

## BRITISH AND COLONIAL TRADE.

In the opinion of many people, the time has arrived when Great Britain, as a trading community, should seriously consider whether it will take any action to retain markets well within its hold, or will permit the markets to drop off one by one. There appears to be a growing feeling that a strong endeavor should be made to retain the trade at least of the colonies, and utilize the enormous industrial and financial resources of the mother country for the purpose of forming commercial partnerships with the colonies, who would bring their immense but undeveloped natural resources as their share in the partnership, and thus form a united consuming and producing community far exceeding in magnitude any recorded ancient or modern state. In connection with this, the London Chamber of Commerce has decided to convene a second Congress of Chambers of Commerce of the Empire, to be held in May or June, 1892. The first Congress was held at the time of the Colonial and Indian Exhibition in 1886, and was important as a means of bringing together representative commercial men from all parts of the Empire. There is reason to believe that the second meeting will be much more important, as it may even be a point of departure of a new Imperial commercial policy.

## EDITORIAL NOTES.

A VANCOUVER special to the Seattle *Post-Intelligencer*, that the sale of the Moodyville Sawmill Co's property embracing the mills, 400 acres surrounding the village and 6,000 acres of timber land on Mud Bay, to a foreign syndicate, has been completed, about \$1,000,000 moving in the operation, is not true; though the offer has been made, and there is every prospect of the transfer being consummated.

A MEETING of members of the Dominion Parliament interested in the question of preferential trade arrangements between Great Britain and the colonies has been held in Ottawa. After a full discussion, it was decided to present for the consideration of the House a resolution affirming the desirability of memorializing the Imperial Government to call a conference of representatives from the mother country and the colonies for the purpose of considering the best means of promoting inter-imperial trade.

## THE ZAMBESI.

The British steamship *Zambesi*, 1,450 tons register, Capt. G. J. Edwards, arrived on the evening of June 6th, consigned to F. C. Davidge & Co., and is unloading at the outer wharf. She sailed from Hong Kong April 30, and left Yokohama May 23, making the run to Victoria in 14 days 13 hours. Capt. Edwards, who has had an experience of many years in the China and Japan trade, reports a smooth and uneventful passage. A number of Japanese and Chinese passengers were brought over, of whom 85 Chinese are for this city. For the accommodation of these strange passengers a Japanese and a Chinese doctor are included in the ship's company. The cargo, which consists of 2,100 tons, came in first-class condition. The con-

signments for Vancouver, New Westminster and Sound ports will be discharged at the outer wharf, and forwarded by the local steamers. For Victoria there is about 100 tons general cargo, and 75 tons of rice, all of which is for Chinese merchants; for Vancouver, two cases merchandise; for New Westminster, five tons Chinese merchandise and 200 mats of rice; for Port Townsend, 100 tons, largely rice. The balance of the cargo is principally tea for eastern Canadian and United States points, which will be dispatched east over the Union Pacific. A large item of the cargo is a consignment of some 40 cases of fine Japanese wall papers from the Tokio leather paper mills for eastern United States cities. These goods were sold through F. C. Davidge & Co., who are agents for the mills. When the *Zambesi* has discharged here she will sail direct for Portland, returning to Victoria, and will clear from here direct from Yokohama.

The new line is at present known as Upton's, called after one of the promoters, who resides in Hong Kong, but it will likely have a regular name of its own. The service proposed is monthly. The steamship *Batavia*, late in the service of the C. P. S. S. Co., has been chartered and will be the next to arrive. The *Zambesi* has been purchased from the P. & O. S. S. Co., and negotiations are also being made with a view to purchasing the steamship *Gwalior*. The fleet, at present, is composed of the following steamers: *Sussex*, *Pemplos*, *Zambesi* and *Batavia*.

The company is composed principally of large firms engaged in the China and Japan trade. Samuel Samuel & Co., of London, Yokohama and Kobe, Upton of Hong Kong, a large rice milling concern, with several other Oriental merchants, are believed to be the promoters of the company. Arrangements have been made so that all freight for eastern points will go over the Union Pacific, which line will also be their principal eastern feeder.

