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Vol. IV.

VICTORIA, B. C., TUESDAY MAY 8, 1894

No. 9

WEILER BROS.

Inlaid Linoleum.

33 PIECES JUST LANDED.

Ex sailing vessel "Astoria."

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Pattern cannot wear off, as colors go right through to back.

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ROLLER FLOUR MILL.

Delta Brand Family Flour,
Superfine Flour, Bran & Shorts

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NATIONAL MILLS,

MANUFACTURERS OF

Rolled Oats, Oatmeal, Pearl Barley, Split Peas, Etc.

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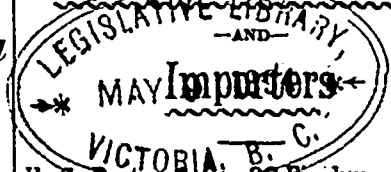
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ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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Reserve Fund..... 6,000,000

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Brockville, O Lindsay, O Stratford, O
Calgary, N.W.T. London, O St. John, N.B.
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Chatham, O Nelson, B. C. Toronto, O
Cornwall, O New Westmin. Vancouver, BC
Deseronto, O ster. B.C. Victoria, BC.
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Goderich, O Perth, O Wallaceburg, O
Guelph, O Peterboro, O Winnipeg, Man.
Picton, O

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Redpath, Esq.

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21 & 23 YATES ST

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BUCKSBOIRS TO

GARESCHE, GREEN & CO.,

(ESTABLISHED 1873.)

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Government Street, Victoria, B. C.

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DEPOSITS received on liberal rates of interest.

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Wholesale Dry Goods,

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MANUFACTURING CO., LD.**

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Dock House, Billiter St., London, Eng.

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Pioneer Steam Coffee and Spice Mills,

MANUFACTURERS OF

COFFEES, SPICES, COCOA, CREAM
TARTAR, MUSTARD AND BAKING
POWDER.

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M. R. SMITH & CO.

BISCUIT MANUFACTURERS,

VICTORIA, - - B. C.

Office: 57 & 59 Fort St. Factory: 91 Niagara St.

P. O. Box 289.

Telephone No. 121.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, May 8.
VICTORIA.

The situation is unchanged since last review. The past week has been a bad one for the farming districts. Cold, rainy weather has been the means of keeping back agricultural work, checking the growth of crops already planted and fruit trees that have budded. The improvement of business has also been retarded by the prevalence of unseasonable weather. The dry goods trade has especially felt the effects of the unsettled weather. A few weeks of bright sunshine would give a healthier aspect to business in this line.

The Vancouver *Nurs Advertiser* says: "The present month has opened fairly well, and while business continues steady in all lines, there are indications that it will improve very shortly as navigation in the interior opens. Collections are still fairly good. Reports from the agricultural districts state that while in some localities seeding is well advanced, in others operations are very backward. Along the Fraser Valley farming operations are most advanced, the Okanagan district having experienced a somewhat backward spring this year. Wholesale trade continues fair, being as usual a little heavier at the opening of the month. Quotations are almost entirely unchanged."

FRUITS AND VEGETABLES.

A few new strawberries have been received, and are quoted at \$3.15 per case of 15 boxes. The weather of the past fortnight has been unseasonable, and demand for fruit has been exceedingly slow. Oranges continue firm in California.

Jobbers' quotations for fruits are as follows:—

Oranges—California navel	3 75 @	1 50
" seedlings	2 75 @	3 00
Lemons—California	3 25 @	4 25
Bananas—New Orleans	2 75 @	0 00
Apples	bxs 1 50 @	1 75
Cocoanuts	per 100 \$ 00 @	9 00
Strawberries, per case of 15	0 00 @	3 15

Vegetables are quoted:

Potatoes	per ton 20 00 @	25 00
Onions—Silverskins	per lb 14 @	6
Cabbage	per lb 14 @	2
Asparagus	per box 1 75 @	2 00

GROCERIES AND PROVISIONS.

Trade is quiet. The wholesale houses are buying light and there is practically nothing to report. All quotations are unchanged except China granulated sugar which is now quoted by jobbers at 12c.

