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WHOLESALE GROCERS

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Victoria Rice Mills,

STORE STREET, VICTORIA, B. C.

—MILLERS OF—

CHINA AND JAPAN RICE

RICE MEAL,

Rice Flour, Chit Rice, Etc.

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BANK OF BRITISH COLUMBIA

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Capital Paid up . . . (£600,000) \$3,000,000
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IN CANADA—The Bank of Montreal and branches, Canadian Bank of Commerce, Imperial Bank of Canada, Molsons Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

Correspondents throughout the United Kingdom and in India, China, Japan, Australia and South America.

UNITED STATES: Agents Bank of Montreal, 39 Wall Street, New York; Bank of Montreal, Chicago.

Telegraphic transfers and remittances to and from all points can be made through this bank at current rates.

Collections carefully attended to and every description of banking business transacted.

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Incorporated by Royal Charter.

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Have facilities for collection and exchange in all parts of the world.

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ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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Reserve Fund 6,000,000

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A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

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A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

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On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. GAMBIE & GORDOVA STS., VANCOUVER.

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Real Estate, Insurance,

Exchange, Mortgages,

Stocks and Shares,

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TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe
Fire Insurance Co.

The California (Marine) Insurance Co.

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Risks taken at Moderate Rates and Losses settled promptly and Liberally.

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Windsor Cannery, Skeena River,
Rivers Inlet Cannery,

Victoria Cannery,) Rivers Inlet.
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Merchants and Importers,

Represented in London by H. J. Gardiner & Co.,
Gresham Buildings, E. C.

ROYAL SWEDISH AND NORWEGIAN
CONSULATE.

Execute Indents for every description of
British and Foreign Merchandise,
Lumber, Timber, Spars,
Fish and other products
of British Columbia.

SHIPPING AND INSURANCE AGENTS.

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J. & W. Stuart's Patent Double-Knotted Mesh
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Importers of Havana Cigars, Oilmen's Stores,
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Agents for the following brands of British
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Ewen & Co., "Lion"; Bon Accord Fishery Co.,
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VICTORIA,

Financial and Real Estate

BROKERS,

Have removed from 52 Government St.

—70—

32 GOVERNMENT STREET

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BRITISH COLUMBIA
PAPER MANUFACTURING CO'Y.

THOMAS EARLE,
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-AND-
Wholesale Grocer.

AGENT FOR

ALERT BAY CANNING CO.
NIMPKISH BRAND.

Pioneer Steam Coffee and
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LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

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P. F. RICHARDSON,

SUCCESSOR TO

RICHARDSON & HEATHORN.

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42 YATES ST., VICTORIA.

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Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST., NEAR ORIENTAL HOTEL,

VICTORIA, - - B. C.

NICHOLLES & RENOUF

-DEALERS IN-

**HARDWARE, BAR IRON, FARM
AND MILL MACHINERY
MINING SUPPLIES.**

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82. P. O. BOX. 80.

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**THE
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MANUFACTURERS

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**41 LANGLEY STREET,
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FRASER RIVER:

- Delta Canning Co's Maple Leaf Brand.
- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

- Warnuck Packing Co's Rivers Inlet Clipper Brand.
- Standard Packing Co., Skeena River, Nep une Brand.
- Skeena Packing Co., Skeena River, "Diamond C" Brand.
- Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Caddboro Bay, all grades of Giant Powder and Judson Powder manufactured and kept on hand.

Columbia Flouring Mill Co. of Enderby.

Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

E. B. MARVIN & CO.,

Ship - Chandlers - and - Commission - Merchants

Importers and Dealers in Paints, Oils, Lime, Plaster, Cement, Tarred and Untarred Papers. Agents for Skidegate Oil.

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Real Estate and Insurance Agents.

FIRE - MARINE - LIFE.

Rents and Interest Collected. Money Loaned. Conveyancing

GENERAL AGENTS FOR BRITISH COLUMBIA

MUTUAL LIFE INSURANCE CO. OF NEW YORK,

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W. H. SOULE.

A. E. STEVENS.

ALEX. McDERMOTT.

BRITISH COLUMBIA PIONEER STEVEDORING CO., LTD.

ESTABLISHED 1871.

Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.
Cash security given if required, and satisfaction guaranteed.
P.O. Box 507. Cable: Soule.

Vancouver, - - - - - British Columbia.

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AND

CALIGRAPH SUPPLIES.

J. & T. BELL,

MANUFACTURERS OF

FINE BOOTS AND SHOES

WHOLESALE.

1667 NOTRE DAME STREET,

MONTREAL.

F. W. NOLTE & CO.,

PRACTICAL OPTICIANS,

The above firm will shortly open a first-class Optical Store. All work guaranteed and done in Victoria, including the grinding of special lenses. Mr. Nolte, the well known American optician, will take the management and give his personal attention to the business.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, July 28.

VICTORIA.

Business, generally, for the past week, compares favorably with the same period in any former year. The consumptive demand is steady, but little activity is manifested, no doubt on account of the extremely hot weather and the absence of many on a vacation. In the money market, there is a healthy demand with a fair supply and no contracting. Messrs. R. P. Rithet & Co. will make a shipment of sealskins to London, England, this week.

DRY GOODS.

This month is reported much better than in this time the same time last year. In fact the first half of the year has shown a great improvement over last year, despite the fact that summer trade was very late in opening up. The Westminster Woollen mills closed down last week. It is stated that there was a brisk demand for the product of the mills, but enough stock was on hand to supply all possible calls for some time. The sorting trade is fairly active, the hot weather of the past week creating a demand for light goods.

LUMBER.

The Hastings saw mill closed on Saturday night, 25th, for an indefinite period. Mr. R. H. Alexander, the manager, says that if any ship arrives the cargoes will be cut for them, but no charters will be sought for some time. The falling off of the South America trade and a periodic dullness in the lumber trade of the world are the causes assigned. The ships now at the wharf are loaded and will sail shortly. Quotations are as follows for cargo lots for foreign shipment,

being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2. Local trade continues steady. The Rock Bay Saw Mill quotes:

Rough lumber, per M	\$12 00
Best quality dressed lumber, per M	20 00
Second " " "	17 50
Laths, per M	2 50
Shingles, " "	2 50

with a discount of 5 per cent. if paid within 30 days.

The depression in the lumber business continues to be felt at Fairhaven as well as other points on the Sound. The big Bellingham mill is still idle, and it is reported, on good authority, that the great Cornwall mill at Sehome, which has been running to its full capacity for several weeks, loading seven vessels, will close down in a few days, or as soon as the last of the vessels, now there, receives its cargo. The impression that many seem to have that the Bellingham mill is owned by the Fairhaven Land Company, is erroneous. Half of it is owned by Hon. Edward Eldridge, of Whatcom, and Erastus Bartlett, of San Francisco, both of whom are old men, and to whose wishes in regard to the mill Mr. Larrabee seems disposed to defer. He is ready to resume operations whenever they are.

FRUITS AND VEGETABLES.

It is said that the plum crop is a little backward and it is expected that its ripening will be prolonged till well into the fall. The receipts by San Francisco steamer, this week, were very large. Quotations are: Peaches, \$1.40; apricots, \$1.25 to \$1.40; pears, (bartlett), \$2.25 to \$2.50; plums, \$1.00 to \$1.25; grapes, (white), \$1.75; apples, (green), \$1.40; apples, (red astracian), \$1.60 to \$1.75; Riverside oranges, \$1.25 to \$1.50; California Messina lemons, \$5.50;

bananas, \$3.25; cantilopes, \$6.50; nutmeg, melons, \$0.50; tomatoes, \$1.25; cucumbers, \$1.25; sweet potatoes, 5c. per lb.

According to Mr. Stacy, the agent, at Westminster, of Messrs. R. V. Winch & Co., wholesale fruit and produce dealers of Vancouver, there is a considerable difficulty in securing any quantity of small fruit grown in Westminster district. Large firms in Victoria and Vancouver, his among them, have agents in Westminster buying all the fruit in advance, and in some cases, even securing next year's crop. This being so, there is generally a brisk demand among wholesalers for any that may be offering, and good prices are paid. The firm that Mr. Stacy represents, confine themselves strictly to a wholesale business, and he reports trade to be steadily improving, although, from its very nature, it requires eternal vigilance to reap any benefit from it. The firm now have orders from interior points for over \$2,500 worth of British Columbia fruits, and they cannot get enough to supply the demand, so that their orders have to be filled in rotation.

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$90 00
China rice " "	70 00
Rice flour " "	70 00
Chit rice " "	25 00
Rice Meal " "	17 50

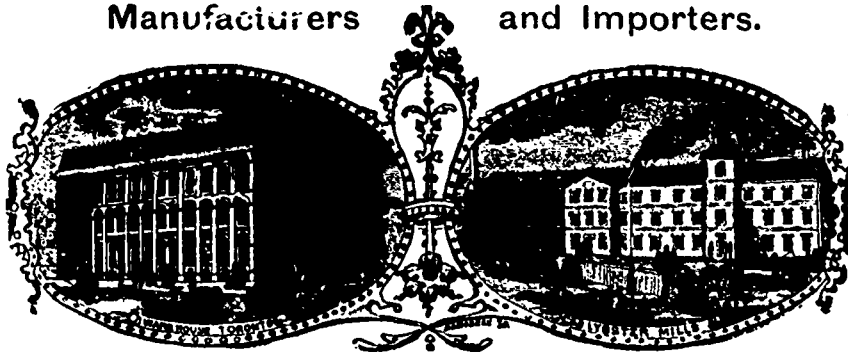
FLOUR AND FEED.

There is a good, steady consumptive demand, with but few features to note. The crop prospects are very encouraging, and a large yield is expected. Wheat has gone up to 2½c per lb—\$50 a ton. Bran has gone up a little. Royal brand Oregon flour declined 10c last week. Hungarian and Portland Roller now sell at \$6.25 per bbl. Quotations are: Enderby flour, for carload lots, Premier, \$5.75; XXX.,

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

\$5.15; Strong Bakers or XX., \$5; Super fine, \$4.

