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TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, May 15.
VICTORIA.

There has been no such general increase in business as to give much encouragement to merchants or manufacturers during the past fortnight. Nor are there any early prospects of such a revival of trade. There is reported to be an increase in the borrowing demand for money in some quarters, but this does not apparently refer to much increase in the distribution of goods in consumptive channels.

An important feature with the grocery trade is the advance of 1/2c in the price of sugar by the British Columbia Refinery. Fruits and vegetables are becoming more active as the season advances, and small fruits are coming in the market. The foreign demand for lumber is fairly active. Foreign merchants are aware of the action of the mills in seeking to advance prices and are securing stocks in the meantime. The salmon market in England is reported to be showing signs of improvement. The low prices ruling for Eastern Canada are said to be unwarrantable in view of existing conditions and prospects of a smaller pack than last year. The local banks take all of the acceptable paper presented at current rates of interest.

The Vancouver News-Advertiser says: "Business has been quiet during the past week, merchants in nearly every line reporting that to be the case. The only feature showing increased activity, is the shipping trade, which continues to be heavy. The tonnage in port is now very large, in fact larger than for some time past. In wholesale, the past week has been a rather quiet one in most lines. Quotations continue steady, and there is but little to note."

DRY GOODS.

The Toronto Empire says: "Sorting has become quite general again. Orders by mail and from travellers have been encouraging and houses sales show a considerable picking up. Instances of sales exceeding the corresponding week have been reported. Demand is running mostly on prints, linens, silks, hosiery, gloves, dress trimmings and general lines of small wares, light summer fabrics, spring suitings and some lines of Canadian staples, notably white and grey cottons. Sales of carpets and house furnishings show a falling off, and dress goods are becoming slacker as the season advances. In woollens, the feature is serges. The demand for English, Irish, Scotch and Canadian serges is quite brisk. Cheviots are also a favorite line. Tweeds rather slow. Travellers are now getting more into fall supplies, though full lines, we understand, have not yet been put out. Little or nothing has as yet been

sold for fall delivery, and nothing to mention will probably be done till toward June. Payments are slow, retailers generally making preparations for the 4th payments."

GROCERIES AND PROVISIONS.

The principal feature of the market is the advance by the British Columbia Sugar Refinery of 1/2c in the price of sugar. Jobbers' prices are up in sympathy. Canadian cheese is practically out of the market. Dealers have to depend for the present on California for their supply. Fresh Oregon eggs are quoted at 15c per dozen.

Jobbers quote:

Valencia raisins.....	per lb	\$ 7 @	\$ 0
Malaga raisins.....	per box	3 00 @	3 25
Currants (barrels).....	per lb	5 @	5 1/2
" half bbls.....	per lb	5 @	6
" (cases).....	per lb	5 1/2 @	7 1/2
Sultana raisins.....	per lb	8 @	10
Taragona almonds.....	per lb	14 @	18
Grenoble walnuts.....	per lb	14 @	18
Filberts.....	per lb	11 1/2 @	14

Dairy produce is quoted:

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

Smoked meats and lard are quoted:

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

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

Dry Granulated (China).....	4 1/2
Extra C, China.....	4 1/2
Dry Granulated (B. C. Refinery).....	5
Extra C.....	4 1/2
Fancy Yellow.....	4 1/2
Yellow.....	4 1/2
Golden C.....	4 1/2
Cubes.....	6 1/2
Powdered.....	6 1/2
Syrups, per lb.....	3
" 1 gal. tins, American (10).....	5 50
" 1 " " (16).....	5 25
" 1 " " Vancouver.....	5 50
" 1 " ".....	7 00

Jobbers' quotations for Armour Packing Company's brands per lb.:

Helmet brand sugar cured hams, medium	0 16
" " " heavy.....	0 15
" " " breakfast bacon	0 16 1/2
Fancy Gold Band hams.....	0 17 1/2
" " " breakfast bacon.....	0 18 1/2
White Label pure leaf lard, tierces.....	0 14
" " " 50-lb ins.....	0 14 1/2
" " " 20-lb ".....	0 14 1/2
" " " 10-lb ".....	0 14 1/2
" " " 5-lb ".....	0 14 1/2
" " " 3-lb ".....	0 14 1/2
Lard compound (tierces).....	0 11 1/2

FLOUR AND FEED.

There are no changes to note. All lines are reported steady at previous quotations. The Portland Commercial Review says: "The flour market has been a dull, narrow and unsatisfactory one during the past week, in fact, there has been no really important change in the general

position, the market having been characterized by the same features as noted in the past month, although, if anything, buyers have had rather the best of it. Holders conditions are rather unsatisfactory as they have found it a rather difficult task to make sales on anything like reasonable terms, buyers almost invariably insisting on concessions to conform with the decline in wheat. A moderate inquiry has been confined largely to choice brands in small lots, it being very difficult, if not impossible to induce jobbers to talk about round lots. In medium and low grades trading has been devoid of life. Standard brands command \$2.55 per bbl., other brands \$2.40@2.50 per bbl. Receipts are very light, shipments to San Francisco and British Columbia in small lots, but a rather heavy decline in the same time one year ago."

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

Ogilvie's Hungarian.....	\$4 20
" Strong Bakers.....	4 00
The Columbia Flouring Mills quote Enderby flour in carload lots on wharf in Victoria:	
Premier.....	\$7 90
XXX.....	3 75
Strong Bakers or XX.....	3 30
Superfine.....	3 05
The Victoria Roller Mills quote Victoria flour in 10-bbl. lots at the mills as follows:	
Delta.....	\$4 00
Victoria XXX.....	4 00

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 25 @	0 00
Lion.....	4 25 @	0 00
XXX.....	4 25 @	0 00
Premier, Enderby mills.....	4 25 @	0 00
XXX.....	4 10 @	0 00
XX.....	3 65 @	0 00
Superfine.....	3 40 @	0 00
Ogilvie's Hungarian.....	4 55 @	4 60
" Strong Bakers.....	4 45 @	0 00
H. B. C. Fort Garry Hungarian.....	4 55 @	4 60
" " Strong Bakers.....	4 45 @	0 00
Oak Lake Patent Hungarian.....	4 55 @	4 60
" " Strong Bakers.....	4 45 @	0 00
Regina Hungarian.....	4 55 @	4 60
" " Strong Bakers.....	4 45 @	0 00
Benton County, Oregon.....	3 85 @	0 00
Portland Roller.....	3 85 @	0 00
Snowflake.....	3 85 @	0 00
Wheat, per ton.....	27 50 @	30 00
Oats.....	30 00 @	32 50
Oil cake meal.....	35 00 @	50 00
Chop feed—California.....	30 00 @	00 00
Shorts.....	25 00 @	30 00
Bran.....	22 1/2 @	27 50
National Mills oatmeal.....	3 50 @	0 00
" " rolled oats.....	3 00 @	0 00
" " split peas.....	3 50 @	0 00
" " pearl barley.....	4 50 @	0 00
" " Chop feed.....	25 00 @	27 00
California oatmeal.....	3 75 @	0 00
California rolled oats.....	3 75 @	0 00
Corn, whole.....	per ton	37 50 @ 40 00
Peas, field.....	per ton	50 00 @ 60 00
Cornmeal.....	2 75 @	3 00
Cornmeal-feed.....	per ton	40 00 @ 00 00
Cracked corn.....	40 00 @	00 00
Hay, per ton.....	15 00 @	18 00
Straw, per bale.....	1 00 @	0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$ 75 00 @	80 00
Best China rice.....	80 00 @	100 00
China rice No. 1.....	68 00 @	70 00
Rice flour.....	70 00	
Broken rice.....	30 00	
Rice Meal.....	17 50	

FRUITS AND VEGETABLES.