Jobbers quote:

Valencia raisins	per lb \$ 7 @	\$ 0
Malaga raisins	per box 3 00 @	3 25
Currants (barrel)	per lb 5 @	54
" half bbls.	per lb 5 @	6
" (cases)	per lb 5 1/2 @	71
Sultana raisins	per lb 8 @	10
Taragona almonds	per lb 11 @	18
Grenoble walnuts	per lb 11 @	18
Filberts	per lb 11 1/2 @	11

Dairy produce is quoted:

Butter—Eastern Creamery, tubs		
Manitoba dairy	00 @	00
California creamery	27 @	28
California rolls	@	27
Cheese—Canadian, #	11 @	15
California	15 @	16
Eggs, pickled case, per doz	10 @	00

Smoked meats and lard are quoted:

Hams	13 1/2 @	11 1/2
Breakfast bacon	11 1/2 @	15
Short roll	11 @	12
Dry Salt, long clear	10 1/2 @	11
Bacon	13 1/2 @	13 1/2
Pure Lard, 20 lbs, pall	11 @	11 1/2
" " 10 lbs, tin	11 1/2 @	11 1/2
" " 5 lbs "	11 1/2 @	15
" " 3 lbs "	11 1/2 @	15
Lard Compound, 10 lbs	11 @	00
" " 20 "	11 @	00
" " "	11 @	00
" " "	11 1/2 @	00

Sugar—Jobbers' prices 1/2-barrels and kegs in each case being 1/2c higher.

Dry Granulated (C)	12
Extra C, China	12
Dry Granulated (B C Refiners)	11
Extra C	12
Fancy Yellow	11
Yellow	12
Golden C	1
Cubes	5 1/2
Powdered	6 1/2
Syrups, per lb	3
" 1 gal. tins, American (10)	5 50
" 1/2 " " (16)	5 25
" 1 " Vancouver	5 50
" 1 1/2 " "	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 11
" " 50-lb ins	0 11 1/2
" " 20-lb "	0 11 1/2
" " 10-lb "	0 11 1/2
" " 5-lb "	0 11 1/2
" " 3-lb "	0 11 1/2
Lard compound (tierces)	0 11 1/2

FLOUR AND FEED.

The market has continued steady for flour, while feed and mill products remain firm. The wholesale and jobbing trade are now quoting bran and shorts from the Victoria Roller Flour Mills. The quality is first class and the price reasonable. Jobbers quote bran at \$22.50 per ton, shorts, \$25.00.

The Portland *Commercial Review* says:

"A fair local flour business has been done throughout the week at steady prices, standard brands being quoted at \$2.55 per bbl. Receipts keep pace with the limited demand; small shipments are going to British Columbia and San Francisco. About an average amount is dispatched by each steamer; one cargo left for U. K. this week.

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

Ogilvie's Hungarian	\$1 20
" Strong Bakers	1 00

The Columbia Flouring Mills quote

Enderby flour in carload lots on wharf in Victoria:	
Premier	\$3 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	\$1 00
Victoria XXX	1 00

Jobbers' quotations to the trade are:

Delta, Victoria mills	\$ 1 25 @	0 60
Lion	1 25 @	0 60
XXX	1 25 @	0 60
Premier, Enderby mills	4 25 @	0 60
XXX,	4 10 @	0 60
XX,	3 65 @	0 60

Superfine	3 40 @	0 00
Ogilvie's Hungarian	4 55 @	1 60
Strong Bakers	4 15 @	0 00
H. B. C. Fort Garry Hungarian	4 55 @	1 60
" Strong Bakers	4 15 @	0 00
Oak Lake Patent Hungarian	4 55 @	1 60
" Strong Bakers	4 15 @	0 00
Regina Hungarian	4 55 @	1 60
Strong Bakers	4 15 @	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	39 00 @	00 00
Shorts	25 00 @	30 00
Bran	22 50 @	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
Corrmeal	2 75 @	3 00
Corrmeal-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	

LUMBER.

There have been two clearances—the bark Thermopyla on May 2, from New Westminster for Shanghai, with a cargo comprising some 600,000 feet, and the bktne. Katie Flickinger, May 5, with 399,148 feet rough, 20 cords of slabs and 100 poles, valued at \$3,258. There is one new charter to report—the Br. bark Gainsborough, 985 tons, Capt. McPhail, now at San Francisco, to load at Moodyville for Melbourne at 37s 6d. This charter was made a little below the rate previously quoted for Melbourne, Adelaide or Port Pirie, and is considered a favorable charter. It is also worthy of note, as the first charter for Melbourne from British Columbia this year. There was only one vessel, the Elizabeth Graham, 598 tons, that went direct from British Columbia to Melbourne last year.

The following vessels are loading lumber at British Columbia ports for foreign: At Moodyville Mill—Chilian ship Hindostan, 1,512 tons, for Valparaiso. Ger. bark Guttenberg, 627 tons, for Valparaiso f.o.; 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: British barkentine Nantippe, 909 tons, for Queenstown f.o. Br schr Grace Harwar, 1,750 tons, for Queenstown for orders. Am. bktne Chehalis, 656 tons, for Adelaide. At Cowichan—Am. bktne. Modoc, 452 tons, for Santa Rosalia. Total, 9 vessels, 11,577 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, \$16; 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 Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet..	\$ 8 00
Deck plank, rough, average length, 35 feet per M	19 00
Processed T. and G. flooring, per M	15 00
Pickets, rough per M	8 00
Laths, 1 foot 6 in, per M..	1 90

INLAND REVENUE RETURNS.