Delta, Victoria mills.....	\$5 25 @ 0 00
Laon, " ".....	5 25 @ 0 00
Premier, Ea'berby mills.....	6 00 @ 0 00
XXX, " ".....	5 70 @ 0 00
XX, " ".....	5 25 @ 0 00
Superfine, " ".....	4 25 @ 0 00
Manitoba Hungarian.....	6 25 @ 0 00
Snowflake.....	6 25 @ 0 00
Portland Roller.....	6 25 @ 0 00
Royal.....	5 90 @ 0 00
C & C.....	5 50 @ 0 00
Oregon Superfine.....	4 50 @ 0 00
Columbia Superfine X.....	4 40 @ 0 00
Wheat, per ton.....	\$45 00 @ 50 00
Oats.....	40 00 @ 00 00
Oil cake meal.....	35 00 @ 40 00
Chop feed.....	37 50 @ 00 00
Shorts.....	28 00 @ 30 00
Bran.....	26 00 @ 28 00
California oatmeal.....	4 65 @ 00 00
Rolled oats.....	4 75 @ 0 00
California rolled oats.....	5 25 @ 00 00
Tacoma rolled oats.....	4 80 @ 00 00
Commeal.....	3 00 @ 3 25
Cracked corn.....	50 00 @ 55 00

SALMON.

Advices from the Columbia River state that the pack there is now 100,000 cases short of what it was at the same period this time last year. The run in the Fraser still continues poor. A gentleman of considerable experience in the canning business, says that the big school of fish are liable to appear at Beechy Bay just after the full moon which occurs early next week, and that they would reach the Fraser River in forty-eight hours after appearing there.

The salmon run on the Skeena is the best that has been known for years, the fish being so thick that it is with difficulty they are handled. The canneries cannot keep up with the catch. The run on the Naas is also improving wonderfully and the canners are looking forward to a splendid season.

The tabulation of the population within the city limits of Victoria and Vancouver, respectively, has been completed by the census staff. The returns show that the population of neither city is as large as was expected, but that of Victoria is fifty per cent. higher than Vancouver's. The figures are: Victoria, 10,800; Vancouver, 11,800.

BUSINESS CHANGES.

A. H. Milne, contractor and carpenter, Victoria, has made an assignment.

J. B. Johnson succeeds D. J. McDonald, gents' furnishings, New Westminster.

James W. Harvey succeeds to the dry goods business of the late James Ellard, New Westminster.

W. H. Higgins and Russia Williams, steamboat owners, Vancouver, have dissolved partnership.

Mrs. W. E. Dickinson and S. W. Stickney have purchased the Caledonia Hotel, New Westminster, from R. W. Mackintosh.

W. G. Mackenzie intends going into the wholesale commission business. He has the agency for Benny, Macpherson & Co., Montreal, and E. & C. Gurney & Co., Hamilton, and others.

Thos. Ceary, of New Westminster, B. C., purchased the hardware stock of W. R. Dunn at Mission city. It is his intention to increase the stock and add a wholesale department, to accommodate the upper Fraser trade.

THE COAL FLEET.

NEW V. C. CO'S SHIPPING.

Am. bark Valley Forge, 1,226 tons, Capt. Bennett, loading.

Am. Ship Sea King, 1,436 tons, Capt. Pierce, waiting to load.

Am. ship Kennebec, 2,025 tons, Capt. Love, loading.

Am. bark Gen. Fairchild, 1,426 tons, Capt. Bond, loading Northfield coal.

Am. ship Jeremiah Thompson, 1,831 tons, Capt. Jamieson, waiting to load.

Am. ship Empire, 1,075 tons, Capt. Snorne, waiting to load Northfield coal.

Am. ship John A. Briggs, 2,033 tons, Capt. Balch, waiting to load.

WELLINGTON SHIPPING.

Ship Richard III., 955 tons, Capt. Connor, loading.

Bark Levi G. Burgess, loading.

Laidlaw's cannery is packing salmon in half and one-pound flat cans. The old style of cans has been entirely abandoned. The goods are neater and more marketable in flat cans.

NANAIMO SAW MILL

Rough and Dressed Lumber,

Shingles, Laths and Pickets,

Doors, Windows and Blinds,

Moulding, Turning, Scroll Sawing,

And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPR.

NANAIMO, B. C.

THOMAS HOOPER ARCHITECT,

Over Spencer's Arcade,

GOVERNMENT STREET, VICTORIA.

Room 10, TURNER BLOCK,

VANCOUVER.

VICTORIA STEAM BAKERY.

M. R. SMITH & CO.,

WHOLESALE AND RETAIL.

CRACKER BAKERS,

VICTORIA, B. C.

Office: 57 Fort St. Factory: 91 Niagara St.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

FREIGHTS.

The nominal rates for lumber charters are quoted as follows: From Burrard Inlet or Puget Sound to Sydney, 50s; Melbourne, Adelaide or Port Pirie, 60s; to 62s 6d; Shanghai, 62s 6d; West Coast of South America, 50s. to 55s. For coal freights, present quotations are: Nanaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75. Grain freights are quoted from Puget Sound to U. K., 42s. 6d. to 45s; from Portland, 50s., and from San Francisco 40s. to 42s. 6d.

The full text of the Act incorporating the company which is to construct the Vancouver dry dock has been received at the World office. The provisional directors are Messrs. Imrie Bell, Glasgow; Walter C. Culbill, London; and Geo. F. Chipman, Vancouver. The capital of the company is placed at \$2,000,000. The head office shall be in London or elsewhere as the by-laws may designate, and Burrard Inlet or the vicinity of Vancouver is named as the place where the dock shall be constructed. Work shall be begun within two years and the dock completed inside of four years from the passing of the Act.

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PUGET SOUND AND BRITISH COLUMBIA STEVEDORING COMPANY.

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Capt. John Barneson, Sec'y, Manager, Port Townsend. R. Chilcott, Manager Seattle and Port Blakely. F. M. York, Manager Victoria, Cheminus and Cowichan, B. C.

All communications to be addressed to the Sec'y at the head office, Port Townsend, Wash. Cable address: Barneson, Port Townsend.

Jackson & Mylius,

—DEALERS IN—

DIAMONDS, WATCHES AND JEWELLERY.

REPAIRING A SPECIALTY.

ALL WORK GUARANTEED.

76 GOVERNMENT STREET.

"COLONIST" BUILDING, VICTORIA, B. C.

STATEMENT OF GENERAL AVERAGE

*Per "Morayshire," W. W. Swinton,
Master, on a Voyage from Glasgow to
Vancouver Island, with a general
cargo.*

Per Protest.

Sailed 7th March, 1891, and, on the 8th, left the tail of the Bank and proceeded to sea. In the latter part of the day, the wind increased, and, at 8 p. m., the ship was under fore and main lower topsails. At midnight, it was blowing a severe gale, with heavy snow squalls and a high sea, which kept the vessel continually flooded fore and aft with water. At 1 a. m., on the 10th, they started to clew up, the foretop-sail and the clew line unhooked and they had to set the sail again as well as possible. At 1:30 a. m., they hove the ship to, under the two topsails, and, at 2 a. m., the fore top-sail was carried away. At 2:30 a. m., the main topsail blew away also in the perfect hurricane from the N. E. by E., which was blowing, accompanied by blinding snow, so that it was impossible to do anything and the ship lilted from rail to rail. They hauled down the foretopmast staysail and made it fast. The ship was completely under water fore and aft, filling up the cabin, fore-castle, deck house and washing the running gear through the ports, carrying away the poop ladder and rails and also some part of the front of the poop. At 8 a. m., the starboard spare spar broke adrift and they secured it as well as possible, and the clew of the main upper topsail blew adrift and they could get no one up to make it fast, whereupon the first and third officers, with an apprentice went up, but could do nothing with it, the cold being intense and the snow sticking to the yards. At noon, the weather was moderating slowly. Five of the crew were laid up, each complaining of being injured during the previous night. At 6 p. m., they kept the vessel away and set the staysails and foresail as the weather was fine and the sea going down, and during the night they commenced sending down the remains of the lower topsails and bent two others, and straightened things up a little by noon,

securing the spars afresh. They were obliged to cut a lot of the running gear to get it clear of the ports, and what was not cut was chafed greatly by the ports and they had to cut up and use cross jack gear for lashing the spare spars and replacing the other gear. They cut a coil of gasket and ratline for lashings, for the things started about the decks. The ropes they had to cut away were the fore and main braces and also the topsail braces and some of the topgallant gear and most of the gear of the cross-jack.

11th.—At noon, as the vessel was getting a heavy list to starboard, they suspected that the cargo was adrift. The wind freshened from E. to S. E. and, at 10 p. m., it was blowing a gale from the N. E., and they hove the ship to under the main lower topsail. A very high sea was running, making the vessel roll violently and strain heavily and filling the decks fore and aft with water, and two hands had to be kept constantly baling out the cabin. This weather continued, becoming worse if anything, till noon of the 12th, when they shipped a very heavy sea, knocking the chocks from under the port lifeboat and filling the boat full of water and also carrying away the door of the meat safe. The gale did not abate and, at 4 p. m., the men came aft and refused to proceed in the ship, complaining that she was too deep and the fore-castle too wet. The same weather continued throughout the night with heavy squalls and the ship rolled violently and strained severely and the rigging slackened and chafed very much and the high seas kept the decks continually full of water.

13th.—At 5:30 a. m., a spar broke adrift and took charge of the deck, and they fastened a rope to it and hauled it forward as quickly as possible and secured it there, and at daylight they found five stanchions gone on the starboard side and the stanchion of the skids. The wind gradually changed towards the north and, at 8 a. m., the master required the men to proceed on the voyage, but they refused and the master and two of the crew went down into the tween decks and secured the pipes as well as they were able. At

noon, they were in, by account, latitude 46 deg. 14 min. N., longitude 10 deg. 7 min. W., and there was very little improvement in the weather, and the ship still rolled and strained heavily and lilted to starboard and they could feel that the cargo was adrift in the lower hold, but could not get at it on account of the coke which was blocking the lower hatch. The weather improved during the afternoon, and, at 6 p. m., they stood to the N. E. for Falmouth.

14th.—Found the mast coat gone and put on a preventer.

15th.—Arrived at Falmouth.

SURVEYS AT FALMOUTH—BY G. W. H. SYMONS.

18th.—Found that the ship had a strong list to starboard, and, on examination in the hold, found that the iron pipes, etc., in the midship body of the ship had broken adrift in the upper tiers and fetched away in a mass to the starboard side. The fourth iron beam forward of the main hatchway was bent and bolts started and wood permanent ceiling broken away.