The feature of the week was the arrival of the ss. Warrimoo. She brought a fair shipment of Honolulu bananas for local jobbing houses. The fruit arrived in good shape, and was picked up rapidly by the retail trade. New cherries have been received, and are quoted from \$1.50 to \$1.75 per box. New peas and new potatoes are also quoted by jobbers. Large consignments of Mediterranean lemons and oranges have recently been received at Montreal by direct steamer. Lemons sold at auction for 35c a case. California is too near this market for to make it profitable to ship Mediterranean fruit from Montreal here in paying quantities.

Jobbers' quotations for fruits are as follows:—

Oranges—California navels.....	3 75 @	4 50
" seedlings....	2 75 @	3 00
Lemons—California.....	3 25 @	4 25
Bananas—New Orleans.....	2 75 @	0 00
" Honolulu.....crates	3 00 @	0 00
" " bunches	2 00 @	0 00
Cherries.....	1 50 @	1 75
Apples.....	bxs 1 50 @	1 75
Cocanuts.....	per 100 8 00 @	9 00
Strawberries, per case of 15.....	0 00 @	3 15

Vegetables are quoted:

Potatoes.....	per ton 20 00 @	25 00
Onions—Red.....	per lb 21 @	
Cabbage.....	per lb 2 @	24
Asparagus.....	per box 1 75 @	2 00
Peas.....	per box 2 00 @	0 00
New potatoes.....	per lb 02 @	

LUMBER.

There have been two clearances since last review. The Chil. ship Hindostan, 1,512 tons, Capt. Welsh, sailed May 12 for Valparaiso, with a cargo of 1,219,552 feet, valued at \$9,378. There were 800 bundles containing 72,000 laths, with this exception the cargo was of rough lumber. The German bark Gutenberg, 627 tons, Capt. Zeplein, sailed May 12, from Moodyville, for Valparaiso for orders, with a cargo as follows, 212,167 feet T and G flooring, 353,349 feet rough and 157,500 laths. Total, 591,766 feet valued at \$5,392. The cargo of the Modoc, which sailed May 5, for Santa Rosalia, consisted of 101,211 lineal feet of mining props, valued at \$2,240. The following charters are reported, American bark Southern Chief, 1,219 tons, Vancouver to Santa Rosalia. Br. Bark Valalta, 866 tons, Vancouver to Melbourne, or Adelaide, at 37s 6d. Am. bark Olympic, 1,412 tons, Vancouver to Callao direct at 35s. Italian bark Elisa, 915 tons, Moodyville to Valparaiso, on owners account. Br. ship Borrowdale, 1,197 tons, Vancouver to Valparaiso, terms private, and Nor. ship Dramon from Vancouver.

The following vessels are loading lumber at British Columbia ports for foreign: A. Moodyville Mill—Br. ship Eastcroft, 1,312 tons, for Valparaiso. Br. ship Largo Law, 1,597 tons, for Valparaiso, f. o. At Hastings Mill—Br ship Astoria, 1,335 tons, for Queenstown for orders: Br. barkentine Xantippe, 909 tons, for Queenstown f.o. Br schr Grace Harwar, 1,750 tons, for Queenstown for orders. Am. bark Chehalis, 656 tons, for Adelaide. tons, for Santa Rosalia. Total, 6 vessels, 7,559 tons.

The following are the current city quotations, net in yard: Rough, \$8.00 per Mft; rough clear, \$11; ship lap, \$10;

tongue and groove flooring, 4 in. No. 1, \$10; do. 4 in. No. 2, \$12; do. 6 in. No. 1, \$15; do. 6 in. No. 2, \$11; rustic, No. 1, \$15; do. No. 2, \$11; surfaced, \$15; shingles, \$2; lath, \$1.75.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchant's lo, ordinary sizes, in lengths to 40 feet inclusive, per M feet . \$ 8 00 Deck plank, rough, average length, 35 feet per M..... 19 00 Dressed T. and G. flooring, per M..... 15 00 Pickets, rough per M..... 8 00 Laths, 4 feet 6 in, per M..... 1 90

PROVINCIAL TRADE NOTES.

Several ranchers near Dog Lake contemplate going into hop culture.

The creditors of A. J. Smith, contractor, Victoria, will meet again next Monday.

The Nanaimo street arc light system will be again in operation to-morrow night.

New Denver merchants pay \$6 freight per hundred pounds on their goods from Kamlo.

D. J. Munn & Co. have purchased the steamer Telephone to run in connection with their cannery.

Braden Bros., of Helena, Montana, propose erecting sampling works at either New Denver or Three Forks, West Kootenay.

It is semi-officially announced that Capt. Fitzstubs, gold commissioner, will resign his position because of increasing infirmities.

A volunteer fire brigade has been organized at Wellington, and a hand engine and other fire appliances will be purchased.

The Burrard Inlet Red Cedar Lumber Co's sawmill, recently erected at Port Moody, was started up last Thursday. Two fine cedar logs were cut by the band saw as a test.

The Brunette Sawmill Co., Sapperton, have recently added to their plant a large timber planer of 13½ tons, calculated to plane a piece of lumber 16x30 inches of the four sizes at one passing through.

By orders received from Ottawa, sturgeon fishing ended to-day, for two months' close season. The sturgeon freezers have endeavored to obtain a change in the order, but without avail.

A petition is being circulated requesting the establishment of a lighthouse at Garry Point, mouth of the Fraser River. A light at that point would be a great aid to the navigation of the river after dark.

A meeting of the creditors of the estate of R. W. McIntosh, Caledonia Hotel, New Westminster, will be held on Tuesday, when a statement of the debtor's affairs will be laid before the meeting by William T. Stein, assignee.

Operations have begun at Ewen's cannery, and the Canadian Pacific Packing Co.'s cannery will open up shortly. The spring salmon run is reported as good and during the next six weeks both canneries will put up the usual pack.

The Ross Packing Co. has been organized at New Westminster by John Ross,

Geo. Turnbull, J. D. Working, W. McMurphy and D. McMurphy. The company will erect premises at Terranova and propose to salt 2,000 barrels of salmon this season.

The damage occasioned by fire, to the stock of J. Hutcheson & Co., dry goods, Victoria, on the 5th inst., has been fixed by the adjusters at \$14,000. The firm proposes clearing out the present stock and will purchase a complete new stock for the fall trade.

E. C. Cargill & Co., have written to the Vancouver city council stating that they will build and operate a flouring mill in Vancouver of 150 barrels per day capacity, if sufficient encouragement be given. It was resolved to give them free water and exemption from taxation for two years on condition that only white labor be employed.

BUSINESS CHANGES.

Thos. Peters, Palace Hotel, Nanaimo, advertises for sale as a going concern.

Craig Bros. & Co., blacksmiths, Nanaimo, have bought out J. M. Donaldson.

W. H. Hooper, auctioneer and commission merchant, formerly of Brandon, Man., has opened at Vancouver.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending May 12:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
5.	Wanderer, str., Port Townsend.	59
8.	R. E. Wood, bark, San Francisco	2,302
8.	Tyce, str., Port Townsend.....	95
9.	Wanderer, str., Port Townsend.	43
9.	Montserrat, str., San Francisco.	1,483
10.	Angeles, str., Port Townsend....	35
11.	Crown of England, San Francisco	3,434
Total.....		7,451

The shut down in the coke region of Pennsylvania is now complete, idleness prevailing everywhere.

