohama, thence 30, June 19, at Hakodate.	
Alnoke	76	Geo. Heater	7	21	Capl. Wm. Grant	Bel'ng Sea	June 11	45						March 9, returned to Victoria.	
Annour	113	C. J. Jipson	8	16	C. J. Jipson	Bel'ng Sea	June 10	105						Prior April 14, arrived Hakodate, prior May 23, spoken. Reported June 1.	
Annie E. Moore	82	A. Hisset	29	3	C. H. Marvin & Co.	Japan	Jan. 8	1,124						Prior May 16, arrived Hakodate.	
Arlet's	96	O. Scarf	22	22	Wm. Munroe	Bel'ng Sea	June 14	198							
Aurora	66	D. G. Mearns	5	31	Capl. Wm. Grant	Bel'ng Sea	July 1	230							
Beatrice	19	Olesen	21	21	Thos. Harold	Japan	Jan. 11	733						March... Arrived Yokohama, May 28 arrived Hakodate.	
Bertha	37	K. Hobbs	21	21	W. H. Havel & Co. Ltd.	Bel'ng Sea	Jan. 14	940						March 8, arrived Yokohama, thence 30, spoken May 15.	
Brenda	100	C. F. Locke	29	21	Wm. Munroe	Japan	Jan. 10	113						March 10, arrived Yokohama, thence 19, June 16, arrived Hakodate.	
C. J. Rand	51	J. J. Wilhelmy	23	23	Wm. Munroe	Japan	Jan. 10	1,309						March 8, arrived Yokohama, thence 13, June 17, spoken. Reported.	
Carolina G. Cox	76	C. J. Harris	19	19	Wm. Munroe	Japan	Jan. 10	371						March 8, arrived Yokohama, thence 19, May 25, arrived Hakodate.	
Casco	63	C. J. Harris	17	17	Wm. Munroe	Japan	Jan. 8	873						March 8, arrived Yokohama, thence 13, June 27, arrived Hakodate.	
City of San Diego	50	A. Nelson	19	19	Geo. Collins	Japan	Jan. 4	630						Via Copper Islands.	
Director	37	F. W. Gilbert	23	23	F. W. Gilbert	Bel'ng Sea	June 14	353						Yokohama, thence March 17, June 18, arrived Hakodate.	
Dora Stewart	93	H. F. Stewart	9	33	H. F. Stewart	Japan	Jan. 10	321						Via Kayoqui.	
E. H. Martin	96	W. D. Byers	28	30	Robt. Ward & Co. Ltd.	Bel'ng Sea	June 15	150						Via Kayoqui.	
Edouard	30	J. Dalry	4	31	Thos. Harold	Bel'ng Sea	June 11	248						March 9, returned to Victoria.	
Favourite	30	Wm. McLean	4	31	Thos. Harold	Bel'ng Sea	June 11	108						Via Kayoqui.	
Fawn	39	N. Keenan	4	31	Thos. Harold	Bel'ng Sea	June 11	284						March 9, returned to Victoria.	
Fisher Maid	21	C. Phillips	8	40	C. J. Kelly	Japan	June 22	90						Via Kayoqui.	
Fortuna	97	L. Coustis	7	7	Wm. Munroe	Japan	Dec. 31	1,187						March 9, arrived Yokohama prior May 31 from Halifax.	
Geneva	31	W. O'Leary	24	24	P. McGuire & Son	Bel'ng Sea	June 21	575						March 8, arrived Yokohama, thence 19, June 16, arrived Hakodate.	
Henrietta	69	W. O. Hughes	4	21	Robt. Ward & Co. Ltd.	Bel'ng Sea	June 11	181						March 8, arrived Yokohama, thence 22, June 18, arrived Hakodate.	
Ide Ella, U. S.	58	O. Buscholz	4	23	Wm. Munroe	Japan	Jan. 11	159						March 7, returned to Victoria.	
Kate	91	R. Southey	3	12	A. Nicholson	Bel'ng Sea	June 18	13						May 10, arrived Hakodate.	
Katharine	81	Isaac Gould	5	23	A. Nicholson	Bel'ng Sea	June 18	214						May 25, arrived Hakodate.	
Kilmany	25	J. G. Seaton	3	11	J. Williams	Bel'ng Sea	June 18	51						May 7, called Sand Point, thence Copper Islands.	