The new combination is a strong one, and the importance they attach to this port is evinced from the fact that Victoria is the first port of arriving and the last leaving. Freight rates are quoted considerably below what has been asked in the past, and dispatch will be more prompt.

## SHIPPING INTELLIGENCE.

*Ordovic*, Brit. bark, 825 tons, Capt. Austin, has been chartered to load lumber at the Hastings mill, Vancouver.

*Borghild*, Nor. bark, which arrived at Honolulu, May 7, is coming in ballast to load lumber at the Hastings mill for Melbourne.

*Hesper*, Am. bark, 664 tons, Capt. Sodergren, sailed from San Francisco May 28 for Moodyville to load a cargo of lumber for Shanghai.

*Forest King*, Brit. ship, 1002 tons, Capt. Morris, cleared from Vancouver June 5th for Callao with a cargo of lumber from the Hastings mill.

J. B. Walker, Am. ship, 2,106 tons, Capt. Wallace, is reported on the way from Yokohama to Vancouver with a cargo of 2,500 tons of tea, which is to be sent East over the Canadian Pacific railway.

*Spartan*, Am. bark, 740 tons, Capt. Anderson, has completed her cargo of lumber at the Hastings mill for Adelaide.

*Aureola*, Am. bark, 785 tons, Capt. Sawyer, from San Francisco, May 21st arrived in Royal roads June 8th, thence to Nanaimo to load coal.

*Glenbervie*, Brit. bark, 800 tons, Capt. Groundwater, general cargo from London to Victoria July, loading. Chartered by R. P. Rithet & Co. (L'd).

*City of Carlisle*, Brit. bark, 823 tons, Capt. Kendall, is expected to sail from Liverpool about June 15th for Victoria, R. P. Rithet & Co. (L'd) consignees.

*Lizzie Bell*, Brit. bark, 1070 tons, Capt. McAdam, has been chartered to load a general cargo at Liverpool in August for Victoria on account of R. P. Rithet & Co. (L'd).

*Duke of Abercorn*, Brit. ship, 1050 tons, Capt. McDougall, sailed from Acapulco May 9 for Royal Roads, thence to Burrard Inlet to load lumber at the Hastings mill for Adelaide.

A cable dispatch received by a Victoria merchant on the 3rd inst., brings news of a vessel on the berth at Glasgow, to load for Victoria and Vancouver. To sail about the end of July.

*Hindustan*, Chil. ship, 1620 tons, Capt. Welsh, has been chartered to load a cargo of lumber at the Moodyville saw-mill for Valparaiso. She will come here in ballast from Valparaiso.

*Hawthornbank*, Brit. bark, 1,300 tons, has been chartered to load at Java for Vancouver with a cargo of raw sugar for the British Columbia Refinery. She is expected to sail in July.

The Victoria Rice Mills received 250 tons rice paddy on the 4th June, which was discharged at the mill wharf from the steamship *Tai Chow*. It was brought from the Orient by the *Parthia*.

The Vancouver Shipbuilding, Sealing and Trading Co's schooner *Vancouver Bell*, is fitting up at Bell-Irving & Paterson's wharf, Vancouver. She will be ready to sail shortly for the sealing grounds.

Messrs. Hall Ross & Co., contemplate having a special survey made of their ship *Thermopylae* when she arrives, with a view to cutting bowports, which would enable her to take a lumber cargo on her outward passage.

*Great Admiral*, Am. ship, 1497 tons, Capt. Bowell, arrived at Port Townsend June 3 from Hong Kong. The passage was made in 55 days, during which time nothing of any note transpired. The Admiral is chartered to load lumber at the Hastings mill for Melbourne.

*Golden Shore*, Am. schooner, 964 tons, Capt. Henderson, sailed from Moodyville on the night of June 3rd for Sydney, N.S.W., with a cargo of lumber from the Moodyville sawmill, consisting of 799,658 feet rough lumber and 2,875 bundles laths, valued at \$3,063. The charter rate was \$215.

The steam sealer *Eliza Edwards*, Capt. S. E. McKenzie, sailed June 4th from Vancouver for the north on a seal hunting trip. The crew consists of 15 men, four of whom are hunters. She was built under the superintendence of her master, at the Morse saw mill, False Creek. The Pacific Steam Navigation Co., her owners, are operating the vessel.