The State National Bank at Wichita, Kansas, has suspended. It was considered one of the strongest in the state.

The New York brewers who use Canadian barley are determined to have the tariff lowered on that article, while the western brewers are equally determined the other way.

It is said the Standard Oil Company of the United States and the Russian Oil Company have arranged to divide the entire markets of the world between them, the Standard taking in Britain, France and Western Europe, the Russian company taking all the east.

Mr. Henniker Heaton, in advocating his favorite project of Imperial penny postage, says that in one year 9,000,000 newspapers were sent to Australia at 1d. each, and only 2,500,000 letters at 2½d each. He asks which costs the State more for handling, sorting, etc., the letters or the newspapers, and points out that they are conveyed by the same steamships, coaches and letter carriers. The fact is that the difference in the rate renders it necessary to examine newspapers the more carefully in order to see that they contain no correspondence. Mr. Heaton says hundreds of poor people send regularly to Australia newspapers marked with loving messages to save letter postage.

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-YOUR-

Steam Pipes,
Boilers

AND ALL

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WOOL**

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PRICE LIST.

(Applicable to lots of not less than 10 barrels or equal.)

SUGARS—Powdered, Icing and Bar, in bbls.....	0½c per lb.
Paris Lumps, in bbls. or 100-lb. bags.....	5½c "
Granulated ".....	4½c "
Yellows according to quality ".....	4 c to 4½c "
100-lb. kegs, ½c more; Half-bbls., ½c more; boxes, ½c more.	
SYRUPS—30-gal. bbls.....	2½c per lb.
10-gal. kegs.....	2½c "
5-gal. kegs.....	\$2.00 each.
1-gal. tins.....	\$4.25 per case of 10.
½-gal. tins.....	5.75 per case of 20.

Payment by Spot Cash. All prices subject to change without notice. Special terms for lots of 100 barrels and upwards.

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(Graduate of Laval and McGill.)

MINING ENGINEER.

MAIN OFFICE: Quebec. BRANCH OFFICE:
Sherbrooke. Montreal, 17 Place d'Armes Hill.

MINES, MINERAL PRODUCTS

INVENTORS' RECORD.

The following list of United States patents, granted to Canadian inventors, April 17 and April 21, 1891, is reported expressly for THE COMMERCIAL JOURNAL by

James Sangter, solicitor of patents, Buffalo, N. Y.:

Machine for bottling milk, William A. Clark, Toronto.

Refrigerator, George Fee, North Bay. Blind stop, Louis Jobin, Quebec.

Bridle, James R. McLeod, Calgary. Lubricator, Benjamin A. Burgess, Hamilton.

Rope grip, Arthur K. Evans, Toronto. Lock, Frederick W. Harris, Woodstock.

Fire escape, Cyrus E. Harvey, Waterloo. D'aphragm for Electrolytic cells, Ernest A. LeSueur, Ottawa.

Candelabrum, Alphonse C. McKercher, Montreal, assignor to Albert Gauthier, same place.

Beat knee, Adoniram J. Nickerson, Argyle.

ALLICE & AULT,

WHOLESALE

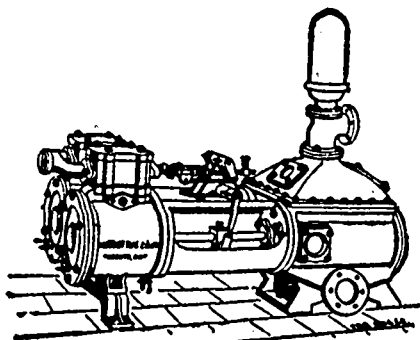
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These and other brands of ours are stocked by all dealers in the Province.

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"The Canadian Pacific Mining and Milling Company" (Foreign), has been registered under the "Companies Act," with head offices at Minneapolis. The objects for which this company is established are: Mining, smelting, reducing, refining and working ores and minerals, and marketing the materials thereby obtained. The capital stock of the company is \$500,000 in five hundred thousand shares.

A bill has been passed by the Ontario Parliament to make it compulsory for companies to provide proper shelters for motormen and other employees operating electric and other cars. It is difficult to understand why electric street railway companies do not adopt the vestibule system always, if only on the ground of self interest. However, the public safety demands that some system of the sort must be adopted permanently throughout the country, and not merely left to the whim of each individual manager.

Montreal Smelting and Refining Works.

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D. M. CARLEY EDITOR-IN-CHIEF.
L. G. HENDERSON . . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, MAY 15, 1891.

THE CANADIAN PACIFIC.

The *Nor' Wester*, of Winnipeg, has an article on the subject of the C.P.R. and its excessive freight charges for the Canadian North-West, which, it says, are forty per cent. more than its rates for similar distances in the North Western States. Now this is by no means just or equitable to any class of people in this Dominion who contributed to the C.P.R. enterprise all the actual capital and more than was really expended on the enterprise. In addition, the Government pledged its own credit as a guarantee of the interest upon the Company's bonds, and in other ways built up the enterprise to its present magnitude—commercial and political. The *Nor' Wester* very naturally protests against the course which the Company is following; and that more than anything else is calculated to enhance the price of cereals, one of whose most fruitful sources of production is the territory for which the C.P.R. is the great carrier. Years ago, in the Canadian House of Commons, the late Mr. Oliver, member for one of the Oxfords, by the exercise of a persistence even more worthy of commendation than that of Hon. Peter Mitchell on behalf of Widow Murphy, of bovine fame, forced some of the railways to be a little more considerate of their local customers than they had been, and surely the North-Western members ought to take the matter up. If they do not, the only inference to be drawn is that they feel that, if they are drawn into Parliament with the assistance of the great railway corporation, they are liable to be shunted off the track by the same instrumentality.

No doubt, by this time the people most directly concerned fully realize that the C.P.R. Company may be very good servants, but are terribly bad masters. In this connection, it is to be noted that the same number of the *Nor' Wester* as we have already referred to has an article commenting on an announcement in the *Free Press* in which it is stated that the Company's reserve has been already drawn on for the payment of dividends, and it suggests that it is under the pretence of keeping these up that the North Western farmers have been so heavily burdened. Our contemporary also comments on the further fact that the *Free Press* is the recognized C.P.R. organ, and is edited by a former C.P.R. official who ought to know what he is talking about, and in effect states that the announcement in regard to drafts on the reserve must therefore be authorized. Reference is made by the *Nor' Wester*, despite the authorized an-

nouncement, to the fact that the last official accounts show that additions to the reserve have been continuously made, and it very naturally thinks that explanations would be in order as to the wide divergencies to which it has directed attention.

FIRE INSURANCE.

The Board of Underwriters here, it is said, notified the authorities of Vancouver that so soon as the \$100 tax on insurance companies is imposed, the rates will be advanced 7½ per cent. It is stated that the city authorities take little, if any, stock in the statements of the insurance people, they having, it is understood, arranged in advance with strong companies outside the Association who will compete for the business that there is to be done.

We observe that the Chief of the Victoria Fire Department has entered his protest against using the teams belonging to that service for the purposes of street sprinkling. He is unquestionably right and we trust that before this paper reaches its readers the order issued in that sense will have been rescinded and that the efficiency of the service will not be allowed to be weakened, as it would otherwise be by the carrying out of what we regard as false economy. The utter bad policy of having the horses of the brigade away from their headquarters engaged on other duty, when at any time a fire might break out, ought to have suggested itself to Aldermen Dwyer and Baker; but it does not appear to have dawned upon them.