Labrador	62	Fred. Hackett	8	23	Chas. Hackett	Bel'ng Sea	Jan. 18	637						March 6 called for North Pacific. June 13, arrived Hakodate.	
Ladon	72	K. Williams	21	30	Robt. Ward & Co. Ltd.	Japan	Jan. 11	797						May 11, arrived Hakodate. Reported June 1.	
Laura O'Sen, U. S.	67	G. T. Ferry	13	30	A. Hebble	Japan	Jan. 28	369						March 11, arrived Yokohama, thence 30.	
Mary Taylor	43	G. T. Ferry	9	30	J. P. Edward	Bel'ng Sea	June 17	297						May 3, returned to Victoria.	
Massey	40	K. Lorenz	21	21	Wm. Munroe	Japan	Jan. 6	1,166						March 11, arrived Yokohama, thence 30.	
Maude S.	23	Kd. Shields	21	21	Wm. Munroe	Japan	Jan. 6	331						March 11, arrived Yokohama, thence 30.	
May Belle	43	W. Whiting	15	30	Wm. Munroe	Japan	Jan. 15	30						May 2, spoken by May Belle, thence Copper Islands.	
Mermaid	45	V. Jacobson	15	15	Robt. Ward & Co. Ltd.	Bel'ng Sea	June 11	147						April 25, returned to Victoria.	
Minnie	23	J. Gaultman	25	25	H. I. Gougeon & Co.	Bel'ng Sea	June 14	283						Prior May 28, spoken off Hakodate. Reported June 1.	
Mt. M. Morrill, U. S.	83	J. Sawassun	8	28	Wm. Munroe	Japan	Jan. 24	117						June 5, arrived Hakodate. Thence 9th for copper island.	
Mountain Chief	82	W. Karth	8	28	Wm. Munroe	Japan	Jan. 24	235						Via Nootka Sound.	
Ocean Belle	87	T. Mungen	5	21	Wm. Munroe	Japan	Jan. 11	91						May 29 returned to Victoria under seizure.	
Oscar and Heatie	19	J. McLean	3	21	Wm. Munroe	Japan	Jan. 11	817						Via West Coast.	
Packwell's	15	N. Nye	3	21	Wm. Munroe	Japan	Jan. 11	637						Hakodate, thence June 10th for Copper Island.	
Pontop	62	M. Heaver	21	21	Wm. Munroe	Japan	Jan. 11	749						Laid up.	
Rosie O'Sen	39	A. H. Whidden	19	19	Wm. Munroe	Japan	Jan. 10	833						March 8, arrived Yokohama, thence 19, June 18 arrived Hakodate.	
Sadie Turpel	108	Wm. Cox	6	21	C. J. Kelly	Bel'ng Sea	June 14	237						March 8, arrived Yokohama, thence 19, June 21, arrived Hakodate.	
Sapphire	32	Michael Foley	10	13	Louis Willie	Bel'ng Sea	June 7	127						April 11, captured in lat. 38 N., long. 139 W. All hands lost.	
San Jose	33	Dani. Martin	7	21	F. Dillon	Bel'ng Sea	June 14	102						Laid up.	
Sauvey Lass	16	C. Clausen	7	21	F. Dillon	Bel'ng Sea	June 14	353						Laid up.	
Shelby	21	G. Meyer	25	25	H. P. Rithel & Co. Ltd.	Japan	Jan. 11	1,187						Laid up.	
South Bend	63	G. Meyer	25	25	H. P. Rithel & Co. Ltd.	Japan	Jan. 11	833						Laid up.	
Teesm.	48	C. Campbell	30	30	H. P. Rithel & Co. Ltd.	Japan	Jan. 11	908						Laid up.	
Umbra	60	Wm. Shields	25	25	H. P. Rithel & Co. Ltd.	Japan	Jan. 11	1,187						Laid up.	
Victoria	63	H. Halm	25	25	H. P. Rithel & Co. Ltd.	Japan	Jan. 11	833						Laid up.	
Walter A. Earle	68	M. Pike	6	23	Wm. Munroe	Japan	Feb. 16	115						Laid up.	
Walter L. Hitch	76	Sproat Balcen	8	29	Geo. H. Munroe	Bel'ng Sea	June 15	115						Laid up.	
Wanderer	23	Harry Paxton	1	12	H. Paxton-S. Leflor	Bel'ng Sea	June 15	115						Laid up.	
W. P. Seward	60				D. Urquhart, Est.									Laid up.	
Unbrn Canoes															
U. S. catch landed at Victoria															
Total								9,278	20,121						

