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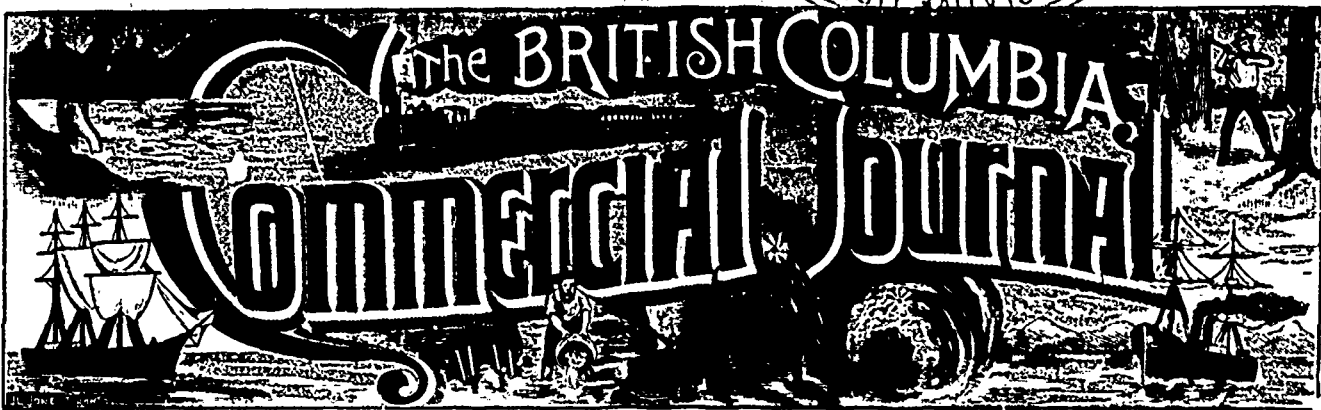
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Vol. IV.

VICTORIA, B. C., TUESDAY MAY 29, 1894

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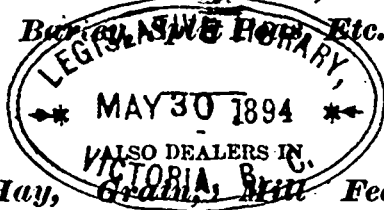
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Standard Packing Co., Skeena River, Neptune Brand.
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Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1885, Pianofortes.
J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.
Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.
British Columbia Salmon:—Ewen & Co., "Lion."
"Bonnie Dundee": Bon Accord Fishery Co. s. Consuls": Candaian Pacific Packing Co. "Flagship" brand.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, May 20.

VICTORIA.

The latter half of last week was almost entirely broken up by the summer carnival and sports. Employers and employees in all branches of trade almost gave up business for three days. There is a consequent activity among the jobbers this week catching up the lost time in filling travellers' and mail orders. The general policy seems to be one of watchfulness. The trade generally exercise considerable caution in extending credit to dealers in the interior and coast districts. It is now generally conceded that never before were country merchants more disposed to sell for cash or its equivalent in farm produce. If this policy becomes more pronounced, there will not only be fewer failures but it will lead to farmers and ranchers giving more attention to auxiliary farming. Stocks carried are generally light, and should there be free buying sorting up on a liberal scale would be expected.

The British ship Borrowdale, 1,197 tons, arrived from Liverpool May 27, with a cargo of general merchandise consigned to Robert Ward & Co., Ltd. The low rate of freight of this cargo, also that of the Benmore, recently arrived, is not expected to have an appreciable effect on the market in general for English staples. The bulk of the stocks are mostly in the hands of a few large importers who can afford to hold. Salt has, however, declined about \$2 per ton in consequence of heavy arrivals and low rate of freight. The benefit will no doubt be felt by cannerymen during this season.

The Vancouver News-Advertiser says: "Business is still quiet, and both wholesale and retail merchants tell the same tale. Collections are slow and hard to make at the present time. The holiday during the week somewhat interfered with business, as not only were all the stores closed, but many went out of town. The fine weather of the last few days has been hailed with much pleasure, as it will enable a fair start to be made on outdoor work, which has been greatly delayed by the wet and backward weather experienced this spring. Work will now be pushed forward with greater activity on the different blocks now in course of erection, while a start will be made shortly on several others. The permanent street work will also be commenced very soon, while a large gang of men will leave shortly for the Cariboo district to construct some mammoth ditches for the Horseshy Mining Company. The C. P. R. will also do a considerable amount of permanent work this summer, so that whilst reductions are being made in some departments, work is being found in others. The export lumber trade continues fairly brisk, two vessels having arrived this week, and the Hastings mill is now running overtime. Considerable satisfaction is also expressed by local shingle manufacturers at the announcement that shingles will not be placed on the free list at present, so that British Columbia manufacturers will not have American competition in the Manitoba markets. In wholesale, trade is quiet, and the market is almost featureless."

GROCERIES AND PROVISIONS.

All quotations are reported steady and no features of special note in the local markets. The first car of this season's Eastern creamery butter has been received at Vancouver. The butter is reported as having arrived in good condition. A ready market was found at 26c p. b. Other shipments are on the way. [The Toronto Empire of May 17, gives the following report of the canned goods market: "The rise 2½c in corn was the leading event of the week. Cannerymen now quote 85c for car lots, or for lots going to make up a car lot of mixed goods, and 87½c for orders of smaller dimensions. Jobbers, however, have made no change in prices, and will not till stocks are exhausted. Local jobbers are now sorting from each other's stocks, and supplies are gradually diminishing. Stocks of peas will be ample, but corn and tomatoes will probably be short. Canned fish is quiet. No feature. Fruits, quiet and steady."]