The top part of the cargo of pipes, etc., must be carefully restowed. The beam to be refastened and it, as well as the cargo, shored and tommed off and made secure. In the tween decks forward, the turned and bent pipes, some drums of oil and cases were all adrift and must be carefully restowed and secured with packing, lashings, etc.

On deck, found 8 of the iron stanchions of bulwarks broken on the starboard side, two plates of bulwark and one wash port stove and broken, also one iron stanchion on port side broken, the solid eye bolts all badly started, caused by the breaking adrift of a spare topgallant and royal mast. The port quarter deck teak ladder steps, iron guard handrails, etc., were broken, some panelling in front of poop and door of meat safe stove, middle stanchion of boat skids carried away, boat chocks broken and coat of mast torn in pieces.

23rd.—Found that the cargo had been thoroughly restowed and tommed off with deals, wood stays and shores, etc. The vessel had been supplied with two new topsails, two tarpaulins and mast coat, the broken and damaged iron stanchions, etc.,

had been replaced with new and six rolls manilla ropes, etc. All the other reported losses and damages had been made good and repaired and the ship was in good order and condition and fit to proceed on her voyage.

BY THOS. H. SANDRY, SURVEYOR TO LLOYD'S REGISTER, PER REPORT DATED 18TH MARCH, 1891.

To ascertain damage stated to have been sustained through stress of weather, and to see if the ship was over laden as stated by the crew.

Found on the starboard side four iron bulwark stanchions broken and part lost, and three badly started 5 eye bolts through the deck broken and gone, one bulwark plate badly split in way of the broken stanchions, one bulwark port hinge broken, fore topmast, crosstree outrigger broken, iron plate on cut water started, one turned stanchion under boat skid beam carried away, one boat chock carried away, the port poop ladder slightly broken and the cargo in the fore lower hold shifted. Fore and main lower topsails carried away and the main sail badly split.

Recommended the bulwark stanchions to be repaired where broken and the started ones re-riveted and made good, two doubling plates to be fitted on the bulwarks were split, the started plate on the cutwater refastened. Two new topsails were being made and the shifted cargo was being restowed.

Measured the freeboard and found the ship to have 4 feet 3/4 inches, as near as could be measured, this being the freeboard assigned by Lloyd's committee under the act of 1890. Surveyor was of opinion that the ship was not loaded below the freeboard assigned to her.

(The Bills of Lading provide for York. Antwerp Rules 1890.)

MANIFEST.

Cargo for New Westminster—20 cs spirits, Wm Urquhart; 20 cs and 5 csks whiskey, L F Benson & Co; 20 rls sheet lead, 8 cs galvanized iron, 85 bds pipes, Cunningham Bros; 5 csks shot, S H Webb; 2 csks sheet zinc, 3 cs galvanized sheets, 20 cs tin plates, 152 bds W I pipes, 5 csks fire clay, 50 csks cement, Campbell & Anderson; 163 bds hoop iron, order; 8,935 C I pipes, 800 pbs lead, New Westminster water works; 5 csks whiskey, order; 50 bbs linseed oil, H T Reed & Co; 2 bars and 34 bds iron, order; 10 cs and 5 csks whiskey, order.

Cargo for Vancouver City—1,892 steel rails, 402 bds fish plates, 10 cs bolts and nuts, Vancouver Electric Railway; 50 cs whiskey, W Urquhart; 50 cs and 5 csks whiskey, J C Douglas; 50 tons pig iron; order; 150 cs and 10 csks whiskey, Boucherat & Co; 120 kegs red and white lead, Turner, Beeton & Co; 10 csks and 150 cs whiskey, Hud Bay Co; 10 bbs linseed oil, order; 5 cs beer, 250 cs tobacco pipes; order; 15 bbs linseed oil, order; 50 tons coke, 54 tons do, 100 tons do, order; 10 bbs linseed oil, 142 cs window glass, 632 bars iron, 128 bds iron, 6 csks fire clay, 2,700 fire bricks, order; 2 pkgs machinery, order; 110 cs and 4 csks whiskey, A B Gray & Co; 50 cs whiskey, order; 50 cs whiskey, A B Gray & Co; 50 cs whiskey, Henry Saunders; 45 cs bottled beer, Baker Bros & Co; 80 cs bottled beer, A B Gray & Co; 150 cases and 10 csks whiskey,

12 csks rum, 12 csks and 50 cs whiskey, A B Gray & Co; 1,835 C I pipes and connections, order.

COMMERCIAL SUMMARY.

The new Chilian ironclad Arrazuriz has left Falmouth, Eng.

A general "hardupishness" is now being experienced in Portugal.

Mr. Balfour proposes to increase the grant for the relief of distress in Ireland during the coming financial year by £100,000.

The Lone Pine group of mines in the Vipond district, Beaver Head county, Montana, has been sold to an English syndicate for \$725,000.

At a meeting of railroad freight agents held at Montreal, July 22, the Canadian Pacific Railroad announced that they would quote rates that will be so good as to break the combine.

Hon. Alex. Mackenzie completed his thirtieth year as a member of Parliament on the 18th inst. He is the only member who has sat in the House that length of time without once meeting defeat at the polls.

Monte Carlo, the most notorious gambling resort the world has ever seen, is about to be closed. The prince of Monaco, whose revenue was \$500,000 a year from this source, has, under the pressure brought by France, refused to renew the lease. Monte Carlo is the last gambling house of Europe.

The customs authorities, at Toronto, have been advised of the seizure at Schenectady, N. Y., of a car of mica shipped by a certain Ottawa firm to Boston, on the ground of under valuation. It is alleged the shipping of mica at undervaluation has been going on for years, and that the United States government has been defrauded out of fully \$100,000,000.

Mails for Japan and China will be despatched from Vancouver during 1891 as follows: 19th Aug., 9th Sept., 30th Sept., 21st Oct., 13th Nov., 16th Dec. Correspondence for Japan and China may also be forwarded via San Francisco by the steamers sailing from that point on the following dates: 11th Aug., 22nd Aug., 15th Sept., 8th Oct., 3rd Nov., 26th Nov., 8th Dec., 19th Dec., 31st Dec.

A Washington despatch says: "Mr. Wharton, assistant secretary of State, said that the British Ministers and he had practically agreed upon the draft of a document which would be submitted to the Judges of Arbitration in the Behring Sea matter, when they should be chosen. The State department is not yet prepared to announce the names of the Commission who, it is understood, have been selected."

The deeds for all the property included in the Puget Sound dry dock site, at Point Turner, Wash., have been signed, and the department is now making preparations to begin the active work of locating the exact site of the dock. A large number of borings have been made along the water front, to determine the character of the ground. Civil Engineer McCallum has been ordered to the duty in connection with the dock, and will continue the work.

The sum ex-Queen Natalie is suing her husband for is 3,000,000 francs.

The statistics for 1890 for the Pasteur institute show that 1,516 patients were treated. The record for the past five years shows only .06 per cent of deaths.

Adam Allison, banker and grain buyer at Belmont, Ont., is missing and is thought to have left the country. His creditors mourn his absence to the extent of over \$10,000.

The revenue derived from the woods, forests and lands belonging to the British crown amounts to over \$2,500,000 annually. When Queen Victoria came to the throne, she exchanged these revenues for a yearly sum of \$1,925,000.

The assessment rolls of the city of New York for the present year show the extraordinary increase of nearly \$60,000,000 in the valuation of real estate, and of nearly \$23,000,000 in that of personal property, or not much short of \$89,000,000 for both classes of property.

France, according to a press report, is following the example of Germany in providing state insurance for aged and disabled workmen. The payments by workmen are to be voluntary, and, at the end of thirty years, the workmen may claim from 300 to 600 francs per year. Assuming that 5,250,000 workmen should insure, it is estimated that the annual charge on the state would be about 100,000,000 francs.

It is reported that the Great Northern railway will soon issue \$10,000,000 in new bonds under its authorized issue of \$30,000,000, to complete its new line to the Pacific coast. The Great Northern sold to the Barings \$10,000,000 in bonds, which they floated just before their crash. With this money, 200 miles of heavy work were completed. There still remains about 600 miles to be completed with the balance of the authorized issue.

The question of salvage in the case of the Cunard steamship "Servia" seems likely to become an interesting one. The owners of the "Chester," which towed her back to port, have libelled the vessel; but it is understood that the writ will be a friendly one, the only object being to have the case formally adjudicated. The remuneration which ought to be paid for such a service has never been very clearly defined. The owners of the towing vessel have always taken what they could get. In the present instance, the remuneration is calculated at a rather liberal estimate. The computed value of "Servia" is \$750,000, and of the cargo of the "Chester" \$300,000. The owners of the latter ship dwell at length upon the dangers to which the "Servia" was exposed. But these dangers depend upon a large number of "ifs," none of which should really enter into the calculation. The "Servia" was not so helpless that she run any great risk of being wrecked, and her sails could have carried her across the Atlantic had her captain deemed it wise to make the trip with that means of propulsion. The libellants want \$75,000 at least; but it is more than likely that they will have to be content with receiving a much smaller sum.—*Canadian Trade Review.*

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D. M. CARLEY EDITOR.

L. G. HENDERSON . . BUSINESS MANAGER.

Office No. 77 Johnston Street.

VICTORIA, TUESDAY, JULY 28, 1891.

FOREIGN SPECULATION.

It is complained that business generally, though not much to be complained of, might be much better than it really is. This is said to be principally on account of two things—First, that many people have entered into foreign real estate speculations, which appear for the present to be unrealizable with anything like the profits that were at first anticipated, and secondly, because, for the sake of these speculations, considerable amounts have been withdrawn from legitimate business, which it is, therefore, difficult to carry on with that zest and vim that are essential to complete success. Our merchants have an admirable commercial field before them; but it is to be feared that if they do not cultivate it, as they might readily do, it will either remain undeveloped, or some other people will step in and reap the rich harvests that are to be secured. British Columbia has not had any hard times. She knows nothing about them, but she has to guard against them, and the best way undoubtedly is to call a halt in outside speculation. Property in many distant localities has reached a very high figure, which, in many cases, it can not go beyond, and though it is not for us to cry, "Stand firm under!" it is open to consideration whether or not there should be less attention directed to it. The fancy profits that have been made by speculators in real estate have been the means of introducing many of the features of gambling into the business, and the time must come when those who are the best "fixed" from a financial point of view will be in a position to say, "Let us pay!"