**OREGON RAILWAY & NAVIGATION
STEAMSHIP LINE.**

CHINA & JAPAN.

S. S. Altmore - - - Due in Aug.
FOR
PORTLAND, OREGON.

Cargo booked for Honolulu.

For freight and particulars
apply to

F. C. DAVIDGE & CO.,
Agents,
VICTORIA & PORTLAND.

SAN FRANCISCO COAL TRADE.

J. W. Harrison's San Francisco coal report dated July 20, says: During the week there have been ten arrivals from Coast Mines aggregating 29,909 tons, and one arrival from Australia with 3,024 tons. It is most singular with only 12,720 tons of foreign coal arriving here in the past thirty days, that the yards along the water front, should show such full stocks. With such a showing now, what will we do for storage room three months hence, when Australian and English will be pouring in. It will have to be handled very expeditiously to avoid a jam, but the principal friction will be a scarcity of wharf room, hence it behooves our Harbor Commissioners to make the necessary repairs, dredging, etc., now, and be prepared for this influx of foreign tonnage. Such of our wholesale coal dealers who have not bunkers, are only fitted and will only contract to take delivery of 100 tons per working day, hence a ship of 3,000 tons will remain at the wharf 34 days. Hence it becomes simply a matter of actual computation of the number of vessels to arrive at specific times, the amount of wharf room these vessels will occupy, and the time they will remain in berth, and the writer's views will be too fully verified. The profit on coal is so small it will not permit buyers to pay any demurrage. Large consumers of fuel this year will have no cause for complaint, as low prices will prevail.

The Studebakers, the wagon manufacturers of Fort Wayne, Ind., are said to be preparing to build 400,000 bicycles within two years and put them on the market at \$40.

A handsome booklet has been issued by the Northern S. S. Co., illustrating the new lake passenger steamers - "North-west" and "Northland." The illustra-

tions show that the steamers have elegant accommodation for their passengers, and it will also be added they make fast time.

A new rate of \$2 per ton for flour to China was announced Wednesday by Dodwell, Carlill & Co.

The result of the partial clean up at the Nelson Hydraulic Company's works at Forty Nine Creek, is between \$4,000 and \$5,000 for 120 hours work.

The latest combine is that of the manufacturers of hammer and axo handles for the advancement of prices, which affects Canada as well as the United States.

VESSELS IN PORT.

(July 29, 1895.)

VICTORIA.

Br. s. s. Wellington, 1,267 tons, Capt. Salmon, arrived June 27, for repairs and new boilers.

VANCOUVER.

Dan. bark Cimbria, 1,158 tons, Capt. Pederson, arrived June 15, loading lumber for U. K.

Br. ship Duke of Argyll, 969 tons, Capt. Gollightley, arrived June 21, loading lumber for Adelaide.

Am. bark Newsboy, 559 tons, Capt. Mollstedt, arrived July 2, loading lumber for Shanghai.

Am. schr. Alice Cooke, 731 tons, Capt. Penhallow, arrived July 9, loading lumber for Sydney.

Chil. ship Republic, 1,237 tons, Capt. Elba, arrived July 9, loading lumber for Valparaiso.

Am. schr. Emma Claudina, 186 tons, Capt. Neilson, arrived July 14, loading lumber for Los Angeles.

Am. ship Alameda, 1,474 tons, Capt. Otis, arrived July 16, loading lumber for Sydney.

Dutch bark Van Galen, 1,310 tons, Capt. Maars, arrived July 21, with cargo of sugar for B. C. Refinery. Chartered for salmon from Fraser River to Liverpool or London.

Br. s. s. Empress of India, 3003 tons, Capt. Marshall. To sail Aug. 5

Am. schr. Glendale, 227 tons, Capt. Jorgenson, arrived July 20, loading lumber for San Pedro.