Jobbers quote:

Valencia raisins.....per lb	\$ 7 @ \$ 0
Malaga raisins.....per box	3 00 @ 3 25
Currants (barrels).....per lb	5 @ 5 1
" half bbls.....per lb	5 @ 5
" (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 @ 14

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	00 @ 00
Manitoba dairy.....	00 @ 00
California creamery.....	27 @ 28
California rolls.....	@ 27
Cheese—Canadian, lb.....	14 @ 15
California.....	15 @ 16
Eggs, pickled, case, per doz	10 @ 00
Oregon eggs, per doz.....	15 @ 00

Smoked meats and lard are quoted:

Hams.....	13 1/2 @ 14 1/2
Breakfast bacon.....	14 1/2 @ 15
Short rolls.....	11 @ 12
Dry Salt, long clear.....	10 1/2 @ 11
Backs.....	13 1/2 @ 13 1/2
Pure Lard, 20lbs, pails.....	14 @ 14 1/2
" " 10lbs, tins.....	14 1/2 @ 14 1/2
" " 5lbs ".....	14 1/2 @ 15
" " 3lbs ".....	14 1/2 @ 15
Lard Compound, 10 lbs.....	11 @ 00
" " 20 lbs.....	11 @ 00
" " 5 lbs.....	11 1/2 @ 00
" " 3 lbs.....	11 1/2 @ 00

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

Dry Granulated (China).....	4 1/2
Extra C, China.....	4 1/2
Dry Granulated (B. C. Refinery).....	5
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 gallon.....	3
" 1 gal. tins, American (10).....	5 50
" 1/2 " " (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.

The market is reported featureless this week. Quotations are steady at previous rates.

The Portland Commercial Review says: "The flour market is reported slow and without natural changes either as to demand or prices. The call seems to be entirely of a local character, the export demand at present being checked and light. Shipments went out by last steamer to San Francisco; receipts are also comparatively light. Quotations are \$2.55 per bbl, for standard brands, 5@10c less for low country grades."

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

Ogilvie's Hungarian.....	\$4 10
" Strong Bakers.....	3 90
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.....	\$4 00
Victoria XXX.....	4 00

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 25 @ 0 00
Lion, ".....	4 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 50 @ 0 00
" Strong Bakers.....	4 35 @ 0 00
H. B. C. Fort Garry Hungarian.....	4 50 @ 0 00
" " Strong Bakers.....	4 35 @ 0 00
Oak Lake Patent Hungarian.....	4 50 @ 0 00
" " Strong Bakers.....	4 35 @ 0 00
Regina Hungarian.....	4 50 @ 0 00
" " Strong Bakers.....	4 35 @ 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 @ 50 00
Chop feed—California.....	30 00 @ 00 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
Peas, field.....per ton	50 00 @ 60 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed.....per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 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
China rice No. 1 ".....	68 00 @ 70 00
Rice flour ".....	70 00
Broken rice ".....	30 00
Rice Meal ".....	17 50

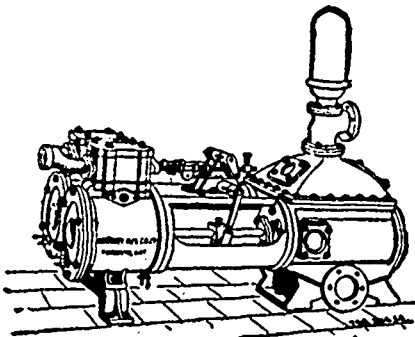
FRUITS AND VEGETABLES.

Cherries are coming in large quantities from San Francisco, where supplies are arriving freely. The market has fallen to \$1 a box in consequence. Strawberries are also lower, on account of the advancing season and larger receipts. Oranges are reported a little firmer in San Francisco,

ALLICE & AULT,
 WHOLESALE
 Produce and Commission
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 75 WHARF STREET. VICTORIA.
 SOLE AGENTS

Clover Leaf Brand of Creamery Butter which was awarded the medal and diploma at the World's Fair, Chicago, 1893.

**PUMPING
 MACHINERY.**



DUPLEX OR SINGLE

WRITE FOR PRICES.

**NORTHEY M'FG CO.
 LIMITED.**

TORONTO.

CATALOGUE ON APPLICATION.

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, May 1 and May 8, 1894, is reported expressly for THE COMMERCIAL JOURNAL by James Sangster, Patent Attorney Buffalo, N. Y.:

Leather skiving machine, Napoleon Dufresne, Montreal, assignor of one half to Robert White, same place.

Paper box, Arthur L. Reeves, Hamilton.

Paper cutting machine, Joseph Spencer, Cornwall.

Metal fence, George D. Hamilton, Lunenburg.

Attachment for shovels and spades, Thomas Walsh, Montreal.

- WHITE LEAD -

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First, We guarantee the quality every time. Second, they are always reliable.

One-third of the earth is controlled by the Anglo-Saxon race

The work on the extension of the Brunswick Cannery is progressing favorably.

In Boston it is alleged that paper tires for bicycles have come into successful use. We have paper car wheels, why not paper bicycle tires?

D. C. McKenzie, Nanaimo, will draw on the London and Canadian Fire Insurance Company, of which W. K. Leighton is agent, for the sum of \$5,000 as full settlement of his insurance in the recent fire.

Like business in other lines, the lumber interest of the United States is said to have suffered a serious decline during the past year. The aggregate business in March last was only about half that for March, 1893.

While the United States is gaining a foreign population of over a thousand a day for every day in the year, it may be of interest to know that of the 28,440 white convicts in the penitentiaries of that country 14,276 were foreign born.