THE BRITISH COLUMBIA CORPORATION.

With his usual enterprise and spirit of devotion to matters in which the city of Victoria and the Province of British Columbia are interested, Mr. Robert Ward, on his last visit to England, gave up a considerable portion of his time to enlisting the attention of the capitalists of the mother country in a new venture,—that of "The British Columbia Corporation"—which has finally been incorporated under the Companies' Act with a share capital of £300,000 in 10 shares. Its object is to advance money on real estate and other

desirable securities in British Columbia and Vancouver Island, the special attraction which it will have for the investors of the old world being that here the average rate of interest is considerably in excess of that current in the United Kingdom.

It is considered that the increasing prosperity and importance of these colonies amply justify the establishment of this company which, it is thought, will have no difficulty in obtaining good mortgages on suitable securities with ample margins at rates varying from six to eight per cent. per annum. As the prospectus sets forth, the investment of the capital of the corporation, at these rates, would, in itself, produce a fair return on the money invested; but it is further intended to develop the company's business by borrowing at lower rates in the United Kingdom upon the securities obtained, and to increase the profits by the re-investment of the money at the higher rates prevailing in the Colonies. The company will borrow either by specific charges upon their investments, or by making issues of debentures as most convenient. The corporation will also undertake to place mortgages, municipal loans or debentures, as agents either with or without its own guarantee for principal or interest, or both, as may be found expedient. It will also, in cases where it may be found advantageous so to do, undertake the guaranteeing or insurance of securities, and will undertake such financial business or agencies as may be found desirable in connection with any of its main objects.

The Company will also place its services at the disposal of such customers as may desire to purchase property in British Columbia, either with a view to occupation, permanent investment, or re-sale. Its memorandum of association sets forth in minute detail all the various objects contemplated, which are shortly summarized as above. It is undoubted that such a company as this will prove most beneficial in its operations to the interests of British Columbia, to which it cannot fail to be the means of attracting that comparatively idle and unremunerative capital that exists in the mother land. It will unquestionably supply safe and remunerative investments, and on that account it is certain to commend itself. The control of the company will, it is announced, be vested in the London Board, composed of gentlemen who have long been interested in our affairs. They are Mr. Henry J. Gardiner, of London, chairman; Mr. W. N. Diggle, formerly of the firm of Dunsmuir, Diggle & Co., and Mr. T. G. Gillespie, one of the directors of the Bank of British Columbia, the local directors being Mr. Robert Ward, Mr. Thomas Earle, M. P., and Hon. P. O'Reilly.

Messrs. Robert Ward & Co. are the company's agents here, Messrs. H. J. Gardiner & Co., of London, being managers in England. This company is such a one as this Province has long wanted to be interested in its affairs, as it is capital—and plenty of it—that we must have to develop the thousand and one resources of which we are possessed. The success of the enterprise is beyond a peradventure and, for our part, we heartily welcome it to the number of financial concerns that are paying special attention to the development of the Province.

THE SITUATION.

Referring to the visit of the Emperor of Germany and to the conclusions arrived at abroad that the Triple Alliance in Europe has the backing of Great Britain, Henry Clews & Co., of New York, in their circular of July 18th, say:

"Public opinion is likely to conclude that new guarantees for an enduring peace have been won; and that assumption will remove the most powerful obstacle that now exists to confidence in financial affairs, and it is permissible to hope that the events of the last few days may infuse into European finance a new confidence, and check the discouragements which the disasters of last fall have spread over every branch of enterprise in every transatlantic centre of finance and commerce."

Although that financial depression was common to the money markets of both London and New York, and though Canada suffered proportionately at the same time, the causes of that depression were different in each of the places named. In London the trouble was caused by the South American securities which people would not buy, and in New York by the disappearance of gold. In Canada the difficulty was that the harvests had not come up to our expectations. This leads to the consideration of the idea that, since upon the condition of the farmer almost our entire prosperity depends, this case should have more serious attention than it now has by both Dominion and Provincial legislation. What the manufacturer is to Great Britain, what the sheep-raiser is to Australia, the agriculturist is to Canada, and on him and his well-being depends the trade of the country. It has been repeatedly stated upon the highest authority that proportionately to our population there are too many people engaged in trade and manufacture—to some extent, cutting each other's throats—while, as we have said, the number of farmers—particularly in this Province—is very small. Hence the necessity of the farmer having more consideration than he has been accustomed to receive. This is the more apparent when we remember the vast quantities of food-stuffs that we bring over from the other side the lines, and that in face of a very high tariff. Canada is unquestionably a vast storehouse in which is kept much of the world's raw material, and therefore we should devote our energies to our agricultural, mineral and forest development. These are our natural products; these we ought to develop, and for them it is for us to seek out and cultivate markets.

AN INTERESTING EXPERIMENT.

It is announced that the United States' Government is going to make extensive experiments, to test the possibility of producing rain by explosions in the air. One hundred balloons, each ten feet in diameter, have been constructed and shipped to Northern Texas, and no effort will be spared to make the experiments thorough and conclusive. It is understood that the scheme is to inflate a balloon with one part of oxygen gas and two parts of hydrogen. A small explosive cartridge connected with two wires is sent up with the balloon. When the balloon is sufficiently high, the cartridge is exploded by means

of an electric current sent through the wires and the two gases unite, forming water, which serves as a nucleus to precipitate the moisture of the atmosphere, and there is rain.

Exploding the gases in this way has already been tried, and the explosion is described as being something terrific. In addition to the explosion of these gases, there will be dynamite bombs exploded in the Texas experiments, and mortars will discharge large quantities of giant powder. The artificial production of rain in this way must depend upon the quantity of water or moisture held in suspension by the atmosphere. It is obvious that trying to get rain out of a dry atmosphere will be entirely futile, since concussion or explosion cannot condense moisture where there is no moisture. The atmosphere at all times and under all conditions holds in suspension some moisture, but not until it reaches a certain amount is there a fall of rain. It seems at least plausible that detonation or concussion at an altitude might induce precipitation where there was a considerable quantity of moisture in the air, but in the places affected by long and severe droughts the air must be comparatively dry and free from moisture, leaving little or nothing to work upon. Consider the scarcity of water that is felt in many parts of this Province, our people will watch the results of these experiments with more than ordinary interest.

TURNED BACK.

Already a number of sealing schooners have been driven out of the waters of Behring's Sea by the fleet of police ships which were despatched by both the United States and British Governments. Indeed, it is reported that one or more of them has been actually seized by the Americans and turned over to the British authorities. And this, it would appear, has been done before the Home Government has satisfied itself, by the report of the special commissioners, that the representations made by the American Secretary of State are actually the facts of the case. They appear to have been only too willing to take for granted all that is said to them and right or wrong, for the mere sake of avoiding trouble with the Americans, to do exactly as those people call upon them to do, no matter the serious injury that is done to trade and the suffering and loss to which individuals engaged in seal hunting are subjected. The more one sees and hears, the more necessary does it appear that compensation should be made, and that without delay, to the sufferers, as individuals are not as a rule in a position to wait the circumlocutory processes that are characteristic of governments.

In these columns reference has been made to the satisfactory advance that is being made in the volume of trade done in the Province, and to the fact that the augmentation is manifestly such a one as will hereafter continue. The return of exports for the entire Dominion for the fiscal year ending 30th June last is also very satisfactory, and shows an improvement upon last year of upwards of a million dollars. This is encouraging.

EDITORIAL NOTES.

THE Imperial Bank at Melbourne has suspended. The liabilities are £150,000. It is stated that the depositors will be paid in full.

THE San Francisco *Chronicle* is responsible for the statement that the Union Steamship Company of New Zealand has purchased the Wellington coal mines and that the Union Steamship Company of British Columbia will put on steamers to carry the coal to San Francisco and bring back local freight.

A COMMERCIAL and maritime paper published at Vancouver is after THE BRITISH COLUMBIA COMMERCIAL JOURNAL because it dared to present to its readers what are described as "the usual arguments—the stock in trade, in fact." They were the facts which were offered by us in connection with the dry dock project and commented upon—the economic aspect of the case alone having been presented. We have no antagonism to Vancouver; we wish to see every part of the Province flourish, but it is certainly possible to have too much competition—too much rivalry, in fact—particularly in carrying out an enterprise whose success is mainly dependent upon casualties that no one wishes should occur.

THE quibbling of some of the aldermen in the matter of the appointment of a police magistrate for the city of Victoria has been a subject of unfavorable comment for the past three weeks. When the matter came up in council, some time ago, Mr. Belyea received the appointment by a majority of votes, but it being necessary for the police magistrate to be also a Justice of the Peace, delay was thereby occasioned in entering on the duties of the office, awaiting his appointment as a J. P. At the time and since the appointment of Mr. Belyea considerable opposition has been offered from certain sources. The actions of certain members of the council in this matter appear to be very weak and frivolous and have been looked upon with disgust by the public generally. Mr. Belyea is well qualified to fill this position, and will no doubt serve the best interests of the public.

BRADSTREET'S REPORT.

NEW YORK, July 24.—Special telegrams continue to point to some increase in the activity of raw wool, (at Boston and St. Louis, but not New York or Philadelphia), of hides, the manufacture of Boston shoes, to a better request for sole leather, rubber stock, wheat, flour, cattle and hogs. Prices of wheat are 3c. higher per bushel, and those of corn 1c. higher, while quotations for oats are off 1/2. Flour is firmer but not quotably advanced. Cattle and hogs are 10c. higher per hundred weight. Corn is 5-16c. lower. A menace to the general industrial situation would be found in the extraordinary increase in the output of pig iron of 16 per cent. within the month of June without a corresponding advance in the demand, and in the 2,000,000 tons of anthracite coal more than was mined from January to July 18, 1890, an increase

in 1891 of 15 per cent. (under an agreement to restrict production), were it not for continued industrial disturbances among iron and coal workers, which tend to check the output.

Business failures in the United States number 292 against 202 last week and 190 this week last year. The total from January to date is 6,917 against 6,000 last year.

Bank clearings at 58 cities for the week ending July 23 amounted to \$92,807,508, a decrease for the like week last year of 6.5 per cent. At 57 cities (New York's total excluded) an increase of 1/4 per cent. is shown. New York city's total decreased \$70,000,000 as compared with the same week a year ago.