NANAIMO.

UNION SHIPPING.

Nic. s. s. Costa Rica, 1,271 tons, Capt. McIntyre.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	1	1,267
Vancouver.....	10	10,845
Nanaimo.....	1	1,274
Total.....	12	13,386
Previous week.....	13	15,685
Correspond'g week last year.....	12	16,964
" 1893.....	17	24,008
" 1892.....	15	17,814

FOREIGN COAL SHIPMENTS.

The following are the New Vancouver Coal Co's shipments for the week ending July 27th:

Date.	Vessel and Destination.	Tons.
20	Wilna, bark, San Francisco.....	2,480
23	Willapa, str., Port Townsend.....	27
23	Wanderer, str., Port Townsend.....	30
24	C. Wakefield, ship, San Francisco.....	3,433
24	Sea Lion, str., Port Townsend.....	30
24	Portland, s. s., Unga.....	1,928
Total.....		7,078

FREIGHTS.

Within the last month there have been only two spot charters for grain, one being a steamer which carried a mixed cargo of barley and case foods to London direct, although the number of vessels on the way to San Francisco under charter homeward is very large, the prospects of a fair demand later on are good.

Grain freights from San Francisco to Cork for orders, may be quoted nominally at 37s 6d from Columbia River 49s, and from Tacoma 37s 6d.

Lumber freights from British Columbia or Puget Sound are quoted as follows: Valparaiso for orders, 42s 6d; Sydney, 35s Melbourne, 42s 6d; Port Pirie 41s 3d; United Kingdom, calling at Cork for orders, 67s 6d to 70s; Shanghai 50s; Tientsin 55s; South Africa, 62s 6d.

Coal freights from Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2.00, to San Diego or San Pedro, \$2.25 to \$2.50, all more or less nominal.

MEMORANDA.

Vessels on the way to British Columbia Ports.