Recent advices from French distributing centres are to the effect that black and white shepherd checks are having larger sales than last spring season. From present appearances we on this side of the "pond," says the Dry Goods Economist, are not likely to witness a like demand for black and white checks, yet we are very liable to experience an increasing demand for such goods as the summer weather draws on apace. If not for shepherd checks we undoubtedly shall for black and white mixtures. The demand may not be on a very pronounced scale, yet will be of sufficient compass to necessitate the large retailers making provisions in that direction.

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.

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TORONTO.

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THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

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Advertising Rates on Application.

D. M. CARLEY EDITOR-IN-CHIEF.

L. G. HENDERSON . . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, MAY 29, 1891.

THE SITUATION.

The labor complications which exist in the United States, whether caused by the hikers who have organized themselves into a perambulating mob which is self-styled the Industrial Army, or due to the strikes and lock-outs which prevail in some parts of the United States, particularly in the coal and coke districts, have seriously imperilled the situation. Indeed, according to that well recognized authority Bradstreet's, there is no prospect for material improvement, the present time being the dullest relatively for twenty years. Besides, it is added, that the next few months promise a continuance, if not an intensifying of the existing conditions of extreme dullness and depression. The total number of idle people in the United States is estimated to be about 235,000. This is a considerable number of workers to be without the means of earning their livelihood, and reckoning those dependent upon them at say three each—by no means an extravagant estimate—we have, including the unemployed themselves, about a million of people deprived of their regular means of living and actually subsisting either on charity, their allowances from the labor unions or eating up any earnings which they may have laid aside in the past. It is further said that at no time since the panic and business depression manifested themselves last year have the reports as to the volume of sales of merchandise, the manufacture of staple goods and the indisposition of merchants generally to buy, except for absolute immediate wants, been so pronounced and so great throughout the country as during the past few weeks.

Now this is a most discouraging appearance for business matters to have assumed. We in Canada have possibly experienced the reflex action of this state of affairs more than anything else, but the pinch has been hard enough—particularly in some sections. On the other hand, we have facts which to a certain extent constitute the assurance that bad as things have been they have now probably touched bottom, for we learn from Dun & Co's report that the number of failures both in Canada and the United States has been diminishing, the amount of liabilities having got down to \$2,201,130 for the third week in May and for the three weeks of the month to \$7,801,972. Moreover, the number of failures has also decreased, the United States showing 183 only for last week against 230 for the same week last year, and Canada 28 only against 140 for a

similar period. We do not suppose that we shall be supposed to be endeavoring to extract sunshine from cucumbers when we deduce more favorable symptoms from these figures. We give them for what they appear to us to be worth. The least promising elements—if labor troubles were only eliminated—have manifestly been removed, and on the principle of the survival of the fittest, we are getting down to something more nearly approaching bed rock.

"THOSE WARNINGS."

There appears to be a decided inclination in connection with the case of the sealers Annie C. Moore, the Favorite and the Triumph to endeavor to shirk all responsibility as regards the warning given to them by Captain May, of H.M.S. Hyacinth and his seizure at the same time of their logs, guns and other appliances. According to the captain's own statement, among other vessels which he notified was an American schooner that was encountered at night, so that it was impossible to tell whether or not she was sealing. On this account she was not interfered with. It would seem, on the other hand, that the boats of the Canadian schooners were out and their crews were actually at work when encountered. We fail, however, to see where Captain May could draw the line between the two cases. The American sealer was manifestly where she was with the object of sealing, and it is presumable that she luckily escaped being caught in the act because it was after nightfall, when she was come up with. Legal minds will see that in the respective cases there was a distinction made by Captain May which was without a difference. Moreover, the cases being equal, none of the vessels having been previously warned, the necessity for which was evidenced by the fact of two of Her Majesty's ships having been sent to notify them, if there was any seizing to be done, it should have been that of the outfit of the American schooner, which owed no allegiance to the British flag and does not frequent British ports, while the other three belong to Victoria, where their owners reside and where they and their property outside of the vessels are within reach of the authorities. So far it does not appear that any proceedings have been taken in the Admiralty Court in connection with the three Victoria sealers; but the charges, if there are any to prefer, ought to be made at once, in order that they may be acted upon or dismissed before the conclusion of the close season, by which time, if their record be clear, the three schooners might be in a position to continue the business of sealing, their prosecution of which was interrupted in what we believe to be a high-handed manner.

RIDLEY'S ROOM.

Bishop Ridley of New Caledonia—to use a common expression in a no way disrespectful sense—has been "talking through his hat" to a reporter of the *Montreal Star*. He must either be too far removed from the centres of business to know anything about what is going on there, or does not read and get an opportunity of

reading the newspapers in his northern home. At any rate he has been grossly misrepresenting matters. What does the resident reader think of the following specimens of His Lordship's observations?—

"You see there is really no distress in our Province and the workmen are doing well. Bricklayers and masons get their five dollars a day, and there are no cases of poverty. Of course times are a little depressed, but that is only in sympathy with that which exists over the whole world. There has been no special effort made to keep people in Victoria, because it is not necessary. There is work for all who are there and more for people who may come. The salmon canneries are all running this year, but the prices are very low."

The *Times* very naturally expresses entire dissent from Bishop Ridley's deliverances who, moreover, it may be remarked, takes occasion to express his commiseration for the "thousands of men" at such places as Tacoma and Seattle who are "looking for work and are hungry." The *Times* very properly asks "if one effect of Bishop Ridley's 'booming' description should prove to be the emigration to this Province of a number of workmen, who would afterwards find to their cost that they had been deceived, who would be to blame?" Our own contention has been that far too much has been said of the unsatisfactory condition of things in this community; but Bishop Ridley has, on the other hand, allowed his tongue to travel away from the facts and to give an altogether too highly colored description of matters.