Moreover, the horses of every well regulated fire department are trained for the duties which they have to perform. Smartness—quickness is one of their necessary characteristics, and any "plug" which can mope about can wait round a hydrant or drag a water cart along the streets. A horse, moreover, has to possess some "intelligence," if that is the correct term, or he could not do fire duty and his employment on the watering carts must certainly tend to unfit him for his ordinary work. As well might the fire horse be put to hauling a plough up and down the monotonous lines of furrough or to haul a funeral carriage at the regulation slow and steady pace, as to put him to street watering. He would in time become utterly "demoralized" and the fire service would be so much dis-habilitated.

This economy has been tried elsewhere and been proven in the estimation of people of ordinary common sense to be absolutely unworkable. Let the Aldermen who are so anxious to economize begin at home with their own salaries, which, "in the low state of the city funds," as they term it, would be the proper thing to do. If they really want to serve the city and have no other object in view, let them make a beginning here. It would be of much more practical benefit than at least some of them have accomplished with all their long harangues and professions of public spiritedness. These are mere manifestations of lip service.

CANADIAN AUSTRALIAN STEAM-SHIPS.

Another of the captains of the Canadian-Australian Steamship Company has been made to walk the plank. This time it is Captain Perry, of the "Warrimoo." It was Captain Arthur of the same vessel who was dismissed so suddenly because the C.P.R. officials had continued to throw upon his shoulders the responsibility for that vessel having been forced to give Victoria the go-by and proceed to Vancouver to discharge her freight for this and Sound ports. This was done by the order of Canadian Pacific Railway officials, and it is to be supposed that it is the same people who have brought about Captain Perry's removal.

Mr. Huddart, with all his enterprise, appears to be a peculiar man. One would suppose that his prime object would be to secure the confidence of the travelling public and of the people of Canada. One means towards attaining this end, one would expect to be, the obtaining of the sympathy of his customers. His actions towards Captains Arthur and Perry have not been calculated to secure that end and the resolutions of the British Columbia Board of Trade in the case of Captain Arthur and of the passengers in the case of Captain Perry are about as severe a condemnation of his policy as any one who is seeking to obtain further concessions from the country could expect to receive. Neither of the dismissed officials were known in this country before they came here with their vessel, and therefore there can be no local predilections in their favor. But the general sense is that they have been wronged, and the brutal peremptoriness with which they were disposed of by Mr. Huddart, doubtless with the co-operation of the sufficiently unpopular management of the C.P.R. marine department, has aroused among the merchants a hostile feeling of no small influence. Mr. Huddart may possibly think that if he can do this kind of thing in Australia, he can do it here; but though this community does not pretend to be quite as English as do the people of "the colonies," the side of the "under dog" can always find its numerous espousers.

We note the existence of a strong impression that Mr. Huddart cannot possibly carry through the projected new line of swift Anglo-Canadian steamships. Those who ought to know say that he is under taking too much. So think we. The existing companies are of this opinion; they know what has to be done, the cost of and the difficulties of its accomplishment, and though we do not wish to prejudice the project, we think that, though rival competitors for the contract, their objections should be fully looked into before the Dominion Government binds itself to any arrangements either with Mr. Huddart or any one else, for an undertaking of the magnitude of the one contemplated.

The total exports of Canada to the island of Newfoundland in the fiscal year 1893, amounted to \$2,591,633, of which all but \$211,629 was the produce or manufacture of Canada. The total in 1892 was \$1,750,714, the figures for 1893 being larger than any period since 1873, which was exceptional.

MINING IN THE SLOCAN.

Commenting on the law-suit over the Bon Ton silver claims in the Slocan district, the *Canadian Mining Review* says it involves several very fine points of law which have never come up before in a British Columbia court. The main contention is that the owners of the Bon Ton have discovered that development work on the Big Bertha has been on the ground claimed by the Bon Ton, which on the other hand, it is said to be on the same ground as the License. Several of the posts are not in place and there are no monuments or witness stakes to prove that such posts ever stood. A correspondent of the *Review* already referred to writing from Kaslo on April 19, says that everything in the district is at its lowest ebb owing to the depression in silver; but it is added "the men of the district are determinedly and quietly confident." It was declared that "the camp would be a flourishing one with silver at fifty cents. The Slocan must await patiently the settling of the silver question. When that time comes it will be in the very best shape to take full advantage of it. The mines are being opened up ready for extensive working and the necessary railway communication is being built, a sure foundation is being established which will stand the coming boom without fear of reaction."

WILFULLY DEAF.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL has, time and again, pointed out how deaf the Government at Ottawa is almost invariably to the representations, not to say the demands, of the business community of Victoria, yet the members from the Province hesitate to call them down, indeed they would appear almost to relish the Ministerial attitude towards this community. Recently, in connection with the appointment of a Harbor Master for the port of Montreal in which the suggestions of the Board of Trade were utterly ignored, there has arisen considerable controversy which, were an election at hand, might cause Sir John Thompson to lose a considerable amount of support. To describe the situation in a word—a former member of Parliament representing a French constituency, who knows no more about the trade of Montreal than a dog does about its father, was appointed in the teeth of the Board's protest, in order to enable the Government to appoint Mr. Robert White, M.P., to the collectorship of customs, which, in his case, would be a sinecure, for Mr. White is not considered to be a business man. The paper, however, with which he is connected has done the Government considerable service, for which, when occasion arises, it never fails to get its reward. The *Shareholder*, having spoken of the appointment of shipping master as a small piece of business, thus speaks of the principle involved and its application in the present case:

"The appointment of political favorites to posts of emolument as a reward of political influence is bad enough, but when it comes to the appointment of mendicants for life to unsought positions in order to avoid competition and its possible disastrous results, the matter becomes even more serious, so much so, in fact, that it

jeopardizes the honest administration of the Government of the country, and becomes a question entitled to the consideration not only of the Board of Trade but of everybody, commercial and otherwise, who desires to see a return in this country to that honest government which will give to the tax-payer the best obtainable value for his money. If the new shipping master, whom, by the way, the Government does not pay, is better qualified for the office than the competitor having the approval of the Board of Trade, the country should know the fact, and if he is not better or as well qualified as is alleged to be the case, the Government should at least be honest and straight forward enough to let the country know why the Board of Trade's recommendation was so signally slighted."

ALL ON THE ONE SPRING.

The Nakusp Slocan Railway matter appears likely to be the great issue upon which the aspirants to cabinet honors in the next Parliament appear to have concentrated their energies, and the Government have necessarily been forced to devote the same or a greater amount of attention to the subject. Even when the Royal Commission, which is now sitting, has given its opinion on the matter, we suppose it will not down, for the same old stories and contradictions will be made to do duty all over the constituencies, to the exclusion of other questions of far greater importance to the future of the Province. Why do not the newspapers at any rate give us a rest while the matter is *sub judice*? This they do not appear inclined to do, for reams and reams of paper have been printed for circulation, all designed either to make the aspect of the case terribly black or to show that the Government policy has been the wisest and most patriotic that could have been imagined.

The Opposition, apparently, have no fancy for an inquiry; they want the accused condemned without a hearing, and in their endeavors to arouse prejudices have utterly failed to disclose what their policy in the matter would have been, or to demonstrate in what way the general policy that they would be disposed to carry out would be better than that of the men now in office. Affirmation, abuse and invective are not politics. Let us, while the Commissioners are hearing the case and deliberating upon it, hear something about other vital issues. Under other conditions all this writing and this talk that is now so freely indulged in would be held by the Honorable gentlemen who compose the Commission to constitute contempt of court of the grossest and most reprehensible character.