- A--Via Yokohama.
- B--Via Yokohama pr. July 27, expected Aug. 15. Reported chartered for lumber to South Africa.
- C--Chartered for lumber to U. K. or Continent at 62s 6d. Via San Francisco. Spoken Melb. 13th, 50 N. 7 W. London, June 8th--ashore at English Bank, Uruguay, 8th, floated and towed to Montevideo leaking. 10th, surveyed, recommended to discharge for repairs.
- D--Cargo of coals. Chartered for salmon from Esquimalt and Fraser River to U. K. by Robt. Ward & Co., Ltd. and H. Bell Irving & Co.
- E--Chartered for grain from Tacoma.
- F--Via Yokohama. Returns thence via Honolulu.
- G--15th April, arrived at Flores with 11 of the crew sick with yellow fever. Chartered for lumber to U. K.
- H--April 25, sailed from Delaware, Breakwater. Spoken May 11, lat. 27 N., long 42 W. May 31, lat 1 S, long. 31 W. Part cargo of 501 tons Anthracite coal balance for Puget Sound.
- I--Via San Diego, chartered for Salmon to U. K., at 35s., September, loading.
- J--September--October loading.
- K--Chartered for salmon to U. K., at 36s. 3d, by H. P. Rithet & Co., Ltd.
- L--To sail Aug. 6, via Yokohama Aug. 17, due Aug. 31.
- M--Dec: 28 passed Scilly. Spoken January 1, lat. 25° N. long. 14° W. January 22--lat. 21° S. long. 39° W. March 2, put into Port Stanley, F. L., partially dismasted, lost sails, bulwarks and chain plates damaged. May 11, arrived at Table Bay, Cape of Good Hope, from Falkland Islands, for repairs. Sailed June 22 for destination.
- N--Reported for lumber to San Pedro.
- O--March 4--Arrived Barbadoes. To go on sealing cruise.
- P--Chartered to load lumber for U. K.
- Q--Via Suva, Fiji, July 24 and Honolulu Aug. 1, due Aug. 16.
- S--Chartered for salmon to U. K. at 38s 3d.
- T--Via San Diego with coal at 15s--thence to Royal Roads for orders.
- U--June 6, passed Prawl Point. Spoken June 25, lat. 14 N. long 26 W. Reported chartered at 32s 6d for the round. Salmon said to be the return cargo.
- V--Spoken March 2--lat. 35 N. long. 20 W March 22--lat. 6 S. long. 28 W.
- W--Chartered for lumber from Puget Sound to Callao.
- X--Chartered for lumber.
- Z--To sail Aug. 14, via Yokohama Aug. 23, due Sept. 3.
- AA--To load a return cargo of lumber.
- CC--To sail Aug. 20.
- DD--Via Yokohama Aug. 2, due Aug. 13.
- FE--Via Yokohama July 27, due Aug. 10.
- GG--Reported chartered for grain from Portland.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA LUMBER FLEET, 1895.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Am. schr.	Aida	507	Anderson	Jan. 11	Moodyville	Shanghai	620,000	6,400	13s	Arrived
Br. bark.	Cudrow Forest	1063	Melness	January 29	Vancouver	Melbourne	827,795	6,926	11s 3d	Arrived
Am. schr.	Glendale	241	Jorgenson	January 19	Vancouver	San Pedro	311,582	2,832	Private	Arrived
Am. bark.	Wm F. Witzemann	449	Olsen	January 31	Vancouver	San Pedro	193,100	1,716	Private	Arrived
Am. ss.	Lakme	191	Bonifield	January	Victoria	San Francisco	277,500	2,220	Private	Arrived
Am. bktn.	C. C. Funk	512	Gla-er	January 21	Westminster	San Pedro	599,697	4,259	Private	Arrived
Am. schr.	Beulah	339	Johnson	January 27	Westminster	San Pedro	491,561	4,043	Private	Arrived
Chil. ship.	Hindostan	1512	Welsh	Feb. 22	Moodyville	Valparaiso	1,206,875	9,566	owners ac	May 16
Nic. bark.	Bundaleer	921	De Campos	Feb. 22	Vancouver	Santa Rosalia	716,930	5,467	\$8 00	March 30
Br. bark.	Carmichael	1255	Smyth	March 22	Vancouver	France	902,230	15,000	6s 3d	Arrived
Haw. schr.	Queen City	175	Bjerre	Feb. 11	Vancouver	Kobe, Japan	109,087	2,472	Private	April 13
Ger. bark.	Artemis	1107	Klock	March 22	Vancouver	Valparaiso	988,714	9,113	Private	Arrived