TO BE LOOKED INTO.

The management of the Westminster penitentiary has resulted in developments which have assumed the proportions of a tolerably good sized scandal and after long delays in which was manifested a disinclination on the part of the heads of the Department of Justice to make a thorough investigation, the warden and his deputy have been superseded and an official sent from Ottawa to make a full inquiry into matters as they exist and have existed.

Another matter to which attention has been directed is the fact that although the best skilled authorities protested against her purchase as being neither fitted for the work nor in proper condition, the Government acquired at a good round figure the steamer *Earle* for quarantine purposes. Indeed, a gentleman who is considered one of the best shipping authorities in the Province called upon those in charge and urged them not to purchase the vessel, saying she would prove a most unsatisfactory purchase and totally unfit for the service. Nevertheless she was bought, and \$6,000 expended on her for repairs and disinfecting apparatus. She has been proved to be of comparatively little use, her special appointments having been of no utility for the reason that incoming ships have been generally inspected elsewhere than at quarantine. In fact it is charged that for seven months the *Earle* has been laid up with a useless boiler, and now the local members are applying for \$4,000 from the Dominion with which to repair her. Possibly some of the members of the House of Commons will be inclined to ask some questions on this subject.

STRIKING COAL MINERS.

The striking coal miners at Cripple Creek and other American centres of their special industry seem to have lost all regard for the ordinary considerations of individual rights. They have passed around the world that the fight between capital and labor must be carried on to the bitter end, and in consequence life and property have received no respect or consideration at their hands. It is much to be regretted that wiser counsels have not prevailed, for we fear that there may yet be an intensification of all the hard feeling that has so far been aroused on both sides and a still greater extension of the immense loss which has everywhere been felt owing to the enforced scarcity of the fuel upon which the motive power of railways and industrial establishments depend. Every one of us is concerned in this controversy which we trust will not be long continued. In Australia the recent depression and panic began at no great distance from the coal mines with results that one cannot contemplate without feeling the most serious regret for the unfortunate circumstances that have arisen, and particularly for the injury that has been done to many who though not directly interested in the original controversy, have been such serious sufferers by the outcome.

COAL OIL COMBINE.

"God help the coal oil consumer!" may well be exclaimed after the announcement that a combine has been formed by the Standard Oil Company—best known in the United States as "the Octopus"—and the Russian Government, who together may be said to control the coal oil production of the world. Everyone knows that this article is abnormally high both in the United States and Canada, compared with the vast supplies that there are to be drawn upon. In Canada, however, the pinch is even greater than upon the other side the lines, while in British Columbia the charge exacted is altogether out of proportion to all the considerations on which profits are accustomed to be based. Some one is grinding the faces of God's poor, and that very grievously. As for Mr. Rockefeller, the head of the Standard Oil Co., he has made one or two handsome benefactions to public objects, which have been seen of men, but we cannot suppose for a moment that by the standard upon which the highest moral authority judges men's actions and motives the accruing good can in any way compensate for the grievous wrong that is being and has been done. Mr. Rockefeller, one of the modern models, has, it may well be said, fitly chosen his associate in what amounts to little else than a wholesale robbery of the people of several continents.

EDITORIAL COMMENT.

It is satisfactory to be able to announce that work is progressing favorably in connection with the new cold storage warehouses on Store street, and that before long the establishment will be in full operation.

THE case of the sealer Minnie condemned by the Vice Admiralty Court for infractions of the *modus vivendi* which was appealed to the Supreme Court has been disposed of, the judgment being sustained.

NEITHER the American nor the Canadian tariff changes have as yet been completed, alterations of one kind or another being made from time to time, and this, it may be expected, will be the course matters will take until the Dominion Parliament and Congress shall have been prorogued.

IN October or November the Governor-General and the Countess of Aberdeen may be expected to arrive in British Columbia, thus completing their visiting tour of the entire Dominion. His Excellency is no stranger here. He has large landed and other interests on the Mainland; and, indeed, may be said to be the only one of the entire list of viceroys whose financial interests are or have been identical with our own.

THE scheme proposed for the lighting of the harbor of Victoria will necessitate, it is said, the expenditure by the Dominion Government of some \$30,000. This work will be of immense importance and value to local interests and it is to be hoped will not to be allowed to stand in abeyance, no matter what reasons may be advanced. Many vessels arrive in port after night-fall, and it is quick discharge and dispatch that are the essentials to the success of the trade.

THE great Manchester Ship Canal, which was recently opened in England by Queen Victoria, is pronounced to be a menace to the public health, as it receives a large proportion of the sewerage not of Manchester alone, but of a number of towns on the route. The *Lancet*, the well recognized mouthpiece of the medical profession, is very strong in its condemnation, and is followed by *Truth* in a very vigorous denunciation. Doubtless the subject will be closely looked into now that so much has been said on the matter.

AGAIN the subject of telegraphic service has had the attention of the B. C. Board of Trade. This time the main cause of complaint seems to be the delays in the delivery of messages. Besides it was urged that occasionally when the lines had gone down, messages which had been handed in to be transmitted at night rates had not only been delayed but had been charged day prices. Now for this the sender is in no way responsible, and it is little short of an outrage that the company's customers should in this way be made double sufferers.

IN connection with the liquidation of the Green, Worlock bank, we notice that Mr. Justice Walkem has removed Messrs. Heisterman and Coltart from the board and replaced them by the Hon. Robert Beaven, the winding up being now in the hands of that gentleman and Mr. Yates. In rendering his decision the Judge said: "Nothing has been alleged or proved against Messrs. Heisterman or Coltart, but it was simply the wish of the credit-

ors that they be removed. He supposed that as business men the creditors knew better than he what they wanted."