EDITORIAL COMMENT.

THE British Columbia sugar refinery has, we are happy to announce, resumed operations, slight modifications in the tariff having preserved to us that local industry, which was in such imminent danger of being utterly destroyed in spite of all that had been done to establish it.

THE great—and we might almost say the only—"Col." James Coolican is out East endeavoring to begin Port Angeles lots. The inimitable "Jim" has enlisted the services of a brass band and this, even

to some of those associated with him has too much of the appearance of "boom." It is quite possible to overdo the business as has been found to be the case here, and the brass with which it has been done has far more than outshone anything that can be found on the "Colonel's" uniform, no matter how brilliant.

ALREADY some of the new flags to be used by the schooners authorized to go sealing in Behring Sea, under the new regulations, have been forwarded to Sitka by the steamer City of Topeka for distribution among the vessels which may apply for them. The flag has already been described, and constitutes a badge such as no British subject should be forced to carry—a token of the humiliation of the nation to which most people were proud to belong before the question of expediency was made to take first place in Imperial counsels.

IN connection with the Green, Worlock & Co. bank failure, Mr. Justice Drake has given an important judgment that garnishee proceedings before judgment simply operated in the way of an injunction, and in respect to a deed of assignment for the benefit of creditors did not constitute a prior claim. This may possibly prevent hereafter much of that expensive but petty litigation which is not infrequently undertaken in connection with business failures by people who are anxious to get ahead of everybody else and have no consideration of the costs which they are piling up against themselves as creditors of the estate.

THE Trades and Labor Council of Victoria have, it is stated, discussed the question of the best means of helping the union tailors and their employes against Mongolian competition and of endeavoring to secure concerted action on the part of the several unions connected with the Council, so as to be able to contend against the evil. It is to be hoped that it will be found possible to do something, as in times like the present there are many honest and hard working white men who are willing to work but cannot get the means of earning a livelihood for their families and those who are dependent upon them.

ACCORDING to a recent issue of the *London and China Telegraph*, the production of cotton yarns in Japan in 1898 was 1,000,000 pounds weight. In 1892 it had risen to more than 64,000,000 pounds. This result is due, it is pointed out, to the cheapness of labor in Japan, which renders the cost of production even less than in India. Now, the Oriental market was one upon which the Canadian manufacturers counted a great deal. No wonder then that some of them have shut down. Moreover, it is worthy of note that in presence of this experience the agitation, at least in Great Britain, is still going on for shortened hours and increased wages.

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of April, 1894:

ARTICLES.	VALUE.	DUTY.
Ale, beer and porter.....	\$ 1,136	\$ 265 14
Animals.....	1,878	1,013 00
Books, pamphlets, etc.....	1,775	325 61
Brass and manufactures of.....	185	16 15
Breadstuffs-grain of all kinds	8,115	2,681 37
Flour.....	2,289	706 13
Meal, corn and oat.....	25	2 25
Rice.....	3,113	2,111 28
Other breadstuffs.....	3,975	769 25
Bicycles, Tricycles, Velocipedes and parts of.....	118	125 10
Cars-railway and tram.....		
Coal, bituminous.....	316	11 13
Copper and manufactures of	29	6 35
Cottons, bleached or unbleached: not dyed, colored, etc.....	436	109 00
" bleached, dyed, etc.....	6,248	1,889 31
" clothing.....	2,158	813 29
" thread not on spools, yarn, warp, etc.....	12	9 45
" thread on spools.....	53	13 25
" all other manufactures	2,619	782 15
Drugs and medicines.....	8,880	3,497 09
Earthen, stone & Chinaware:	1,069	381 53
Fancy goods & embroideries:		
Bracelets, braids, fringes, etc	1,198	312 05
Laces, collars, nettings, etc	910	282 09
All other fancy goods	208	65 75
Fish and products of.....	1,018	241 68
Fruits and nuts dried.....	2,935	793 67
Green, oranges and lemons	3,269	121 51
All other.....	1,903	215 50
Furs, manufactures of.....	67	16 75
Glass, manufactures of—		
" Bottles, jars, etc.....	1,123	123 10
" Window glass.....	961	192 80
" Plate glass.....		
" All other manufactures	251	58 50
Gunpowder & explosive substances.....	715	115 95
Gutta percha, manufs of.....	1,206	363 81
Hats, caps, and bonnets, beaver, silk or felt.....	864	230 20
" All other.....	2,251	675 30
Iron and steel and manufs of		
" Band, hoop, sheet, plate.....	2,412	312 37
" Bar iron & railway bars	1,512	178 21
" Cutlery, hardware, etc.....	2,686	731 06
" Machines, machinery, etc	2,335	691 03
" Pig iron, kentledge, etc	1,727	672 00
" Stoves and castings.....	282	77 79
" Tubing.....	431	87 67
" All other manufactures	17,616	1,751 62
Jewelry & watches & manufs of gold and silver.....	217	60 25
Lead and manufactures of.....	3,665	662 17
Leather, all kinds.....	261	39 60
" Boots and shoes.....	1,566	356 50
" All other manufs.....	381	98 25
Marble & stone & manufs of	130	25 25
Metals and manufactures of.....	694	169 95
Musical instruments.....	623	233 70
Oil, mineral and products of:	2,797	856 83
" Flaxseed or linseed.....	236	19 50
" All other.....	1,416	356 09
Paints and colors.....	208	37 85
Paper, envelopes, etc.....	5,051	1,362 13
Pickles, sauces, capers.....	1,034	375 20
Provisions, lard, meats, fresh and salt.....	3,114	1,020 45
" Butter, cheese.....	13,958	2,810 68
Seeds and roots.....	863	90 85
Silk, manufactures of.....	2,919	874 15
Soap, all kinds.....	389	125 71
Spices, ground & unground.....	472	84 40
Spirits, all kinds.....	2,297	3,870 49
Wines, sparkling.....	770	384 45
" other than sparkling	957	1,067 91
Molasses.....	32	11 80
Tobacco and cigars.....	2,254	2,250 14
Vegetables.....	3,774	1,119 17
Wool, manufactures of.....	1,633	425 70
Wollens: Carpets, Brussels and tapestry.....	2,281	678 05
" Clothing.....	615	187 15
" Cloths, worsted, etc	1,629	1,505 86
" Dress goods.....	2,616	763 79
" Knitted goods.....	5,376	1,614 45
" Shawls.....	449	157 35
" Yarns.....	1,367	431 70
" Shirts.....	216	57 72
" All other manufs.....	1,536	511 95
All other dutiable goods.....	21,257	6,023 56
Total dutiable goods.....	\$179,003	\$56,261 95
" Free goods.....	86,826	

ARTICLES.	VALUE.	DUTY.
Coin and bullion.....	99	
Grand total.....	\$265,027	\$56,261 95

The following are the free goods entered at the port of Victoria for the month of April, 1894:

ARTICLES.	VALUE.	DUTY.
Animals for improvement of stock.....	\$ 15 00	
Articles for use of Army and Navy.....	13,116 00	
Asphaltum or Asphalt.....	80 00	
Broom Corn.....	27 00	
Coffee.....	7,979 00	
Cotton waste.....	88 00	
Dyes, chemicals, etc.....	2,805 00	
Fish and products of.....	17,916 00	
Fruit, bananas, olives, pineapples, etc	518 00	
Fur, skins not dressed.....	450 00	
Grease for soap making, etc.....	4 00	
Hides and skins.....	1,157 00	
India rubber and gutta percha, crude		
Metals—Brass and copper.....	164 00	
" Iron and steel, all other.....	175 00	
" Tin and zinc.....	30,612 00	
" Other.....		
Oils, vegetable.....	254 00	
Salt.....	691 00	
Settlers' effects.....	6,655 00	
Sugar.....	32 00	
Tet.....	1,752 00	
Tobacco leaf.....	117 00	
Wood, cabinetmakers, etc.....	381 00	
All other free goods.....	1,252 00	
Total.....	\$ 86,826 09	
Coin and bullion.....	99 00	
Total free goods.....	\$ 86,925 00	

EXPORTS

From the port of Victoria, for the month of April, 1894—the produce of Canada:

THE MIN.	QUANTITY.	VALUE
Coal..... tons	384	1,920
Gold dust, nuggets, etc.....		23,502
THE FISHERIES.		
Fish of all descriptions.....		50
Furs or skins of creatures living in the water.....		178
THE FOREST.		
Lumber—deals, boards, etc.....		730
Timber—square..... tons	32	300
Other articles.....		1,190
ANIMALS AND THEIR PRODUCTS.		
Other animals.....		20
Other articles.....		10,826
AGRICULTURAL PRODUCTS.		
Other articles.....		1,270
MANUFACTURES.		
Cottons, woollens, etc.....		5
Iron pig and scrap, castings, hardware, etc.....		13
Boots and shoes.....		6
Wood, manufactures of.....		6
Other articles.....		1,145
Grand total.....		\$ 41,080
Goods, not the product of Canada, for the month of April, 1894:		
ANIMALS AND THEIR PRODUCTS.		
Other animals.....		25
Other articles.....		20
AGRICULTURAL PRODUCTS.		
Fruits, green.....		50
Manufactures—		
Cottons, woollens, etc.....		16
Iron pig and scrap, castings, hardware, etc.....		271
Boots and shoes.....		19
Sewing machines.....		391
Tobacco, snuff & cigars.....		3
Wood m's of all kinds.....		50
Other articles.....		1,718
Miscellaneous articles.....		552
Total.....		\$ 2,734
Coin gold.....		4 061
" silver.....		365
Grand total.....		\$ 7,169
Total exports of all kinds.....		\$ 48,240

PROVINCIAL TRADE NOTES.

The loss by the fire at Nanaimo on Sunday is estimated \$65,000.

Parties from Seattle are examining the deposits of iron ore at Barclay Sound.

Steps are being taken for the organization of a Board of Trade at Kamloops.

Bands of wild horses are causing considerable annoyance in some parts of the Okanagan country.

There is much dissatisfaction in the lower Okanagan District over the fact that there is no post office money order office there.

The Nanaimo City Council has engaged Mr. C. H. Stickles to superintend the construction of the electric light works at a salary of \$8 per day.

There is considerable interest manifested at Fort Steele as to whether the Canadian Pacific Railway Company will take over the B. C. Southern Railway's charter.

Track laying on the Arrow Lake Railway has reached a point thirteen miles below Revelstoke, and two or more this side of the Green Slide. Terminal facilities are being arranged for at the head of the Lake, almost two miles south of Wigwam.

One practical improvement at least will be the outcome of Sunday's blaze at Nanaimo. The C. P. R. Telegraph Co. will replace their wires across the ravine with a cable, guarding not only against any outbreak of fire but against the wind which has of late disorganized their wires too constantly to be pleasant.

The Kootenay Herald says it is finally settled that the Great Northern will equip and operate the Kaslo-Slocan railway. A wharf will be built at Bonner's Ferry and also at Kaslo from which the cars will be run on to the steamers, and these boats will be built strong enough to break their way through the ice in winter.

T. and N. W. Dobeson of the Nanaimo laundry have completed sixteen hydrants for the Nanaimo Water Works company, and they have been taken to the positions decided upon by the council and fire department. The hydrants are of home manufacture and have been tested under a pressure of 160 pounds. These hydrants are of the most approved design, and will be at once attached to the mains under the direction of Mr. Stirtan, manager of the water works.

Messrs. Parker and Leavenworth, of Seattle, representing a New York syndicate, have decided to take over the large area of placer ground, starting from the boundary adjoining Fort Sheppard, and running south along the Columbia River for two miles; they will at once commence the building of a \$30,000 ditch to bring the water on the ground from Cedar Creek; they will also obtain control of the site of the ground on which the various stores, saloons, etc., have been erected at Boundary, and be able to give title to the several squatters. In this way Boundary will probably become a good little town and improve the reputation already acquired by her people for tenacity and energy.

THE JAMES ROBERTSON COMPANY, LIMITED,

TORONTO.

Manufacturers of

- BARBIT METAL
- BARBED WIRE
- LEAD TRAPS
- LEAD SHOT
- SAWS
- SHEET LEAD
- SOLDER

Grinders of

- COLORS IN OIL
- COLORS IN JAPAN
- DRY COLORS
- PUTTY
- READY MIXED PAINTS
- WHITE LEAD

Importers of and Dealers in

METALS, PAINTERS' PLUMBERS' & TINSMITHS' SUPPLIES

Sanitary specialties, Water Closets, Iron Pipe and Fittings.

Write for Prices and Catalogues.

Agents: E. G. Anderson & Co., Victoria.

B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of April, 1894:

IMPORTS.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
Dutiable Goods	\$179,035 00	\$ 88,466 00	\$ 33,413 00	\$ 25,412 00	\$326,326 00
Free Goods	\$5,491 00	\$2,307 00	\$2,025 00	\$ 1,030 00	\$10,853 00
Total Imports	\$205,027 00	\$170,773 00	\$ 55,438 00	\$ 26,442 00	\$558,680 00

REVENUE.

Duty Collected	\$ 36,261 95	\$ 25,680 22	\$ 10,623 33	\$ 8,276 42	\$100,841 92
Other Revenue	5,207 77	4,710 95	130 02	212 12	10,310 86
Total Collections	\$ 61,469 72	\$ 30,391 17	\$ 10,753 35	\$ 8,488 54	\$111,152 78

EXPORTS.

The Mine	\$ 25,122 00	\$ 125 00	\$ 40,630 00	\$360,351 00	\$396,560 00
The Fisheries	228 00	1,284 00	14,777 00	.....	16,289 00
The Forest	2,139 09	10,752 00	6,284 00	.....	19,175 00
Animals and their produce	10,891 90	3,429 00	223 00	1,233 00	15,776 00
Agricultural	1,320 00	171 00	.....	.....	1,491 00
Manufactures	3,282 00	1,643 09	571 00	12 00	5,508 00
Miscellaneous	4,938 00	.....	.....	.....	4,938 00
Total Exports	\$ 48,210 00	\$ 17,401 00	\$ 62,511 00	\$261,569 00	\$389,757 00

\$1.061 gold coin, \$365 silver coin.

COMMERCIAL SUMMARY.

The Newfoundland cod fisheries have been unusually successful this season.

Nearly \$10,000,000 is invested in the manufacture of artificial ice in the United States, and the product in 1893 was valued at \$4,000,000.