Am. bark.	Melrose	911	Peterson	April 12	Cowichan	Santa Rosalia	500,000	3,500	Private	Arrived
Am. schr.	Falcon	196	Challeston	March 8	Westminster	Oakland, Cal.	292,170	2,190	Private	Arrived
Am. schr.	Glendale	227	Jorgenson	March 11	Westminster	San Francisco	420,600	3,651	Private	Arrived
Br. bark.	Glaivier	1084	Williams	April 23	Vancouver	Cork, U. K. fo	788,051	12,500	Private	Arrived
Br. ship.	Olivebank	2617	Petrie	April 25	Vancouver	South Africa	2,323,671	15,153	Private	Arrived
Haw. bark.	Leahli	557	Johnston	March 22	Westminster	Oakland	522,355	3,888	Private	Arrived
Am. bk'ne.	C. C. Funk	513	Glaser	April 4	Westminster	San Francisco	636,714	4,770	Private	April 17
Am. schr.	Olga	174	Ipsen	March 29	Westminster	San Francisco	597,987	3,819	Private	Arrived
Am. schr.	H. W. Bartlett	495	Olsen	April 18	Westminster	San Pedro	628,210	4,710	Private	Arrived
Nic. bktn.	Wrestler	417	Brigman	July 3	Westminster	Shanghai	526,873	4,625	15s	Arrived
Am. schr.	Melcor	562	Volner	April 25	Vancouver	California	633,666	6,006	Private	Arrived
Am. bk'ne.	Mary Winkelman	126	Nissle	May 3	Westminster	San Francisco	586,076	4,162	Private	Arrived
Br. ship.	Earl of Hopetoun	1770	Hall	May 23	Vancouver	Adelaide	1,168,98	11,936	4s	Arrived
Chil. bark.	Lake Lemau	1033	Bozzo	May 23	Vancouver	Valparaiso fo	795,599	6,512	owners ac	Arrived
Am. schr.	Falcon	196	Challeston	April 30	Westminster	Oakland	509,585	2,153	Private	Arrived
Am. schr.	Peerless	23	Tuft	April 21	Vancouver	San Pedro	365,0 0	1,500	Private	Arrived
Br. ship.	Blairgowrie	571	Manson	June 29	Vancouver	South Africa			63s 9d	Arrived
Am. schr.	Volunteer	571	Morine	May 6	Moodyville	Shanghai	711,612	7,065	47s 6d	Arrived
Am. schr.	Lucy	299	Peterson	April 29	Westminster	San Pedro	361,091	2,531	Private	May 16
Br. ship.	City of Florence	1216	Leask	July 9	Vancouver	Cork U. K. fo.	\$38,636	11,376	63s 9d	Arrived
Am. schr.	Compeer	330	Sorensen	May 12	Vancouver	San Francisco	430,000	5,000	Private	Arrived
Br. ship.	Aigburth	1798	Jones	June 12	Vancouver	Valparaiso fo	1,026,961	11,525	41s 3d	Arrived
Am. schr.	Puritan	591	Saxe	June 6	Moodyville	Tientsin	751,798	6,392	55s	Arrived
Am. schr.	Aida	507	Anderson	May 29	Moodyville	Shanghai	697,052	6,116	17s 6d	Arrived
Am. bark.	Arcturus	1007	Sloan	June 6	Vancouver	Santa Rosalia	822,543	6,201	\$7.00	June 27
Am. schr.	Comet	403	Thornstrum	May 22	Westminster	San Pedro	521,510	4,234	Private	June 4
Am. bktn.	Jane I. Stanford	922	Johnson	June 29	Cowichan	Santa Rosalia	243,744	5,030	Private	June 4
Am. schr.	R. W. Bartlett	495	Olsen	June 19	Westminster	San Francisco	618,991	4,475	Private	June 30
Am. bk'ne.	Monitor	224	Turloif	June 13	Vancouver	Monterey	267,180	2,200	Private	June 26
Am. bark.	Northwest	490	Lund	July 25	Westminster	San Francisco			Private	June 26
Am. schr.	Peerless	23	Tuft	June 18	Vancouver	San Pedro	330,521	2,475	Private	June 26
Am. bktn.	Planter	1193	Dow	July 16	Vancouver	San Francisco	611,188	3,802	Private	July
Dan bark.	Cimbria	1185	Pedersen	July 22	Vancouver	Cork U. K. fo.			66s 3d	July
Nic. bark.	Bundaleer	921	De Campos	July 22	Moodyville	Sydney			36s 3d	July
Br. ship.	Duke of Argyll	960	Golightly	July 22	Vancouver	Adelaide			38s 9d	July
Am. bark.	Newsboy	559	Molsted	July 22	Vancouver	Shanghai			52s 6d	July
Chil. ship.	Republic	1237	Elba	July 22	Vancouver	Valparaiso fo			43s	July
Am. schr.	Alice Cooke	731	Penhallow	July 22	Vancouver	Sydney			31s	July
Am. schr.	Emma Chudima	186	Neilson	July 22	Vancouver	Los Angeles			Private	July
Am. ship.	Alameda	1474	Otis	July 22	Moodyville	Sydney			35s 6d	July
Am. schr.	Glendale	227	Jorgenson	July 22	Vancouver	San Pedro			Private	July