THE Union Coal Company are, it is announced, sinking another prospect shaft about a mile from the East of the town of Union, and in No. 2 slope a tunnel is being driven into what is said to be a seam of good quality. This we are pleased to see as well as to note the fact that coal from the mines hereabouts is increasing in favor. In regard to the Pacific coast coal, we observe that Harrison's well known San Francisco circular announces that Northern coal is at present being substituted for the Australian and English article, the augmented demand for which is likely to continue for at least a month longer.

WE were amused the other day to see at a meeting of the Council of the Board of Trade the explanation gravely made in connection with the employment of the steamer *Quadra*, that even when she was not in commission she could be got ready in a day or two. Now, as in the case of the wreck of the *Estelle* or any other casualty in these waters, of what use is it to send a vessel out probably days after the authorities have been notified of a wreck. The lives of all on board depend on prompt assistance, and it is ridiculous for any one to pretend that the Dominion steamers can possibly be allowed to go out of commission without some other vessel immediately taking their place.

LIQUIDATIONS in England and receiverships in this country are the recognized legal methods of protecting the interests of creditors, but complaints are frequently made that, the affairs once in official hands, there is no sympathy for the creditor. In referring to the affairs of the *Liberator*, an English company, the receiver, after stating that the representations of the directors were entirely misleading and fallacious, thus shatters the expectations of the creditors: "As the result of fifteen months realization, the assets after payment of preferential claims, law costs, fees and expenses, would only represent a dividend of a fraction of a penny in the pound, for the depositors whose claims amount to nearly two millions."

WE have not yet seen the entire list of those whom on the occasion of her birthday the Queen was delighted to honor. However, President Van Horne, of the C. P. R., has not been forgotten, and now he is Sir William C. We do not deny for a moment that he has done the country considerable service; but in his case there was no patriotism or public motive to suggest as far as he is concerned the policy of the railway which he administers. With it the motive has merely been one of gain. Van Horne is doubtless a good business and railway man and an American to boot. Honors are doubtless easy; but there are veterans in Canada whose signal merits and years of really patriotic service have long ago entitled them to consideration. Wealth and honors have attended at an early stage persons connected with the Canadian Pacific Railway, but there has been tardy recognition of the merits of the promoters and supporters of the Grand Trunk Railway, and when honors came they were few and far between.

MINING IN BRITISH COLUMBIA.

Joseph J. Pierson, who has been in Montreal for some weeks on behalf of the British Columbia Government, on business connected with the C. P. R., during a conversation with a *Gazette* reporter in regard to gold mining in British Columbia said:

I may just say that having recently visited all the principal parts of the province on official business, I have been struck with the active appearance of things, and my impression is that the next twelve months will witness immense activity in gold mining, especially with regard to placer workings by means of hydraulic and dredging appliances. I had a letter a day or two ago in which it was stated that nearly the whole of the bed of the Fraser River has been located on, leased from Lytton to Quesnelle mouth, and a great part of the Quesnelle River is also leased. I think about 30 miles of river bed must now be taken up and several dredges are being put to work. I fear they will have many difficulties to cope with, especially in the Fraser. The stream is deep and strong, and gold being so exceedingly slippery, as many of us know, even in its coiled state, and my fear is that as the dredges begin to disturb the gravel the gold being so much heavier than anything else will slip to the bottom, and some of it will thus escape the "bucket" or "sucker." The hydraulic system must commend itself to all; in fact, small workings have already demonstrated the greater certainty of this. One place I visited at Quesnelle Forks, Dancing Bill Creek, which has been worked by Chinamen for several years, who are known to have taken out \$120,000 or \$130,000, and the plant used was a very small Monitor with a water supply for working only two and a half hours a day, this with other ground on the south fork of Quesnelle river has been taken over by the Cariboo Hydraulic Mining Co., and is to be vigorously developed, and many miles of ditches have been made to bring the water to the Quesnelle Forks Canal and Hydraulic Mining Co., and has been found to bring a large volume of water from Cariboo Lake, where there is practically an endless supply, commanding probably greater hydrostatic pressure than it would be possible otherwise or elsewhere to get to work the very valuable auriferous grounds of that part of the famed Cariboo district. They also hold about 800 acres of specially selected ground suitable for hydraulic working by the largest hydraulic plant. The Victoria Hydraulic Mining Company hold about 900 acres, and are trying themselves out for doing good work during the coming season. Several smaller interests are being developed, and prospects are everywhere good, in many instances ranging from 50 cents to \$5 and \$6 the cubic yard, and when it is known that 6 cents to 8 cents a cubic yard will pay for working, once the water is on, what the golden harvest is likely to be is difficult to estimate. Although this notable district has already produced nearly \$60,000,000 from purely surface workings, it is the firm belief of men skilled in such matters that, with good plant and an ample supply

of water, the past may be regarded as a mere unit as compared with what is still to be unearthed. I am glad to see the Government of British Columbia is alive and abreast of the times in voting money for roads, bridges, etc., to aid and encourage, in the absence of railway facilities to these districts.

A practical test of the bed of the south fork of Quesnelle River was made a few months ago by a gentleman, who sent up an experienced miner along with an expert diver equipped with an ordinary diving gear, and although their operations were interfered with by a freshet, yet they demonstrated the fact of that river bed being rich in the precious metal. I have seen a sample of the gold, and am told that their efforts yielded an average in sundry parts of the river of from 25 cents to \$1 the bucketful of gravel brought up from the bottom, and they did not reach bedrock, where the richest finds should be.

