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And all kinds of Wood Finishing.

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### SHIPPING INTELLIGENCE.

The barks *Cassandra* and *Svea* will soon be due to arrive.

The bark *Julie* will leave about the end of the week in ballast for Tahiti, South Sea Islands.

Cable advices state that the steamship *Grandholm*, 1361 tons, Capt. Masson, was to sail from Liverpool on May 10th.

British bark *Lebu*, 726 tons, Capt. Worral, sailed from Liverpool on April 20th for Victoria; consigned to R. P. Rithet & Co.

British bark *City of Carlisle*, now on the berth loading at Liverpool, is expected to sail early in June for Victoria; consigned to R. P. Rithet & Co.

The British ship *Duke of Argyll*, 900 tons, Capt. McDonald, which cleared from London January 1st, consigned to Bell-Irving & Paterson, is expected to arrive shortly.

Norwegian bark *Flora*, 743 tons, Capt. Anderson, has been chartered by the Hastings Sawmill to load lumber for Melbourne, or Port Pirie. She is now at Adelaide, and is expected here in July.

American bark *Geo. F. Manson*, Capt. Crick, sailed May 14th from Moodyville for Sydney; cargo consisted of 23,355 feet dressed lumber, 844,799 feet rough lumber, 22,916 feet pickets, and 231,210 feet laths.

The *Titania* is to sail not later than June 30th from London. She is consigned to the H. B. Co. Victoria, and Bell-Irving & Paterson, Vancouver and New Westminster. She comes under charter to Bell-Irving & Paterson to load salmon in the Fraser River for the U. K.

British ship *Albertina*, which was under charter to the Hastings Mill Company to load for Melbourne, has been withdrawn.

Australian lumber freights are slightly weaker now than for some time past; 62s 6d is offered by shippers, while 65s is asked.

Steamship *Eton*, 1740 tons, Capt. Newcomb, sailed from Moodyville May 15th for Port Pirie, with a cargo of 1,765,714 feet of rough lumber.

British ship *Rothsay Bay*, 775 tons, Capt. Veysey, sailed from Glasgow April 30th for New Westminster with supplies for the water works company.

The American bark *Hesper*, 614 tons, Capt. Emmerson, left Honolulu April 19th for San Francisco, thence in ballast for Moodyville, to load lumber for Shanghai.

The largest cargo of lumber yet exported from the mills on Burrard Inlet was that of the steamship *Eton* consisting of 1,765,714 feet. The steamship *Remus* cleared November 19 with 1,591,344 feet lumber and 6,148 bundles of laths; both of these vessels were loaded at the Moodyville sawmill.

A Melbourne timber report of March 18 says: Our wholesale markets, have been rather more active than for a few months past, and sales have been somewhat heavier. The firmness of holders has improved values for some lines, but there is a feeling among merchants that the winter trade is going to be quiet, and they are therefore not inclined to buy freely. There has been a good demand from up country towns, which has kept some of our merchants busy. Deliveries from store grounds generally have been fairly brisk.

For the first time in many years an invoice of sugar has arrived from China to local consignees. The receipts by the last steamer were some 7,000 bags and came largely to local candy manufacturers who complain that they have not had due consideration from local refineries. This new source of competition may prove troublesome to the refineries. Not only on this coast has the sugar combination been disturbed by the changes in conditions brought about by the new tariff regulations, but in the Atlantic States as well where sugar is being received from Europe free of duty. The great sugar combination was just congratulating itself that at last all its troubles were ended and that a prospect for the successful consummation of its plans was opening when the new source of annoyance was discovered. In the east and on this coast many large handlers of refined sugar had complied with a request to purchase sugar in certain places only, in consideration of the promise of a rebate. Some of the wholesale grocers declined to go into the arrangement and the foreign sugars arriving as expected relieved their immediate necessities. Some of the signers of the compact, it is said, have become disaffected, and the imports of sugar are likely to show increasing proportions until the combination adopts measures to meet the situation.—Herald of Trade, May 15.

Large as seems the demand for fish in London it does not amount to a single fish a day of all sorts for each denizen of this vast city. To give the people of London only a periwinkle apiece would require so many bushels that the baskets containing them, placed one over the other, would overtop the cross of St. Paul's. No fewer than 20,000,000 of plaice, and 800,000,000 of herring are sold in the metropolis every year.