The news from St. John's shows that the total number of seals caught by fifteen Newfoundland steamers totalled 107,657. Eight steamers are yet to return, but all are reported with small catches. The result, as far as the steamers are concerned, is bad. The quantities taken by shore fishermen cannot yet be

accurately estimated up to a good average. The price paid this year was \$4; last year, \$4.60.

Farmers near Beaver Dam, Winnipeg, have unearthed another new wrinkle in successful farming. They sow a small quantity of turnip seed with their grain. The turnips come up with the grain and then barely exist until the grain is cut, when the turnip grows rapidly and when large enough sheep are turned into the field. They find the turnips sticking almost out of the ground. This is considered a clear gain except for the cost of the seed.

It is said there are fifty real estate loan companies doing business in Toronto. Whether the number amounts to fifty or not, it is certain that the business of the whole of them could be transacted by half a dozen, much to the advantage of the shareholders and the public. It is no doubt this profusion of companies, each with its independent management, that is largely responsible for the big difference between the rate at which the companies borrow money in England and the rate at which it is loaned to borrowers in Canada. The farmers in Canada and the residents of our cities would greatly appreciate a closer connection than that which now exists between them and cheap English money.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASRS.	VALUK.	ARRIVED.
Br bark	Rontenbeck	900	Russell	October 9	Victoria	Liverpool	33,800	\$201,875	March 25
Ger ship	Sirene	1137	Sauermilch	October 19	Victoria	London	56,558	282,790	April 4
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	645	Blanche	October 11	New Westm'r	London	30,000	137,112	April 22
Br bark	Ladstock	816	Williams	October 19	New Westm'r	Liverpool	35,773	173,865	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,126	191,880	April 25
Br bark	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	
Br ship	Candida	1222	Kee	December 22	Victoria	Liverpool	50,318	249,523	
Br bark	Harold	1307	King	January 18	New Westm'r	Liverpool	61,091	321,511	
Br bark	Primera	397	Gardner	December 17	Victoria	London	21,666	123,350	

A—Other cargo value \$1,316.

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,938	7,814	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,882	May 20	52s 6d
Nor bark	Fritzo	1078	Rolfen	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am bark	Colorado	1026	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,063	15,537	June 23	Private
Chil. bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn	Bittern	399	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,350	4,201	May 16	owners ac
Ger ship	Katharine	1629	Spille	Feb. 7	Moodyville	Liquiqui	1,328,879	14,058	May 6	35s
Br ship	County of Yarmouth	1151	Swanson	March 21	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindustan	1512	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 14	owners ac
Am bark	Seminole	1139	Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,966	April	Private
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,197	Aug. 29	Private
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,163	6,577	June 21	35s
Br ship	Natuna	1106	Grain	April 20	Vancouver	Port Pirie	964,868	7,718	Sept. 22	42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Am bark	John Ems	2000	Schmauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blairhoyle	1201	Gray	June 1	Vancouver	Sydney	913,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	811	Robertson	May 21	Vancouver	Pisagua	663,000	5,296	Aug. 26	45s
Nor bark	Sigurd	1530	Aase	May 21	Vancouver	Port Pirie	1,426,000	10,626	Aug. 31	40s
Chil. ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1069	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark	Heinrich	923	Henno	June 7	Vancouver	Holland	577,537	4,908	Sept. 4	55s
Br bark	Doebra	965	McJarrow	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,436,128	12,165	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,889	7,982	Oct. 14	39s
Am bark	Seminole	1139	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,015,068	7,896	Aug.	Private
Am schr.	Puritan	351	Warner	Aug. 4	Moodyville	Tientsin	725,951	8,625	Sept.	55s
Am bark	Sonoma	378	Anderson	Aug. 16	Vancouver	Liquiqui	811,187	9,289	Nov. 2	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	921,554	10,300	Jan. 20	52s 6d
Nor bark	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288	Nov. 17	36s 3d
Br bark	Gainsborough	935	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	792,153	5,524	Dec.	33s 9d
Chil. bark	India	953	Funke	Sept. 10	Moodyville	Valparaiso	799,257	7,000	Dec.	owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916	Nov. 28	37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private
Am bktn	Hilo	612	Lelkallister	Sept. 23	Westminster	Sydney	688,652	6,649	Nov. 18	28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 11	Cowichan	Sydney	671,305	7,614	Jan.	27s
Am bark	Hesper	671	Underwood	Oct. 12	Vancouver	Adelaide	779,398	5,886	arrived	37s
Am schr.	Wm. Bowden	728	Pjerem	Oct. 18	Victoria	Adelaide	861,692	6,031	arrived	37s 6d
Br bark	Elizabeth Graham	338	Anderson	Oct. 21	Moodyville	Melbourne	524,681	3,969	Jan. 6	Private
Am Trig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	511,228	4,157	Dec. 19	27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	657,174	6,060	Dec. 11	40s
Am bktn	Robert Sudden	535	Ulberg	Oct. 25	Vancouver	Port Pirie	714,808	4,646	Jan. 23	37s 6d
Am schr.	Salvator	414	Wells	Oct. 29	Westminster	Port Pirie	527,000	4,216	arrived	37s 6d
Am schr.	Louis	820	Hatch	Nov. 3	Vancouver	Liquiqui	863,415	8,604	Jan. 28	40s
Am schr.	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,302	5,992	Jan. 21	28s
Nor ship	Germanic	1269	Sunde	Dec. 29	Vancouver	Cork, U.K. f.o.	910,484	9,973		60s
Am schr.	Reporter	331	Mackie	Nov. 24	Vancouver	Nagasaki	366,291	10,000	Feb. 12	Private
Am bark	Snow & Burgess	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U. K. f.o.	1,021,624	13,135		55s
Am bark	Colorado	1330	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656	arrived	37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911	prior Apr 20	35s
Am schr.	W. H. Talbot	776	Bluhm	Dec. 28	Vancouver	Cape Colony	804,183	6,031	April 17	75s

A—Also 100 spars.

B. C. LUMBER FLEET, 1894.

Am ship	Eclipse	1336	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720		60s
Nor ship	Beaconfield	1159	Bastianen	Feb. 5	Vancouver	Cork, U.K. f.o.	1,055,411	13,491		Private
Am schr.	Pioneer	367	Hughes	Feb. 28	Victoria	Santa Rosalia	57,714	461		Private
Am schr.	Aida	507	Anderson	March 25	Moodyville	Shanghai	686,562	6,562		40s
Chil. bark	India	953	Funke	April	Moodyville	Valparaiso				owners ac
Br bark	Thermopylae	918	Winchester	May 2	New Westm'r	Shanghai				37s 6d
Chil. ship	Hindustan	1512	Welsh	May 12	Moodyville	Valparaiso	1,219,552	9,378		owners ac
Br ship	Astoria	1335	Dagwell		Vancouver	Queenstown fo				63s 9d
Ger bark	Gutenberg	627	Zenliem	May 12	Moodyville	Valparaiso f.o.	591,766	5,392		42s 6d
Am bktne.	Moloc	452	Rosch	May 5	Victoria	Santa Rosalia	101,211	2,240		Private
Am bktne.	Katie Flickinger	119	Melroe	May 5	Vancouver	Santa Rosalia	399,138	3,258		Private
Br ship	East Croft	1312	Rammer		Moodyville	Valparaiso f.o.				40s
Br ship	Benmore	1160	Scott		Victoria	Adelaide				40s
Br schr.	Grace Harwar	1750	Hunt		Vancouver	Queenstown fo				62s 6d
Br bktne.	Nantippe	969	Falconer		Vancouver	Queenstown fo				Private
Am bktne.	Ch. Ialis	655	Watts		Vancouver	Adelaide				40s
Br ship	Largo Law	1527	Perreaux		Moodyville	Valparaiso f.o.				37s 9d