I omitted to mention that the Slough Creek Company, who have been doing a great deal of work during the last year, and although I have heard that they anticipated great things, yet I don't know the results. An English syndicate in the neighborhood of Williams' Creek are pushing actively, and again on Bridge River splendid prospects are given, and in the vicinity of Lillet large areas have been located and some work is going on. Whilst there, I tried my unskilled hand by digging a shovel in at random, and on that shovelful of gravel I got several colors of gold; and then there is the Horsefly district, a little south of Quesnelle Lake, which is being monopolized by the Horsefly Hydraulic Mining Co., who are spending large sums of money in collecting water to carry out their scheme, which is a large one, and prospects are unquestionably good.

COAST TRADE.

The Tacoma *West Coast Trade* reviews the business situation as follows: "Much the same conditions have prevailed in business this week as for some time past. While trade is only moderately active and shows no sure signs of immediate improvement beyond the natural increase in consumption, with more active employment in fruit growing and other agricultural pursuits and mining, there are more signs of future prosperity for this section developing as the season advances. It now looks as though we practically are certain to have a large fruit crop. Late advices show that, notwithstanding slight frosts, fruit is doing well, and would undoubtedly yield splendidly in various sections of the state. Throughout the east the crop is at least a partial failure. In California drouth will undoubtedly limit the yield materially. It necessarily follows that there should be a good and fairly profitable market, and as the railroad companies are inclined to give reasonable rates, the fruit crop should bring considerable money into the state this season. The grain acreage is going to be fully up to the average, the hop crop will be largely increased by putting out new yards this season, and in fact, with anything like ordinary values for staples, our crop

returns will be by far the largest ever known. The lumber market cannot be said to be improving, though the past week has seen exports of something over 4,000,000 feet, by far the best week this season. Eastern demand is light for lumber as well as shingles, and prices are unsatisfactory, but where there is such large room for improvement it does not seem probable that the constant trend will be in the other direction, and better things may be looked for in lumber in the future."

THE GROCER AS AN EMPLOYER.


In every avenue of business and in workshops of all kinds labor has been lightened by the march of intelligence and the ingenuity of invention. Stores quite as much as factories are not run on the same plan that they were a decade or two since, and this is quite as true of the grocery business as of any other. It therefore behooves grocers to appreciate the advances that have been made, and to operate their establishments in keeping with modern demands and prevailing ideas. The grocer to-day, who in his youth was forced to rise many hours before the sun, and whose labor was that of a drudge until late in the night, has no right to expect his employees to do the same thing to-day simply because he had to do it in the days that are gone. Times have changed, conditions are different, the rights of labor are more clearly recognized, and with these changes have come greater profit to the grocer and a greater measure of respect on the part of his clerks. It is much more pleasant to be an instructor and a friend than a taskmaster. Of course there are certain duties that must be performed, and these should be attended to in the most minute detail, and they all can be attended to cheerfully and with profit to all if the proper amount of consistency, toleration and system are exercised.

Train up a clerk in the way he should go, and when he graduates he will be a grocer in fact as well as in name. A clerk can learn much by observation. But the employer should supplement by personal instruction what the latter acquires by his own volition. The more efficient a clerk is the more valuable he is to his employer, and his value is largely gauged by the amount of consideration and encouragement his efforts are given. The days of training clerks in the way they should go by harsh measures are past, and have no place in the business life of the present day. Truly are the elements of success combined in kindness and mutual regard.
—Philadelphia Cash Grocer.

A by-law will be submitted to the citizens of Nanaimo for the purchase of the Tram and Light Co., by the city for \$10,000.

The largest order for mining machinery ever given in British Columbia is said to have been placed with the B. C. Iron Works by a syndicate of Duluth and New York capitalists who are engaged in extensive mining operations on the Fraser River. The order will run into the thousands of dollars and will take some weeks to fill.

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—AND—

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WHEAT EXPORTATION FROM INDIA

Dornbusch's London *List* says: India, having abdicated the position of one of the leading exporters of wheat, has ceased to be of much interest to European traders. An article which appeared in Dornbusch of April 23 attracted a good deal of attention, representing as it does the views in a greater or less degree of the principal houses in the export trade. It will be remembered that the President of the Calcutta Corn and Seed Association expressed an opinion that the steady growth of wheat consumption by the natives of India bids fair to be an obstacle to export. The writer of the article in question challenges this opinion, and attributes any increase in local wheat using to the recent high price of rice. The transition of the native taste from rice and pulse would be rapidly reversed were it found more profitable to export wheat than to eat it. In reality the incentive to exportation lies in the price, and it can not be doubted that India will long remain able to repeat her heavy wheat shipments of 1891-92 whenever the necessities of Europe require them, despite the growth in local consumption which may take place in the meantime.

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A. LEOFRED,

(Graduate of Laval and McGill.)

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MINES, MINERAL PRODUCTS

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck	930	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	March 25
Ger ship...	Sirene	1437	Saueumlich	October 19	Victoria	London	56,538	282,790	April 4
Br ss	Grandholm	871	Mason	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	645	Blanche	October 14	New Westm'r	London	30,000	137,112	April 25
Br bark	Ladstock	816	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	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	April 25
Br ship	Candida	1222	Keo	December 22	Victoria	Liverpool	50,318	249,523	May 12
Br bark	Harold	1307	King	January 18	New Westm'r	Liverpool	61,091	321,511	May 12
Br bark	Primera	537	Gardner	December 17	Victoria	London	24,000	123,350	April 25

A—Other cargo value \$1,346. B—Spoken March 8 lat. 37° S., long. 39° W.