The New York loan market exhibits a tendency by lenders to restrict time engagements in order to have command of funds later on. Call for money is abundant at 1 to 2 per cent., but money on collateral commands 6 per cent. for six months. The beginning of the movement of funds to the west, \$1,500,000 having been transferred from New York to the interior through the treasury this week, and the continuance of gold exports, \$2,100,000 having been shipped, prolong and intensify the dullness of the New York market. Speculation is in a condition of dead-lock, with a natural tendency toward decline, although the crop prospects still exercise a partial sustaining influence on prices.

The outlook favors a large export of grain between the present and the end of the calendar year. Conservative estimates place the amount already booked for charter or berth at twice that actually sent in like period last year. Exports of wheat from both coasts (counting flour as wheat) equal 2,330,000 bushels this week, an average of 2,250,000 bushels for the last four weeks as compared with a weekly average of 1,500,000 in the same four weeks of 1890, 1,400,000 bushels in 1889 and 1,300,000 bushels in a like portion of 1888.

General trade is of a seasonable volume in the Province of Ontario. In Quebec there has been a noticeable revival in the demand. Prospects point to a good fall trade. The crop outlook remains very favorable. The Dominion reports 15 business failures this week as against 32 last week and 22 this week last year. The total number from January 1 to date is 1,091 against 942 last year.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending July 25th:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
20	Memnon, bk, Honolulu, H.I.	1,300
20	Wanderer, ss, Port Townsend	28
20	Santa Cruz, ss, San Fran	22
21	Ivy, shp, San Francisco	1,927
23	Haytian Republic, ss, San Fran	1,203
23	Bundaleer, bk, San Francisco	1,487
23	Mogul, ss, Port Townsend	57
23	J. C. Brittain, ss, Whatcom	213
24	Wanderer, ss, Port Townsend	64
25	Glory of the Seas, shp, Wilmington, Cal	3,510
Total		9,820

Sidney Shore has purchased the hardware and tinware stock of the S. J. Martin estate, and intends opening in business in the Anderson block, Johnson street, Victoria.

MERCANTILE LAW.

PIRATES.

Piracy is the commission of those acts of robbery and violence upon the sea, which if committed upon land, would amount to felony. Pirates hold no commission or delegated authority from any sovereign or state empowering them to attack others. They can, therefore, be only regarded in the light of robbers. They are, as Cicero has truly stated, the common enemies of all; and the law of nations gives to every one the right to pursue and exterminate them without any previous declaration of war; but it is not allowed to kill them without trial, except in battle. Those who surrender or are taken prisoners must be brought before the proper magistrates, and dealt with according to law. By the ancient common law of England, piracy, if committed by a subject, was held to be a species of treason, being contrary to his natural allegiance; if by an alien, to be felony only; but since the statute of treason 25 Edw. III, it is held to be only felony in a subject. Formerly this offence was only cognizable by the Admiralty Courts, which proceeds by the rules of the civil law, but it being inconsistent with the liberties of the nation that any man's life should be taken away, unless by the judgment of his peers, the statute 23 Hen. VIII. established a new jurisdiction for this purpose, which proceeds according to the course of the common law.

QUARANTINE.

Quarantine is a regulation by which communication with persons, ships or goods arriving from places infected with the plague or other contagious disease, or liable thereto, is interdicted for a certain period. The term is derived from the Italian *quaranta*, forty; it being supposed that if no infectious disease break out within forty days or six weeks, no further danger need be apprehended. During this period, all the things which were supposed capable of retaining infection are subjected to a process of purification. The notion that the plague was imported from the East into Europe seems to have prevailed in all ages. The Venetians were the first who endeavored to guard against its introduction from abroad, by obliging ships and persons coming from suspected places to perform quarantine. The regulations upon this subject were probably issued for the first time in 1481. They have since been gradually adopted in every other country. Their introduction into England was comparatively late. Various preventative regulations had been previously enacted, but quarantine was not systematically enforced till after the alarm occasioned by the dreadful plague at Marseilles in 1720. The regulations then adopted were made conformably to the suggestions of the celebrated Dr. Mead in his famous "Discourse concerning Pestilential Contagion."

RELATIVE VALUES.

The value of a thing means the quantity of some other thing, or other things in general, which it exchanges for. The value

of all things can never, therefore, rise or fall simultaneously. There is no such thing as a general rise or a general fall of values. Every rise of value supposes a fall, and every fall a rise.

The temporary or market value of a thing depends on the demand and supply—rising as the demand rises, and falling as the supply rises. The demand, however, varies with the value, being generally greater when the thing is cheap than when it is dear; and the value always adjusts itself in such a manner that the Demand is equal to the supply.

Besides their temporary value, things have also a permanent, or, as it may be called, a natural value, to which the market value after every variation always tends to return; and the oscillations compensate for one another, so that, on the average, commodities exchange at about their cost value.

The natural value of some things is a scarcity value, but most things naturally exchange for one another, in the ratio of their cost of production, or at what may be termed their cost value.

The word "value," when used without adjunct, always means its political economy, value in exchange or, as it has been called by Adam Smith and his successors, exchangeable value, a phrase which no amount of authority, that can be quoted for it, can make other than bad English. Mr. DeQuincey substitutes the term "exchange value" which is unexceptional.

The word "value," it is to be observed, has two different meanings, and sometimes expresses the utility of some particular object, and sometimes the power of purchasing other goods which the possession of that object conveys. The one may be called "value in use;" the other "value in exchange." The things which have the greatest value in use have frequently little or no value in exchange; and, on the contrary, those which have the greatest value in exchange have frequently little or no value in use. Nothing is more useful than water, but it will purchase scarcely anything; scarcely anything can be had in exchange for it. A diamond, on the contrary, has scarcely any value in use, but a great quantity of other goods may frequently be had in exchange for it.

THE FLANNEL SHIRT.

It is often asked in connection with the great popularity of the summer flannel shirt, how it is that flannel will blow both hot and cold, or keep a man warm in winter and cool in summer. The reason really is that flannel is a poor conductor, and hence when the body is covered with it, variations in atmospheric temperature are less felt. A good illustration of this can be found in desert and parched countries, particularly Africa, where it is often necessary for the white man to wear heavy woollen clothing to protect his body from the sun and heat. The heat and annoyance from perspiration are terrible, under such conditions, but they are preferable to the agony caused by wearing light clothing. Flannel really keeps the heat out in summer just as it keeps it in during the winter, and by wearing it all the year round the temperature of the body is kept very nearly uniform.

THE ADVERTISEMENT RANKS AS NEWS.

The reputable trade press has done more than any other agency to lift the advertisement out of its former subordinate position, and place it on a level with the news paragraph, or the editorial comment. It has always been, but now is very generally recognized to be, co-ordinate in importance with any other description of a paper's contents. Before the days of high-class trade journals, the portions of a newspaper given up to advertisements were more or less popularly regarded as space that had not been reclaimed by the pens of those who provided the reading matter. It was deemed of subsidiary usefulness or interest. But the trade paper put it on a different footing. It made advertising a department, the natural accompaniment of that reading matter which is of the very essence of a trade paper—the market review. The market review deals with prices, and gives the ups and downs of the supply and demand, the sort of information that is primarily the object of trade paper's existence. The advertising department is a directory to show what constitutes the market, and it is as important to know that as to know the functional movements of the market. The trader looks as often to see who are the distributors or collectors of the merchandise he wishes to buy or sell as he does to find out what the ruling price is. In fact the latter class of knowledge is of no service to him without the former, and he naturally seeks the one where he finds the other.

Thus the trade paper has redeemed the advertising columns of modern newspapers from the class in which they long lay. They presented to the trader in the proper light the nature of advertisements as a department of matter secondary in importance to none, and they established the habit of looking for interesting matter in the advertising columns. The advertisements of the trade paper are read not incidentally, but with a curiosity that is as strong and as peculiar as is the curiosity aroused by the reading matter. And as it is necessary that the reading matter should be fresh and pertinent, it is equally necessary that the advertising matter should be bright and pointed. The space given to each advertiser is like a plot in a garden. As it pleases the eye to see all the plots looking trim, fresh and neat, so it is an agreeable effect to the reader of the trade paper to see the advertisement brightly varied and often changed. The plots in which the plants of every brief period of transitory vegetable life are placed change their appearance every week or so, they are watered, weeded and raked. The process of cultivation is ceaseless. It ought to be so with a paper's advertising department. Each advertiser is the editor of his own space, and it ought to be his study to change and refresh it as often as possible. The effect of such care on the part of all advertisers would be to increase still more the interest that is taken in this branch of the journal, as with so many interested and capable persons at work upon it, it should be the best edited department in the paper.—*Canadian Grocer.*

The persecution of the Jews in Russia has been somewhat relaxed of late.

BRITISH COLUMBIA CORPORATION.

A private cable received Thursday from London, England, announces the incorporation of the British Columbia Corporation, (limited,) with a capital stock of £300,000. This company was recently promoted by Mr. Robert Ward, when in England, and is composed of gentlemen of influence and capital who are materially interested in British Columbia enterprises, the object being to increase the confidence already felt in enterprises in this Province. Application will be made to have the company's stock listed on the London Stock Exchange and on the financial markets of the world. The shares were placed at £10 each, the first issue being limited to 15,000 shares, payable £1 on application, £1 on allotment, £1 on October 30th and £1 in January next, if not being intended to call up for the present, more than £1 per share. The chief object of the company is to advance money on real estate and other desirable securities in British Columbia and Vancouver Island. The directors in London consist of Messrs. Henry J. Gardiner, of the firm of H. J. Gardiner & Co., merchants, chairman; W. N. Diggle, formerly of the firm of Dunsmuir, Diggle & Co., and T. G. Gillespie, a director of the Bank of British Columbia. The British Columbia directors are Messrs. Robert Ward, Thomas Earle, M. P., and Hon. P. O'Reilly. The bankers are Martin's Bank (Limited) London, and the Bank of British Columbia. The legal adviser is Hon. C. E. Pooley; the managers and agents being Messrs. H. J. Gardiner & Co., London, and Robert Ward & Co., Victoria.