The receipts for Vancouver, Inland Revenue Division No. 38 for April were as follows:

Vancouver Division - Comprising the Mainland of B. C.:

Spirits warehoused during month	1,271.31 p gals
ex-warehouse for cons'mptn.	2,132.39 p gals
Balance in warehouse.....	9,135.79 p gals
Malt warehoused during month	32,544 lbs
ex-warehouse for consumption	31,269 lbs
balance in warehouse.....	31,567 lbs
Tobacco warehoused during month	15,553 lbs
ex-warehouse for cons'mptn	12,069 lbs
balance in warehouse.....	12,973 lbs
raw leaf wareh'd during m'nth	889 lbs
ex-warehouse for cons'mptn	889 lbs
Cigars in warehouse.....	90,250
Spirits exported.....	31.79 p. gals
Malt exported.....	3,600 lbs

COLLECTIONS.

Spirits.....	\$ 3,198 61
Malt	514 06
Tobacco.....	3,015 09
Cigars.....	326 10
Petroleum Ins.....	102 10
Total	\$ 7,153 57

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending May 5:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
28	Sea Lion, str., Port Townsend.	56
30	Tyce, str., Port Townsend.....	83
3	Iacoma, str., Port Townsend.....	69
3	Wachusett, ship, San Francisco.	2,528
4	India, ship, San Francisco.....	2,016
5	Gen. Fairchild, bk, San Francisco	2,100
Total		7,173

FIRE UNDERWRITERS.

The B. C. Board of Fire Underwriters held their annual meeting in this city on Saturday, elected the following officers: President, Mr. H. T. Ceperley, Vancouver; first vice-president, C. E. Woods, Westminster; second vice-president, Mr. J. C. Maclure (Robt. Ward & Co., Ltd.) Victoria; secretary and treasurer, C. R. Townley, Westminster. Executive committee:—Victoria, C. E. Dickenson, J. St. Clair Blackett and J. Holland; Vancouver, C. F. Yates, A. H. Smith, A. A. Boak; Westminster, A. W. Ross, F. J. Hart and T. R. Pearson; Nanaimo, J. M. Rudd, Marcus Wolff and A. E. Planta. Messrs. H. T. Ceperley, J. J. Banfield, H. P. Heisterman and H. G. Ross a committee to draw up a form of policy for insuring electric light and power plant.

SAN FRANCISCO COAL TRADE:

J. W. Harrison, coal and metal broker, San Francisco, reports May 3, as follows: "Since the departure of the last Australian steamer there has been but one arrival; Rahane, 2,503 tons, from New C. He, this makes but two cargoes in two months. The result is the yards are completely bare of Australian grades, and a cargo here to-day seeking a buyer would

fetch a fancy figure. This shortage will be made good within the next 60 days as we shall have liberal arrivals next month. No change in values, the same quotations have ruled for the past 60 days. There is very little disposition on the part of dealers to speculate, they buy only for absolute requirements. The requirements for steam uses are light, besides the uncertainty yet hanging around the tariff deters purchasers from investing. There is first the uncertainty as to what the reduction will be, then when it will go into effect. Our grain market here is in a most unsettled condition, values have become inflated through local speculations, hence the usual forward chartering, which has always taken place at this season of the year, is not thought of. This seriously affects future coal charters, as our importers are loth to take any hazards, until they can see their way clearer. The cargo of Tonquin coal sold this week at auction, was Chinese not Japanese coal, the character of the two coals is very dissimilar."

BUSINESS CHANGES.

Mrs. George, fruits, Nanaimo, burnt out.

Charles Coles, tobacconist, is opening in Victoria.

Ralph Craig, carriage maker, Nanaimo, burnt out.

F. A. Anley, butcher, Comox, has sold out to Simon Leiser.

D. C. McKenzie, furniture and undertaker, Nanaimo, burnt out.

The Nanaimo Electric Light Works have been destroyed by fire.

F. J. Claxton, of Calgary, contemplates opening a fruit store at Golden.

T. F. Barrett, harness maker, Nanaimo, burnt out. Stock mostly saved.

Cyr & Cossett, sawmill, Stave Valley, Yale district, have been succeeded by Cyr Bros.

J. Hutchison & Co., dry goods, Victoria, stock damaged by fire. Loss covered by insurance.

W. J. Gallager, manager and editor of the *Telegram*, Nanaimo, has assigned to G. F. Cane.

Harvey, Bailey & Co., general merchants, Ashcroft and Enderby, are reported closing out Enderby business.