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

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship.	Borrowdale.....	1197	Bolderston.....	Dec. 22.....	L. Liverpool.....	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	144
Br ship.	Ballachulish.....	1806	Gowdey.....	March 19.....	P. Pasourton.....	Vancouver.....	B. C. Sugar Refinery Co.	57
Br bark.	Northernhay.....	1221	Miller.....	Dec 5.....	C. Cardiff.....	Esquimalt.....	Naval Storekeeper.....	161
Br ship.	Astracana.....	1572	Jones.....	Dec. 21.....	I. London.....	Vancouver.....	Evans, Coleman & Evans.....	145
Br ship.	Eaton Hall.....	1779	Lourison.....	April 2.....	K. London.....	Vic and Van.....	Robt. Ward & Co., Ltd and Evans, C. & E.	43
Br ship.	Lismore.....	1598	Ferguson.....	March 17.....	J. London.....	Victoria & Van	Turner, Beeton & Co.	59
Phil. ship.	Atacama.....	1235	Caballero.....	Jan. 13.....	F. Valparaiso.....	Moodyville.....	R. P. Rithet & Co., Ltd.	122
Br ship.	Clan Robertson.....	1625	Lane.....	.....	H. Higo.....	Royal Roads.....	.....	.....
Br ship.	City of Glasgow.....	1168	Tannock.....	March 5.....	A. Cardiff.....	Esquimalt.....	Naval Storekeeper.....	71
Nic bark.	Don Carlos.....	694	Tobey.....	.....	D. San Francisco.....	Vancouver.....	Hastings Mill.....	.....
Br ss.	Empress of India.....	3003	Marshall.....	May 2.....	N. Hong Kong.....	Victoria & Van	C. P. S. S. Co.	13
Am ship.	Guardian.....	1073	Marden.....	.....	M. Iquiqui.....	Victoria.....	Robt. Ward & Co., Ltd.	.....
Br bark.	Ladstock.....	816	Williams.....	.....	B. Liverpool.....	Victoria.....	.....	.....
Br bark.	Corryvreckan.....	1299	Abbott.....	April 26.....	B. Cardiff.....	Esquimalt.....	Naval Storekeeper.....	19
Ger bark.	Senta.....	1037	.....	.....	O.....	Westminster.....	A. B. C. Co.	.....
Br bark.	Gainsborough.....	985	McPhail.....	.....	G. San Francisco.....	Moodyville.....	Moodyville Saw Mill Co.	.....
Am bark.	Southern Chief.....	1219	Svensen.....	.....	P. San Francisco.....	Vancouver.....	Hastings Mill.....	.....
Br bark.	Vilalta.....	866	Harland.....	.....	Q. San Francisco.....	Vancouver.....	Hastings Mill.....	.....
Am bark.	Olympic.....	1412	Gibbs.....	.....	R. San Francisco.....	Vancouver.....	Hastings Mill.....	.....
Br ss.	Arawa.....	3268	Stewart.....	.....	E. Sydney.....	Victoria & Van	C. A. S. S. Co.	.....
Hal. bark.	Elisa.....	915	Harken.....	.....	S. Valparaiso.....	Moodyville.....	Moodyville Sawmill	.....
Norship.	Dramon.....	.....	.....	.....	T. Valparaiso.....	Vancouver.....	Hastings Mill.....	.....

Dec. 14 put into Falmouth with loss of some sails; Dec. 30, sailed again. Spoken Jan. 22 lat. 3 deg. N., long. 26 deg. W. I—Dec. 23, passed Deal. Spoken Jan. 18 lat 3° N., long. 28° W. To load grain at Tacoma. K—April 6 passed Dungeness; April 8 passed Brixham. L—Dec. 26 arrived at Holyhead. Jan. 3rd sailed. Spoken Feb. 9 lat. 4° S., long. 30° W. Chartered to load lumber for Valparaiso; terms private. F—Jan. 15 returned to Valparaiso with spars damaged. To load a return cargo of lumber. J—Passed Deal March 18; Dungeness March 21; Prawle Point March 22. A—Spoken March 26 lat. 49° N., long. 9° W. Chartered for salmon by Turner, Beeton & Co. D—Chartered to load lumber for Noumea, New Caledonia at 40s. N—Via Yokohama May 11. M—Chartered to load mining property Vesuvius Bay for Santa Rosalia, private. B—Chartered for salmon to U. K. at 36s 3d, by Robert Ward & Co., Ltd. O—Via Honolulu. Chartered for salmon to U. K. at 36s 3d., September loading. G—Chartered for lumber to Melbourne at 37s 6d. P—Lumber to Santa Rosalia. Q—Lumber to Melbourne or Adelaide at 37s 6d. R—Lumber to Callao direct at 35s. E—To sail May 18. Via Suva and Honolulu. S—To load a return cargo of lumber on owners' account. T—Chartered for lumber.

FREIGHTS.

The market is dull, and nothing is possible with grain vessels for the present. Lumber charters continue to be reported, but at lower rates for the most part, and the course of the market is downward.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 37s 6d; Sydney, 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 37s 6d to 40s; United Kingdom, calling at Cork for orders, 60s to 62s 6d; Shanghai, to 12s 6d; Tientsin 55s, nominal, South Africa 60s; Noumea, 40s.

Coal freights from Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

VESSELS IN PORT.

(May 14, 1891.)

VICTORIA.

Am. bark Wrestler, 417 tons, went ashore during a gale.

Br bark Archer, 765 tons, derelict.

Br. ship Corolla, 1,264 tons, Capt. Frazer,

arrived April 28, from Yokohama for orders.

Am. bark Richard III., 954 tons, Capt. Howard, cleaning at Esquimalt Marine Slip, to load coal at Departure Bay.

VANCOUVER.

Br. ship East Croft, 1,312 tons, Capt. Rimmer, arrived April 8, from Honolulu.

Br ship Astoria, 1335 tons, Capt. Dagwell, arrived March 29, loading lumber at Hastings Mills for Queenstown f.o., U. K., or continent.

Br. bktn. Santippe, 909 tons, Capt. Falconer, arrived April 21, loading lumber for Queenstown f. o.

Br. schr. Grace Harwar, 1,750 tons, Capt. Hunt, arrived April 22, loading lumber for Queenstown f. o.

Br. ss. Empress of China, 3,003 tons Capt. Archibald, arrived May 1, sails May 14.

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

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

Br. ship Benmore, 1,460 tons, Capt. Scott, arrived April 17 from Liverpool with

general cargo. Chartered to load lumber for Adelaide by Robert Ward & Co., Ltd.

Br. ss. Warrimoo, 1,807 tons, Capt. Arundel, arrived May 10 Sails May 16.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship McNeil, 1,245 tons, Capt. Jorgensen.

WELLINGTON SHIPPING.

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

Am. ship Oriental, 1,625 tons, Capt. Parker.

Am. ss. Empire, 526 tons, Capt. Jessen.
Am. ss. Wellington, 1,267 tons, Capt. Salmond.

UNION SHIPPING.

Am. ship Iroquois, 2,025 tons, Capt. Nickels.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	4	3,430
Vancouver.....	9	13,909
Nanaimo.....	6	8,721
Total.....	19	26,060
Previous week.....	20	25,231
Correspond'g week last year.....	22	32,451
“ “ 1892.....	24	30,198

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