The *Colonist* says that the directors believe they will have no difficulty in obtaining mortgages on suitable security at rates varying from six to eight per cent. It is intended to develop the company's business by borrowing at lower rates in the United Kingdom upon the securities thus obtained, and to increase the profits by the re-investment of the money at the higher rates prevailing in the colonies. The company will borrow either by specific charges upon their investments or by making issues of debentures, as may be found most convenient. The services of the company will be available to any person desiring to purchase property in British Columbia, either with a view to occupation, permanent investment or re-sale. The control of the company will be vested in the London board, who will delegate all necessary powers to the local board in British Columbia, and Messrs. Robert Ward & Co. will act as agents there, while the business in England will be managed by Messrs. H. J. Gardiner & Co.

BRITISH AGE ASSURANCE.

That is a curious project of the Hon. Joseph Chamberlain's, which, however, seems to have been partially endorsed by the British Ministry. It is an age assurance scheme, providing that any man or woman shall be able to go to a post-office savings bank and open an account either by a small payment or a large payment. This may be added to as convenient, and remaining at 5 per cent. compound interest (double the amount now allowed on ordinary savings deposits) shall, when the depositor reaches the age of 65, and then

only be withdrawn in the shape of a fixed annuity for the rest of his or her life. The plan has provoked considerable criticism. A prominent representative of the London dock-laborers thus sums up the situation: "I don't see what interest there is in any such proposal for men who have a hard struggle to get the barest subsistence, men who cannot possibly save anything. And yet this is the almost universal condition of the unskilled laborers of this country, men more than any others subject to the pauper's lot and to the pauper's grave. The difficulty I see is to get these people to live until they are 65 or even 60. They are underfed, and for that reason mainly a great many of them do not live to the age of 30."

TOO IMPORTANT.

A certain dry goods clerk was in the habit of saying to his associates that the concern would find it pretty hard to get along without him. These remarks came to the ears of the senior partner, and he called the clerk into the inner office.

"Mr. Jenkins," he began, "you have been very efficient, and we highly appreciate your services, but we have heard it said that if you were to die, the business could not possibly survive the loss. This has worried us a good deal, for you, like all the rest of us, are liable to drop off suddenly."

"We have concluded, therefore, for our peace of mind, to experiment while we are both in good health, and see if the concern can bear up under your loss. You will accordingly consider yourself dead for one year, and we will try to get on without you for that length of time."

THE NEW YORK SALMON MARKET.

There continues to be a very good demand for Alaska salmon for prompt delivery, and the movement, while not involving lots of unusual size, is making steady inroads upon supplies that give unmistakable firmness to values as recently advanced. The *Commercial Bulletin* notes that commission merchants are carrying far less salmon than they usually have on hand at this season of the year. Jobbers' stocks, not only here, but in the interior, are believed to be below the average also, while the consumption continues fully up to the average. At prices now asked on the coast, new pack prime redfish would cost about \$1.25 laid down here. Bids equivalent to \$1.20 are refused. Spot goods sell at \$1.15 or thereabout, and the 10c. per dozen difference in cost is undoubtedly of assistance to the movement of spot goods. No facts indicative of a larger pack than was anticipated two weeks ago come to the surface. Present indications point to a firm market some time ahead.

The Manitoba crop and live stock reports are excellent.

Koch's lymph has been prohibited in the Hanoverian hospitals.

San Francisco customs officers seized 1,000 cigars on the ss. Newbern from Mexico.

A steamer has arrived at Montreal loaded with expelled Jews from Russia, mostly in a sickly condition.

KEEP YOUR PLANS TO YOURSELF.

Stephen Girard, who was regarded as the Napoleon of commerce, gave a strong insight into the cause of his business success in that no man ever heard him boast of what he could do. He remained quiet and silent until the time for action; then he struck the blow with unerring aim which insured him success. He was studious to learn all that he could from others, and was quite as careful to impart nothing in return concerning his business, present or prospective.

MORE STREET CAR EXTENSIONS.

The street car company have commenced placing the poles along Pandora street for a branch line to Spring Ridge by way of Pandora to Cook, along Cook and up Chatham making the terminal point somewhere in the neighborhood of the Cafe, donian grounds. The other extension that will at once be put under way is that from the Jubilee hospital to the Driving Park. The rails have been already ordered, and by the time they are here the company expect to be able to commence the work of laying them. It is likely the company will do the work themselves.—*Times*.

SHOE TRADE SUGGESTIONS.

One advantage of low shoes is certainly worth considering, and that is the hygienic blessing of ventilation. Most feet will now have a long breathing spell before going into high shoes again.

Among the fine shoes of the day are women's Russian calf, kid and russet seal-skin Oxfords. Some of them are expensive, but there are cheaper grades which look almost as well and can be bought for about one half the price. It is rather bewildering to women, who are guided only by the eye, to choose between these widely different priced shoes.

In men's summer and outing shoes there are some of ooze calf trimmed with Russia leather, with rubber soles. They look handsome, but would soon lose in appearance when sprayed with briny water or abraded with blackberry thorns. There are also russet seal Oxford and kangaroo seamless Oxfords for men with fine taste who don't mind the expense, nor press the dealer too closely about their capabilities for withstanding rough usage.

For summer wear, Oxford ties are suitable for persons who have a taste for colors but an aversion to meretricious embellishment. These are of patent calf ramps, plain toes and furnished with cloth quarters in a variety of hues, mostly grays and browns. The quarters are either plain or ornamented with edgings of scalloped leather. The absence of toe caps gives them a comfortable look, and adds slightly to the apparent length of the slim pointed toes.

The Nova Scotia sugar refinery has declared a half yearly dividend of 2½ per cent.

The Northwest elections for the Legislative Assembly will be held about the first week in September.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark Wanlock.....	745.	Cooper.....	Victoria.....	Sept 17.	London.....	11,000	.....	Feb 27.....
Br ship Titania.....	879.	Norman.....	Westminster	Nov 10a	London.....	31,047	.....	Mar. 24.....
Br bark Mennoek.....	787.	Robertson.....	Victoria.....	Dec 18.	Liverpool.....	30,882	.....	May 17.....
Br bark Brodick Bay.....	753.	Wakeham.....	Victoria.....	Dec 22	London.....	32,000	.....	May 7.....
Br ship Melville Island.....	1429.	Ritchie.....	Tacoma.....	Jan 19b	London.....	42,138	.....	June 17.....
Am ship Henry Villard.....	1553.	Perkins.....	Victoria.....	Feb 3	London.....	65,318	.....	June 17.....
Br bark Irvine.....	655.	Jones.....	Victoria.....	April 20.	Liverpool.....	28,311	.....	.....

a—Sailed from Victoria Nov. 21. b—Sailed from Port Townsend Jan. 19.

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Br ship Stamboul.....	1248.	Weston.....	Vancouver.	Jan 3.	Callao.....	960,300	\$ 9,600	50s	April 2....
Chil Bark India.....	953	Funke.....	Moodyville	Feb 1	Valparaiso	751,396	8,348	65s	.....
Br bark Ninevah.....	1174.	Broadfoot.....	Vancouver.	Feb 28.	Sydney.....	855,352a	9,335	own'rs ac	April 24....
Br bark Formosa.....	915.	Kain.....	Vancouver.	Mar 24	Arica.....	744,000b	6,000	55s	.....
Am bkt Catherine Sudden.....	368.	Thompson.....	Moodyville	Mar 31	Tientsin.....	427,539c	5,177	77s 6d	June 19....
Br ship Forest King.....	1602.	Morris.....	Vancouver.	June 3	Callao.....	1,224,846d	14,224	47s 6d	.....
Am ship Geo F Manson.....	1353	Crack.....	Moodyville	May 14	Sydney.....	868,154e	9,752	55s	.....
Am ship Exporter.....	1312.	Kezer.....	Vancouver.	June 7.	Melbourne w	899,132g	8,802	65s	.....
Am sch Olga.....	478	Atwood.....	Moodyville	May 22	Shanghai.....	534,133	5,990	65s	.....
Br ss Eton.....	1746.	Newcomb.....	Moodyville.	May 15.	Port Pirie j	1,765,714	15,891	Private	.....
Am bark Spartan.....	749.	Anderson.....	Vancouver.	June 11.	Melbourne w	502,000h	5,276	60s	.....
Am sch Golden Shore.....	964.	Henderson.....	Moodyville	June 3	Sydney.....	799,658f	8,063	55s	.....
Swed bark Svea.....	683.	Afzelius.....	Vancouver.	July 5	Callao.....	438,913 i	4,709	47s 6d	.....
Am Ship Great Admiral.....	1497.	Rowell.....	Vancouver.	July 18	Melbourne.	919,586 k	8,710	63s 9d	.....
Br bark Ordovic.....	825.	Austin.....	Vancouver.	July.....	Callao f. o.	580,996 n	.....	47s 6d	.....
Br ship Duke of Abercorn.....	1050.	McDougall.....	Vancouver.	.....	Adelaide.....	.....	.....	65s	.....
Chil bark Luisa Marta.....	715.	Meyer.....	Westminster	July 19.	Sydney.....	551,780 l	.....	52s 6d	.....
Am bark Hesper.....	661.	Sodergren.....	Moodyville..	July 4....	Shanghai.....	689,000 m	8,365	62s 6d	.....
Chil bark Leonor.....	801.	Harken.....	Westminster	July 22.	Melbourne	628,000	.....	60s	.....
Nor bark Borghild.....	757.	Haugeland.....	Vancouver	July 25.	Melbourne	563,556 o	.....	65s	.....
Ger bark Cassandra.....	711	Stehr.....	Vancouver	.....	Iquiqui.....	.....	.....	47s 6d	.....
Chil ship Hindostan.....	1543.	Welsh.....	Moodyville	.....	Valparaiso	.....	.....	own'rs ac	.....
Chil bark Antonietta.....	995.	Stack.....	Moodyville..	.....	Valparaiso..	.....	.....	own'rs ac	.....
Br ship Leading Wind.....	1280.	S. B. Savory.....	Moodyville..	.....	Melbourne.	.....	.....	60s	.....
Br bark H. B. Cann.....	1290.	Foote.....	Moodyville..	.....	Sydney.....	.....	.....	50s	.....
Chilian bark India.....	953.	Funke.....	Moodyville..	.....	Valparaiso..	.....	.....	.....	.....

a—Also 360,900 laths. b—Composed of 45,000 ft telegraph poles, 440,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c—Composed of 387,871 ft. rough lumber, 39,668 ft. dressed lumber, and 587 bundles of laths. d—composed of 1,144,280 feet rough, 80,560 feet T. & G. flooring, 21,000 ft box shooks (5,000 boxes). e—Composed of 23,355 feet dressed and 844,799 feet rough, also 22,910 feet pickets and 241,210 feet laths. f—Also 2,875 bds laths. g—Also 1,078 bds pickets and 1,460 bds laths. h—Also 1,715 bds laths. i—17,059 feet is on deck. j—arrived Newcastle June 17. k—of which 78,615 feet is on deck; also 11,925 ft pickets and 2,094 bundles laths. l—Also 3,116 bds laths. m—Also 68,000 feet T & G flooring. n—composed of 483,996 feet rough and 103,000 feet flooring; deck load 53,729 feet rough. o—Also 1,052 bds laths and 463 bds pickets; deck load 72,032 feet.

