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famous blend of Mocha and Java. Most invigorating, re-
freshing and sustaining.

The Balcom steamship line is the latest to enter the northern British Columbia trade between Victoria and Stewart. At present it has one sailing freighter, the *Chieftain*, which returned yesterday morning from Stewart, but Capt. W. J. Tom, of the Balcom company, expects to have one, probably a steamer of the type of the *Cetina*, from England for the northern trade.

The J. L. Card took a full cargo of building material to Stewart for construction of the new wharf at Stewart Bros., and brought a general cargo on. On her run from the north she picked up the yacht *Shamrock*, which was blown off the coast, and towed her to the wharf, where the *Shamrock* is owned by Percy Williams.

Poured Libations is needed on the Nas Indians' camp at Salmon, said the Indians were becoming sterner, and the general impression was that a riot was in the air. Chinese are engaged in plying firewater to the Nas Indians, and the latter are becoming doubtful at Lord's cannery gave a present. There had been firewater sold to the Indians, and it was the outcome of which was the Indian band marched in a procession of the Indians and their instruments into the "chuck." Sunday there was more trouble, Indians of other coming along the trail, and the Indians were distant. At the Federation cannery, Indians, laden with firewater, arrived, and the Indians were told to "beat him on the head with a stick," would doubtless have caused him to be killed. The Indians were hurried to his assistance.

From Stewart the J. C. Lord boarder, who had been with the Indians, D. Mann is seeking a charter to line from Edmonston to Bear River, and the Indians are looking for many sections of land along the road is expected to pass. Stewart is looking for a charter to the road and many new buildings were going up. Miners returning from the mine had brought a large quantity of gold from the Alice Arm district, where a ledge had been found, as shown with the Indians, the great quantity of gold, \$1750 to the ton.

**TEMPORARY SET
BACK IN SHIPPING**

**Semi-Annual Circular of British F
Tells of Lull—Building Costs Ma
Rise Soon.**

Messrs. H. E. Moss and Co. have just issued their steamship circular in which they deal with shipping results during the past six months, and give some indication of the trend of future business. They say:

Since the issue of our last semi-annual steamship circular the expected has again happened. There was a marked improvement in the prospects of steam shipping during the early months of this year; freight had sensibly advanced, especially in the East, and were on a paying level.

A Temporary Set Back

Unfortunately there has been a

We hope only a temporary setback to the result, in our opinion, of two principal factors—the principal one being the unexpected failure of the harvest in La Pata, which suddenly necessitated over 100 large steamers being sent to seek employment in other directions and causing a general decline in freight rates; the other factor may be attributed to the troubles at home in the coal trade (now happily ended) which contributed greatly to the location of business, and delayed improvement we had all expected. With coming harvests, at home and abroad, it is anticipated will this season be plentiful, and it is hoped, a chestnut harvest will also be a bumper increase in the volume of our trade. We may look forward to a gradual improvement from this autumn onwards.

Building in Progress

The amount of tonnage under construction in the United Kingdom rose sharply. According to Lloyd's return for the month of December 31, 1990, it amounted to 1,057,536 tons, compared with 112,272 tons for the corresponding quarter of 1989, and there was also a similar increase, say about 1,000 tons, as compared with the same quarter, ending in December 31, 1989. The quarter ending in December 31, 1990, was the quarter in which we wanted to compare the tonnage under construction which will prove to be about the same as on March 31. These figures are in fact less than they have been in former years, but are still too large for purposes of comparison with the tonnage under construction launched from January 1, 1989 to March 31. This year was about 50 per cent. greater than for the corresponding period of last year, and we expect to maintain the same level up to

Building Costs May Rise
Large numbers of contracts, especially for liners and specialist steamships, were placed during the last six months of 1972. This has resulted in a backlog of many owners to reconstruct fleets, but at present the demand for new tonnage is not particularly keen, and while a number of new vessels are being ordered, there are many very keen for orders and contracts can be placed to suit the owner, as they have been recently, but this cannot last for long, as the cost of production is bound to advance proportionately with the cost of steel, the cost of labor, and there are signs ahead of coming advances. New tramp steamer tonnage is being ordered, but at an ordinary specification, and weight, is presently at about 25 per ton; in fact, a few contracts for steamers of 2000 tons are being placed, but other vessels of smaller tonnage are proportionately increased cost. Some of the smaller tonnage vessels are sold at £3 per ton, deadweight, and