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALU.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,938	7,844	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Plymouth	922,058	9,882	May 20	52s 6d
Nor bark	Fritzoe	1078	Rolfson	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am bark	Colorado	1636	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,053	15,537	June 23	Private
Chil. bark	India	933	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn	Bittern	389	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,250	4,291	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindustan	3542	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,242	July 14	owners ac
Am bark	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,995	April	Private
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,437	Aug. 28	Private
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,163	6,577	June 23	35s
Br ship	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	913,863	7,718	Sept. 22	42s 6d
Am bark	Herry Morso	1333	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark	John Eua	3600	Schmauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blaithoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,904	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	663,000	5,296	Aug. 26	35s
Nor bark	Sjgard	1530	Anse	May 21	Vancouver	Port Pirie	1,126,000	10,633	Aug. 31	40s
Chil. ship	Atacama	1245	Caballero	May 13	Moodyville	Valparaiso	967,364	7,762	Aug. 19	owners ac
Br bark	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Cryfe	1039	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,986	Oct. 4	55s
Br bark	Doehra	966	McJerron	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	36s
Br ship	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,136,128	12,463	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	896,889	7,982	Oct. 14	36s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,008	7,896	Aug.	Private
Am schr.	Puritan	584	Warner	Aug. 4	Moodyville	Tientsin	723,954	8,625	Sept.	55s
Am bark	Sonoma	938	Anderson	Aug. 16	Vancouver	Iquiqui	911,183	9,289	Nov. 26	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	921,554	10,300	Jan. 20	52s 6d
Nor bark	Fortuna	1342	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,122	10,288	Nov. 17	36s 3d
Br bark	Gainsborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	712,153	5,524	Dec.	33s 9d
Chil. bark	India	933	Funke	Sept. 10	Moodyville	Valparaiso	799,267	7,000	Dec.	owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,216	6,000	pr Nov. 30	owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,710	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	642	LeBallister	Sept. 28	Westminster	Sydney	688,652	6,649	Nov. 18	28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 14	Cowichan	Sydney	871,303	7,614	Jan.	27s
Am bark	Hesper	664	Underwood	Oct. 12	Vancouver	Adelaide	779,398	5,886	arrived	37s
Am schr.	Wm. Bowden	728	Ejerem	Oct. 18	Victoria	Adelaide	861,692	6,031	arrived	37s 6d
Br bark	Elizabeth Graham	548	Anderson	Oct. 24	Moodyville	Melbourne	521,681	3,969	Jan. 6	Private
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	541,228	4,157	Dec. 19	27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	637,974	6,060	Dec. 11	40s
Am bktn	Robert Sidden	563	Ullberg	Oct. 23	Vancouver	Port Pirie	711,808	4,646	Jan. 23	37s 6d
Am schr.	Salvator	444	Wells	Oct. 29	Westminster	Port Pirie	527,040	4,216	arrived	37s 6d
Am schr.	Louis	820	Hatch	Nov. 8	Vancouver	Iquiqui	963,415	8,691	Jan. 28	40s
Am schr.	John D. Tallant	333	Henderson	Nov. 19	Victoria	Sydney	705,802	5,982	Jan. 21	28s
Nor ship	Germanic	1269	Sunde	Dec. 29	Vancouver	Cork, U.K. f.o.	910,483	9,973		60s
Am schr.	Reporter	333	Mackie	Nov. 24	Vancouver	Nagasaki	361,294	10,000	Feb. 12	Private
Am bark	Snow & Burgess	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U.K. f.o.	1,021,624	13,135		55s
Am bark	Colorado	1630	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656	arrived	37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911	prior Apr 20	35s
Am schr.	W. H. Talbot	776	Bluhm	Dec. 28	Vancouver	Cape Colony	804,183	6,031	April 17	75s

A—Also 160 spars.

B. C. LUMBER FLEET, 1894.

Am ship	Eclipse	1536	Peterson	Jan. 20	Vancouver	Greenock	1,672,820	10,730		60s
Nor ship	Beaconsfield	1450	Bastiansen	Feb. 5	Vancouver	Cork, U.K. f.o.	1,035,411	13,491		Private
Am schr.	Pioneer	387	Hughes	Feb. 28	Victoria	Santa Rosalia	A... 57,714	461		Private
Am schr.	Aida	507	Anderson	March 25	Moodyville	Shanghai	686,562	6,562		40s
Chil. bark	India	933	Funke	April	Moodyville	Valparaiso				owners ac
Br bark	Thermopylae	948	Winchester	May 2	New Westm'r	Shanghai				37s 6d
Chil. ship	Hindustan	1542	Welsh	May 12	Moodyville	Valparaiso	1,219,552	9,278		owners ac
Br ship	Astoria	1335	Dagwell		Vancouver	Queenstown fo				67s 9d
Ger bark	Gutenberg	627	Zeplicn	May 12	Moodyville	Valparaiso f.o.	591,700	5,392		42s 6d
Am bktn.	Modoc	432	Bosch	May 5	Victoria	Santa Rosalia	C... 101,211	2,240		Private
Am bktn.	Katie Flickinger	419	McTae	May 5	Vancouver	Santa Rosalia	B... 389,148	3,258		Private
Br ship	East Croft	1312	Rammer	May 25	Moodyville	Valparaiso f.o.	1,038,081	9,067		40s
Br ship	Hemure	1460	Scott		Victoria	Adelaide				40s
Br schr.	Grace Harwar	1750	Hunt		Vancouver	Queenstown fo				62s 6d
Br bktn.	Nantippe	909	Falconer		Vancouver	Queenstown fo				Private
Am bktn.	Ch. Ballis	655	Watts		Vancouver	Adelaide				40s
Br ship	Large Law	1527	Perneaux		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	1412	Gibbs		Vancouver	Callao				35s
Nic bark	Don Carlos	684	Tobey		Vancouver	Noumea				40s
Br ship	Borrowdale	1197	Bolderston		Vancouver	Valparaiso				Private