SHIPPING INTELLIGENCE.

Duke of Argyle was towed from Vancouver July 21 for Tacoma.

Ship Duke of Abercorn has completed her cargo at the Hastings mill for Adelaide.

British bark Callao, 978 tons, Capt. James, sailed from Honolulu July 18th for Victoria. She is chartered to load salmon for the United Kingdom by R. P. Rithet & Co. (ltd).

Bark Lanarkshire was towed from Vancouver to New Westminster July 24th to discharge her cargo of steel rails. She has been chartered to load wheat at Tacoma for the U. K.

Messrs. Bell-Irving & Paterson have received a cablegram stating that the Titania sailed from London on July 16th for Victoria, Vancouver and Westminster, with a general cargo. The same firm expect soon to have two other ships on the berth.

German bark Cassandra, bound for Iquiqui, has completed her cargo at the Hastings mill.

American ship J. B. Walker, 2,100 tons, Capt. Wallace, from Yokohama, June 11, arrived at Vancouver July 21, with a cargo of tea consigned to the Canadian Pacific Railway Co.

The bark Robert S. Besnard, Capt. Andrews, has been chartered for a cargo of coal from Nanaimo to San Francisco at the rate of \$2.50 per ton. She was towed to Nanaimo on the 25th.

The ship Ben Sewall Hecla has been chartered by the Canadian Pacific Railway Co. to bring a cargo of tea from Yokohama to Vancouver. It is said that the C. P. R. will have a couple more tea clippers this season.

American bark Colorado, 1,036 tons, Capt. Gibson, sailed from New York July 24th for San Francisco, with 1,500 tons blacksmith's coal for John Rosenfeld's sons. She will go into the lumber trade for the Chemainus Mills.

Chilian ship Leonor, with a cargo of 628,000 feet lumber from the McLaren-Ross mills cleared from New Westminster July 22nd for Melbourne.

The British ss. Sussex, 1,620 tons, Capt. Holt, Upton line, from Hong Kong July 11th, is due to arrive at Victoria to-day (July 23th), and leave for the Orient on the return trip August 12th.

Swedish bark Borghild, Capt. Haugland, sailed from Vancouver July 25 with the following cargo for Melbourne: 504,556 feet rough lumber, 1,052 bds laths, 463 bds pickets. Deck load consists of 72,032 feet.

British bark Ordovic has completed her cargo of lumber at the Hastings mill, consisting of 103,000 feet flooring, 430,267 feet rough and 53,729 feet rough on deck, making a total of 580,996 feet. She is bound for Callao.

Empress of India from Yokohama July 9th, arrived at Vancouver July 21st. She had a full cargo, consisting of tea, sugar, silk, rice, etc. She had a large passenger list and some 400 Chinese in steerage; also 43 sacks of mail.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br ship Serica	913.	Smith	Cardiff	Feb 8a	Esquimalt	Naval Storekeeper
Br bark Wanlock	745.	Cooper	London	May 12h	Victoria	Turner, Beeton & Co.
Br ss. Grandholm	871.	Masson	Liverpool	May 21.	Vancouver	Union Steamship Company
Br bark Lebu	726.	Worrall	London	Apr 20 j.	Victoria	R. P. Rithet & Co. (L'td)
Br bark City of Carlisle	823.	Kendall	London	June 13.	Victoria	R. P. Rithet & Co. (L'td)
Br ship Morayshire	1428.	Swinton	Greenock	Mar 8 o.	Westminster	
Br ship Blair Athole	1697.	Taylor	Cardiff	Mar 13k.	Esquimalt	Naval Storekeeper
Br ship Queen Victoria	1605.	Holmes	Bristol	Apr 18e.	Esquimalt	Naval Storekeeper
Ger ship Elise	1318.	Rowehl	Newcastle	April 20 s.	Vancouver	Hastings Saw Mill
Br bark Noddleburn	1053.	Hall	Glasgow	May 18t.	Westminster	D. McGillivray
Br ship Rotheray Bay	750.	L. Veysey	Glasgow	April 30i.	Westminster	
Br ship Titania	879.	T. W. Selby	London	July 10 f.	B. C. Pcrts	H. B. Co and Bell-Irving & Paterson
Br bark Callao	978.	James	Honolulu	July 18.	Victoria	R. P. Rithet & Co.
Br ss Empress of China	3003.	A. Tillet	Liverpool	July 15.	Vancouver	Canadian Pacific Railway Co.
Nor bark Lotos	718.	Christensen	Callao	n.	Moodyville	Moodyville Sawmill Co.
Ger bark Katinka	816.	Kohler	Rio Janeiro		Moodyville	Moodyville Sawmill Co.
Nor bark Saga	1431.	Oftedahl	Rio Janeiro	May 9.	Moodyville	Moodyville Sawmill Co.
Nor bark Flora	766.	Anderson	Newcastle	May 13c.	Vancouver	Hastings Saw Mill
Br bark Lizzie Bell	1036.	Edwards	Liverpool	y.	Victoria	R. P. Rithet & Co. (L'td)
British bark Glenbervie	800.	Groundwater	London	June 23.	Victoria	R. P. Rithet & Co. (L'td)
Br bark Hawthornbank	1309.		Java	July	Vancouver	British Columbia Sugar Refinery
Am bark Colorado	1036.	Gibson	New York	July 24.	Chemainus	Victoria Lumber and Manufacturing Co.
Br bark Argyleshire	708.	LePage	Glasgow		Victoria	
Peruvian bark Pisagua			Pisagua	April 1.	Moodyville	Moodyville Saw Mill Company
Nor bark Don Adolfo	653.	Collie	Callao	June 20.	Royal Roads	
Br ss Sussex	1620.	Holt	Hong Kong	July 11.	Victoria	F. C. Davidge & Co.
Br ss. Eton	1746.	Newcomb			Moodyville	Moodyville Sawmill Co.
Br ss. Parthia	2035.	Panton	Hong Kong		Vancouver	Canadian Pacific Railway Co.
Ship Ben Sewall Hecla			Yokohama	b.	Vancouver	Canadian Pacific Railway Co.

a Spoken March 1, lat. 9 N lon. 27 W, March 20, lat. 17 S, lon 31 W; chartered for salmon. h-passed Dover May 13 passed Portland May 15; spoken May 17, lat. 47 N., long. 7 W., June 9, no lat. long 27W.: will be loaded at Victoria by Turner, Beeton & Co. for U. K. j-Chartered to load salmon for U. K. k-Spoken April 9 lat. 2 N, long 24 W. b-Spoken May 23, lat. 49 N, long 10 W. o-Sailed Falmouth March 23 with water works supplies; spoken April 8, lat. 27 N., lon. 20 W., April 25, lat. 8 S., lon. 31 W. s-On the way to San Diego, thencein ballast to load lumber for Melbourne. t-Supplies for Westminster water works, spoken May 23, lat. 49 N., lon. 10 W. spoken May 29, lat. 33 N., long. 15 W. w-to arrive in September, chartered for salmon. e-Spoken April 21st, lat. 47 N., lon. 14 W., spoken April 25th, lat. 33 N., lon. 12 W. May 13th, lat. 41 N., long. 27 W. f-Chartered by Bell-Irving & Paterson to load salmon at Fraser River. n-Chartered to load for Melbourne. c-Via Santa Barbara to load for Melbourne, A or P P rate 62s 6d, May 18th put into Sydney leaking, sailed May 24 y-August loading. h-Cargo 2,500 tons of tea. i-to load a return cargo on owner's account. i-Chartered for salmon to U. K., direct port, 43s 6d.

THE FRASER RIVER.

The McLaren-Ross Lumber Company has handed to us for publication the following copy of a letter received from Capt. Myers of the barque Luisa Marta, dated Straits of Juan de Fuca, July 10:

GENTLEMEN—During my presence in New Westminster, I have been treated by the manager and every one connected with the company with very much attention and can recommend every captain to come there.

"I left the Fraser River with my vessel, the Luisa Marta, drawing 20 feet of water without any difficulty whatever. I sounded all the way down and never found less than four fathoms, or 24 feet of water.

I can recommend Captain Johnson of the steamer Active, who has towed my vessel very safely, and is in every respect fit to tow vessels on the river. You have my permission to publish this if you wish.

Yours truly,

M. MEYERS,

Capt. Luisa Marta.

This testimony of Capt. Meyers sets at rest once more the question which has

been raised by people desirous of injuring the business of this port, of the navigability of the Fraser River by boats of the largest capacity. The Luisa Marta took the passage outward from here on a rising tide, and, as the captain testifies in his letter, the shallowest sounding was 24 feet. The depth of water in the Suez Canal is about 26 feet, so that it will be seen how easy it would be to render the Fraser River navigable by the largest vessel that floats. We are informed that since the wretched occurrence of grounding a vessel in this harbor took place, no less than four vessels have refused to come to Westminster to load cargoes—two refusals to the McLaren-Ross Co., and two to Messrs. Chipman, Morgan & Co. From this it may be judged how great an injury has been inflicted on business here by the carelessness or inefficiency of a river pilot.—Ledger

VANCOUVER BOARD OF TRADE.

There was a large attendance at the regular monthly meeting of the Vancouver Board of Trade last Friday evening. F. L. C. Cotton occupied the chair. After hearing and a letter from R. E. Gosnell, Pro-

vincial Exhibit Commissioner, urging upon the Board the necessity of immediate action being taken to have the city properly represented at the eastern fairs, the following motion, brought forward by W. F. Salisbury and J. Rounsefell, was carried: "That a communication be forwarded from the Board to the city council drawing their attention to the importance of having the city of Vancouver properly represented at the forthcoming Toronto Exhibition, and suggesting the desirability of the mayor and council appointing a special committee to act in conjunction with the Provincial Exhibit Association in this city toward that end." Notice from the landlord was read announcing that the rent for the Board's apartments would be raised to \$75 after August 1st. Some talk as to the necessity of raising the dues resulted in the question getting the six months hold, and the council was on motion instructed to cut down expenses by finding cheaper quarters.