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br. ship.	Thomas Stephens	1169	Bedding	Dec. 27	M Cardiff	Esquimalt	Naval Storekeeper	215
Br. bark.	Shakespeare	767	Todd	Feb. 22	V Liverpool	Victoria	Turner, Beeton & Co	150
Nor. ship.	Prince Amadeo	1591	Steen	May 29	G Rio de Jan'ro.	Vancouver	Hastings Saw Mill	121
Nor. ship.	Prince Frederick	1476	Cappelin	May 25	P Buenos Ayres	Vancouver	Hastings Saw Mill	65
Br. bark.	Silverhow	1177	Dougall	June 27	E Liverpool	Victoria & Van	Evans, Coleman & Evans	33
Am. bark.	Colorado	1036	Jones	May 24	T Newcastle	Royal Roads	Victoria Lumber & Man'g. Co.	67
Br. ship.	Ardmore	102	White	June 4	U London	Victoria & Van	Turner, Beeton & Co.	56
Br. bark.	Lada	1291	Messenger	May 15	I Newcastle	Victoria	Turner, Beeton & Co.	73
Br. bark.	Sardhana	1119	Miller	April 1	GG Cardiff	Esquimalt	Naval storekeeper	121
Br. schr.	Carrie C. W.	92	Fulton	Feb. 7	O Halifax	Victoria		174
Br. bark.	John Gambles	1027	Trethowan	pr. May 8	K Java	Vancouver	B. C. Sugar Refinery	
Ger. bark.	Artemis	1107	Klock	pr. May 8	V Valparaiso	Vancouver	Hastings Saw Mill	81
Br. ship.	Fiery Cross	1889	Jones	May 20	D Cardiff	Esquimalt	Naval Storekeeper	72
Br. bark.	Mary Joe	625	Anderson	May 25	S Antofagasta	Westminster	H. Bell Irving & Co.	
Nor. bark.	Prince Louis	1253	Ellefson	May 25	P Rio Janeiro	Vancouver	Hastings Saw Mill	66
Nor. bark.	Prince Victor	1131	Hansen	May 25	P Rio Janeiro	Vancouver	Hastings saw Mill	
Br. bark.	Bedfordshire	1155	Huro	May 25	V Santos	Vancouver		
Chil. bark.	Elisa	91	Hansen	May 25	AA Valparaiso	Moodyville	Moodyville Saw Mill	
Br. ship.	Candida	1242	Kerr	May 25	CC Liverpool	Victoria & Van	Turner, Beeton Co. Baker, Crawford Co	
Am. ship.	Luisiana	175	Jacobsen	April 23	H Philadelphia	Vancouver & Tac	Evans, Coleman & Evans	98
Br. bark.	Howth	2174	Nicholson	July 13	H Liverpool	Victoria & Van	R. Ward & Co., Ltd., & Evans, C. & E.	
Br. s. s.	Altair	137	Nelson	July 13	F Hong Kong	Victoria & Por	F. C. Davidge & Co.	17
Br. s. s.	Warrimoo	1887	Perry	July 18	Q Sydney	Victoria & Van	C. A. S. S. Co.	12
Br. s. s.	Empress of Japan	3003	Lee	July 21	DD Hong Kong	Victoria & Van	C. P. S. S. Co.	6
Br. s. s.	Victoria	1922	Panton	July 16	FF Hong Kong	Victoria & Tac	Dodwell, Carhill & Co.	14
Br. ship.	Earl Burgess	1629	Cotill	July 11	C Swansea	Vancouver		141
Br. s.	Straits of Dover	1911	Halliday	July 10	B Hong Kong	Victoria & Tac	Dodwell, Carhill & Co.	20
Am. schr.	Wm. F. Witzmann	450	Pederson	July 10	H Honolulu	Victoria		
Br. ss.	Tacoma	1582	Crawford	July 10	L Hong Kong	Victoria & Tac	Dodwell, Carhill & Co.	
Br. ss.	Empress of China	3603	Archibald	July 10	Z Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br. ss.	De Bay	1983	Yates	July 22	W San Blas	Royal Roads	For orders	8
Am. schr.	Chittagong	1211	Davey	July 20	N Hong Kong	Victoria & Por	F. C. Davidge & Co.	
Am. bark.	Aucturus	1007	Sloan	July 20	X San Francisco	Westminster		10
Am. bark.	Aucturus	1007	Sloan	July 20	N Santa Rosalia	Royal Roads	Robt. Ward & Co., Ltd	

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The New Vancouver Coal Mining and Land Company, Ltd.

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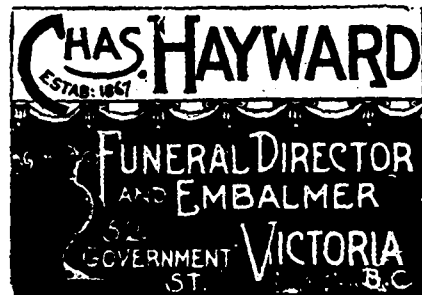
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