A—Also 68,043 lineal feet of props valued at \$1,020. B—Also 20 cords of slabs and 100 poles. C—Lineal feet of poles

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	T&S	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAY'S OUT.
Br-ship	Ballachulish	1806	Gowdey	March 19	Paseoeruo	Vancouver	B. C. Sugar Refinery Co. arr. May 28	71
Br bark	Northernhay	1221	Miller	Dec 5	C Cardiff	Esquimalt	Naval Storekeeper	175
Br-ship	Eaton Hall	1779	Lourison	April 2	K London	Vic and Van	Robt. Ward & Co., Ld and Evans, C. & E.	57
Br-ship	Li-moro	1598	Ferguson	March 17	J London	Victoria & Van	Turner, Beeton & Co.	73
Chil. ship	Atacama	1235	Caballero	Jan. 13	F Valparaiso	Moodyville	H. P. Rithet & Co., L'td.	136
Br-ship	Clan Robertson	1625	Lane		I Hilo	Royal Roads		
Br-ship	City of Glasgow	1168	Tannock	March 5	A Cardiff	Esquimalt	Naval Storekeeper	85
Br bark	Ladstock	816	Williams		Liverpool	Victoria	R. P. Rithet & Co., L'td.	
Br bark	Corryvreckan	1295	Abbot	April 26	B Cardiff	Esquimalt	Naval Storekeeper	33
Ger bark	Scuta	1037	Thiemann	March 20	O Liverpool	Westminster	A. B. C. P. Co.	70
Am bark	Southern Chief	1219	Svensen	May 10	P San Francisco	Vancouver	Hastings Mill	19
Br bark	Villalta	860	Harland	May 16	Q San Francisco	Vancouver	Hastings Mill	13
Br-s	Arawa	3268	Stewart	May 19	E Sydney	Victoria & Van	C. A. S. S. Co.	10
Ital bark	Elisa	915	Harken	about Apr 5	S Valparaiso	Moodyville	Moodyville Sawmill	54
Nor ship	Drammen	1347	Anderson		T Honolulu	Vancouver	Hastings Mill	
Br-s	Tacoma	1662	Hill	May 1	V Hong Kong	Victoria	Dodwell, Carill & Co.	21
Br-s	Empress of Japan	3003	Lee	May 23	W Hong Kong	Victoria & Van	C. P. S. S. Co.	6

Dec. 14 out into Falmouth with loss of some sails: Dec. 30, sailed again. Spoken Jan. 22 lat. 3 deg. N., long. 26 deg. W.; May 10 lat. 38° N. long. 137° W. K—April 6 passed Dungeness; April 8 passed Brixham. Spoken April 26 lat 22° N., long. 25° W. F—Jan. 15 returned to Valparaiso with spars damaged. To load a return cargo of lumber. J—Passed Deal March 18; Dungeness March 21; Prawle Point March 22. A—Spoken March 26 lat. 49° 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., L'td. O—Via Honolulu. Chartered for salmon to U. K. at 36s 3d., September loading. P—Lumber to Santa Rosalia. Q—Lumber to Melbourne or Adelaide at 3s 6d. E—Via Suva and Honolulu June 2. S—To load a return cargo of lumber on owners' account. T—Chartered for lumber. W—Via Yokohama June 1. V—Via Yokohama May 19.

FREIGHTS.

The market continues without much movement, but any changes there have been are for the worse. The last grain vessel of the old crop has sailed, and nothing is doing for the new. Shipments are at a complete standstill for the present. Lumber charters are reported, but at lower rates, and the market is unsteady.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 32s 6d; Sydney, 38s 3d; 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, nominal, South Africa 60s; Noumea, 40s.

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.

VESSELS IN PORT.

(May 28, 1894.)

VICTORIA.

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

Br. bark Archer, 765 tons, derelict.

Br. ship Corolla, 1,264 tons, Capt. Frazer, arrived April 28, from Yokohama for orders.

Br. ship Benmore, 1,400 tons, Capt. Scott, loading lumber for Adelaide on account of Robert Ward & Co., L'td.

Br. ship Borrowdale, 1,197 tons, Capt. Bolderston, arrived May 27 from Liverpool with general cargo. Robt. Ward & Co., L'td., consignees. Chartered to load lumber for Valparaiso.

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., L'td.

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. bktnr 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.

Am. bktnr Chehalis, 656 tons, Capt. Watts, arrived April 29, loading lumber for Adelaide.

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

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

Br. steamship Empress of India, 3,003

tons, Capt. Marshall, arrived May 22, sails June 4.

Am. bark Olympic, 1,412 tons, Capt. Gibbs, arrived May 24, loading lumber for Callao.

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

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. bark Sea King, 1,436 tons, Capt. Pierce.

Br. steamship Crown of England, 1,658 tons, Capt. Gibson.

Am. bark Highland Light, 1,265 tons, Capt. Hughes.

WELLINGTON SHIPPING.

Am. ship C. F. Sargent, 1,638 tons, Capt. Boyd.

Am. bark Raphael, 1,465 tons, Capt. Whitney.

UNION SHIPPING.

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

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	6	6,206
Vancouver	9	12,331
Nanaimo	6	9,571
Total	21	28,108
Previous week	12	13,424
Correspond'g week, last year	24	29,295
1892	19	26,647

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