A. J. Jamison, from Ontario, is looking over the timber limits with a view of locating a saw or planing mill at Mission City, with a capacity of 50,000 feet per day.

JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

ENGINES AND BOILERSCorliss Engines, Armington & Simms' Engines, Hoisting Engines, Gas Engines,
(1 to 10 h. p.), Vertical Engines and Boilers.**A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.**Belting, Brass Goods, Globe Valves, Packing, Rubber Hose, Safety Valves,
Steam Fittings, Rubber Valves, Signal Lamps, Black and Galvanized
Iron Pipe, all sizes up to 6-inch.

Estimates for Marine and Stationary Engines furnished on application.

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Saw : Mill : Shingle : Planing : and : Mining : Machinery.

Mill Supplies always on hand.

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31 & 33 JOHNSON ST., VICTORIA.

The very best moderate priced Hotel in the City

Rates, \$1.00 to \$1.50 per Day.

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THE WAVERLEY HOTEL

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Close to New Opera House, VANCOUVER,

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Prop.

JOYCE & MEYER,

REAL ESTATE,

Financial and Insurance Agents,

Room G, Bank of B. C. Building,

VICTORIA, B. C.

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The Original and only One Price

CASH CLOTHIER,

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NEW GOODS

Just received a full line of choicest
Brands of Tea Try them.

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Spectacles : and : Eye : Glasses.

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ing Divers. Complete outfit always on hand.
Prices on application.Union Marine Insurance Co.
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NOTICE.

The Committee of Lloyd's beg to call the attention of merchants to the fact that, in all cases when they may have to make claims for loss or average on their Policies, it would very much facilitate a settlement by their Underwriters if they would instruct their consignees, in the absence of special provision in the Policy, to call in Lloyd's Agent at the port of arrival, with a view to his conducting the necessary surveys and assessing the damage sustained.

It is believed that a clause, insisting on the employment of surveyors appointed by Underwriters, has been inserted in the policies of most American and Continental Marine Insurance Companies. While English Underwriters do not make this measure compulsory, consignees should be aware that claims will probably be settled in this country with greater readiness if they are properly supported by the certificates of a Lloyd's Agent.

LLOYD'S, London, February, 1891.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13.

To take effect at 8.00 a.m. on Saturday, May 9th, 1890. Trains run on Pacific Standard Time.

STATIONS	GOING SOUTH HEAD UP		GOING NORTH HEAD DOWN	
	No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	No. 2 Passenger Daily	No. 1 Passenger Saturdays Mondays
VICTORIA	Ar 12.24	Ar 6.59	De 8.00 A.M.	De 3.30 P.M.
RUSSELL'S Vic. W.	" 12.29	" 6.54	" 8.04	" 3.34
ESQUIMALT	" 12.10 P.M.	" 6.44	" 8.14	" 3.44
GOLDSTREAM	" 11.45	" 6.10	" 8.39	" 4.09
SHAWNIGAN L.E.	" 10.50	" 5.24	" 9.34	" 5.04
COBBLE HILL	" 10.40	" 5.14	" 9.44	" 5.14
MCPHERSON'S	" 10.27	" 4.59	" 10.07	" 5.29
KOKSILAH	" 10.17	" 4.49	" 10.12	" 5.39
DUNCAN'S	" 10.12	" 4.44	" 10.22	" 5.44
SOMENOS	" 10.02	" 4.34	" 10.48	" 6.10
CHEMAINUS	" 9.36	" 4.12	Ar 11.50	" 7.14
NANAIMO	De 8.34	" 3.14	De 11.59	" 7.29
WELLINGTON	De 8.10 A.M.	De 2.59 P.M.	Ar 12.14 P.M.	" 7.49

On Saturdays, Sundays and Mondays

Return Tickets will be issued between all points for a single fare, good for return not later than Monday evening.

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

No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox

A. DUNSMUIR, President.
H. K. PRIOR, Gen'l Supt.
JOSEPH HUNTER, Gen. Freight and Passenger Agent.

Union Steamship Co., B. C., (L'td.)

Head Office and Wharf, Vancouver, B. C.

Vancouver and Nanaimo Daily.

SS. CUTCH Leaves C. P. R. Wharf at 1:30 p. m., returning from Nanaimo at 7 a. m. Cargo received at Union S.S. Co's wharf, Vancouver, until noon.

TOURISTS' TICKETS

Are issued for round trip from Vancouver and return via Nanaimo, Esquimalt & Nanaimo Railway to Victoria, and return by E. & N. Ry or C. P. N. Co's steamers from Victoria to Vancouver. Fare, Round Trip, \$6.00.

VANCOUVER AND PORTLAND, ORE.

Carrying Freight and Passenger.

SS TAICHIOW (1300 tons). This steamer makes fortnightly trips between Vancouver and Portland, via Victoria, Sound ports and Astoria.

Small steamers and scows always available for excursion, towing and freighting business. Ample storage accommodation on Co's wharf. Contracts taken. All particulars on application to office.

Union S.S. Co., B. C., Vancouver.

William Webster, Manager.

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SOAP WORKS.

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25 + HUMBOLDT + STREET,
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MANUFACTURER OF

Laundry and Toilet Soap,
Extract of Soap,
Sal Soda,
Laundry Blue,
Liquid Blue,
Stove Polish,
Shoe Blacking
and Vinegar.

DEALER IN

CAUSTIC SODA AND ROSIN.

CANADIAN PACIFIC
NAVIGATION CO.

(LIMITED.)

TIME TABLE No. 14.

Taking effect June 23, 1891.

Fraser River Route.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island, Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock. Sunday's steamer connects at New Westminster with C.P.R. train going east. For Plummer Pass Wednesday and Friday at 7 o'clock. For Moresby Island Friday at 7 o'clock.

Leave New Westminster for Victoria, Monday at 13 o'clock; Thursday and Saturday at 7 o'clock. For Plummer Pass Saturday at 7 o'clock. For Chilliwack and Way Landings, Tuesday, Thursday and Saturday at 7 o'clock.

Burrard Inlet Route.

Leave Victoria for Vancouver daily, except Monday, at 2 o'clock, a.m. For Moodyville, Saturday at 2 o'clock. Steamers "Premier" and "Eastern Oregon," for all Sound ports, connect daily at New Whatcom with train leaving Vancouver at 9 o'clock.

Leave Vancouver for Victoria daily, except Monday, at 13 o'clock, or on arrival of C.P.R. No. 1 train.

Northern Route.

Steamships of this Company leave for Fort Simpson and intermediate ports on the 1st and 15th of each month. When sufficient inducements offer, trips will be extended to Queen Charlotte Islands.

Barclay Sound Route.

Steamer Maude leaves for Alberni, Ecole Uclulet, and Sound ports, the 27th of each month.

Bute Inlet Route.

Steamer Rainbow leaves every alternate Friday for New Westminster, Burrard Inlet, Nanaimo and Logging Camps, extending trips to Bute Inlet when inducements offer.

JOHN IRVING, Manager.
G. A. CARLETON, General Agent.

Rock Bay Saw Mill,

(ESTABLISHED 1858.)

32 Constance St., Victoria, B. C.

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ISLAND LUMBER AND SPARS.

Importer and Dealer in

Doors, Windows and all kinds of Dressed Lumber, Etc.

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PROPRIETORS OF THE

CHEMAINUS
SAW MILL.

E. J. PALMER, Manager.

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Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON.
Victoria Route.

8:00 a.m. Lv Tacoma Ar..... 5:15 a.m
10:15 a.m. " Seattle Lv..... 3:30 a.m
1:30 p.m. " Pt Towns'd "..... 12:00 p.m
4:30 p.m. Ar Victoria "..... 8:30 p.m

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

6:00 p.m. Lv Tacoma Ar..... 4:30 p.m
9:00 p.m. " Seattle Lv..... 2:30 p.m
12:15 a.m. " Pt Towns'd "..... 11:30 a.m
2:45 a.m. " Anacortes "..... 9:00 a.m
6:45 a.m. " Fairhaven "..... 7:30 a.m
6:15 a.m. " Schome "..... 6:30 a.m
4:30 a.m. Ar Whatcom "..... 6:00 a.m

Snohomish River Route.

7:00 a.m. Lv Seattle Ar..... 2:00 p.m
8:45 a.m. " Edmonds Lv..... 12:30 p.m
10:30 a.m. " Muckelteo "..... 10:45 p.m
12:00 m. " Marysville "..... 9:30 a.m
2:00 p.m. " Lowell "..... 8:00 a.m
3:00 p.m. Ar Snohomish "..... 7:00 a.m

STEAMER EDITII.

Pt Townsend Mail Route.

11:00 p.m. Lv Seattle Ar..... 5:00 p.m
..... Kingston Lv.....
12:30 a.m. Lv Pt Madison "..... 4:10 p.m
3:00 a.m. " Ft Gamble "..... 1:00 p.m
4:00 a.m. " Pt Ludlow "..... 12:00 m
6:00 a.m. Ar Pt Townsend "..... 10:00 a.m

For further information apply to
C. G. CHANDLER,
G. F. & P. A., Tacoma, Wash.
E. E. BLACKWOOD, Agt., 82 Gov't Street.

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(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

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Gives a large percentage of Gas, a high Illuminating power, unequalled by any other Bituminous Gas Coals in the world, and a superior quality of Coke.

THE "SOUTH FIELD" COAL

Is now used by all the leading Steamship Lines on the Pacific.

THE "NEW WELLINGTON" COAL,

Which was introduced early in the present year, has already become the favorite fuel for domestic purposes. It is a clean, hard coal, makes a bright and cheerful fire, and its lasting qualities make it the most economical fuel in the market. The several Mines of the Company are connected with their Wharves at Nanaimo and Departure Bay, where ships of the largest tonnage are loaded at all stages of the tide. Special dispatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

THE BRITISH COLUMBIA SUGAR REFINING CO. LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

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VANCOUVER, B. C.