R. W. McIntosh, Caledonia hotel, New Westminster, has assigned to Wm. T. Stein, chartered accountant and auditor of New Westminster.

Ewen Morrison, formerly manager of the Shawnigan Lake Lumber Co., has bought out the Rock Bay Lumber yard and will procure stock from the Sydney Mill.

Wm. T. Stein, chartered accountant and auditor of New Westminster, has taken Alexander Bell into partnership under the style of Stein & Bell, who will carry on business as chartered accountants and insurance agents, at 513 Columbia street, New Westminster.

R. P. R. Rithet & Co., Ltd., in their monthly freight and shipping report for April, report. "The period covered by our circular has been one of great inaction in the grain export business, and with the exception of one or two charters from northern ports, almost nothing has been done. At the close, rates from San Francisco are entirely nominal at 23s 9d to 25s for spot, and 27s 6d for future loading. The course of the lumber market has been disappointing, for although there has again been a comparatively large number of charters made, freights do not seem to respond to the demand, and rates are practically unchanged from the figures given in our last circular."

A SUMMARY of the value of the mineral productions of Canada for 1893, just issued, shows it to have been \$19,250,000, or \$250,000 less than that of 1892. Three million seven hundred tons of coal were raised, valued at \$8,422,259. The production of petroleum is placed at 795,466 barrels, valued at \$831,331. The quantity of iron ore mined is placed at 121,702 tons, valued at \$298,018. Of this quantity, 124,053 tons were converted into pig iron, producing 55,917 tons, valued at the furnaces at \$790,283. Nickel, \$2,076,351. The value of gold was \$927,211; copper, \$875,861; silver, \$321,423.

Voting on several interesting and important city by-laws, including the Jubilee Hospital \$35,000 grant, the British Columbia Agricultural Association's loan of \$25,000 and the loan of \$100,000 for sewerage purposes, takes place on Tuesday next the 15th inst.

The proprietors of the Sydney sawmill are now engaged cutting timbers for the erection of their proposed new mill at Alberni, which will probably be erected this summer.

The British Columbia Paper Manufacturing Co., have opened offices in the Board of Trade building. The mill at Alberni is now ready to commence manufacturing.

The Hastings Mill Co., have purchased 5,000,000 feet of logs on Puget Sound. The price paid is said to be \$5.00 per M.

SHIPPING INTELLIGENCE.

Capt. Randal, formerly of the tug Collis, replaces Capt. Locke of the Lorne, temporarily, while the latter is laid up with a broken leg.

Robt. Ward & Co., Ltd., have taken over the lightning labelling machine, which will label 60,000 cans daily, recently patented by Messrs. Trettheway & Chamberlain.

The ss. Miowera has reached Newcastle-on-Tyne, having steamed 14,500 miles in 69 days from British Columbia. She is being fitted out with the latest steamship refrigerators, which will be capable of holding 11,000 carcasses of frozen mutton. She will also be furnished with a chilled fruit storage compartment before returning to the Australian-Canadian route.

SAVE FUEL

—BY—

COVERING

—YOUR—

Steam Pipes, Boilers

AND ALL

Heated Surfaces

WITH—

MINERAL WOOL

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OF EVERY DESCRIPTION.

CANADIAN MINERAL WOOL CO., LIMITED.

118 BAY STREET, TORONTO.

M. Strouss, Victoria, sole agent
for British Columbia.

POPULAR PRICED GOODS.

One great mistake that many otherwise first-class merchants make, is allowing their stock of popular priced goods to run out, and in place of them they try to keep up their stock of novelties and finer goods, says an exchange. We are, of course, now only speaking of the ordinary line of dry goods stores, and not of those exclusive business houses where high-class goods are only in demand.

For an ordinary dry goods store, having the usual class of trade which is found in medium-sized cities, popular priced goods are the chief features upon which to build up their business. They may, at the same time, keep quite a large stock of finer goods, but popular prices will attract the masses and will make good leaders in whatever they may carry.

In some lines of goods, one dollar is the popular price, and although this sum may not buy anything of a very fine or extra serviceable quality, still it will buy something that will give fairly good wear, and will appeal directly to all those persons who wish to pay a small price for their goods. In the men's furnishing department, which caters to the popular men's trade, the best seller in the store ought to be the dollar shirt. In the glove department, a good one-dollar glove is an absolute necessity. So we might say that a good every-day umbrella for a dollar would make a drawing card for any umbrella department.

These goods, sold at popular prices and used as leaders, should be the very best quality that can be secured to sell at that price. They would even have more intrinsic value in them for the money than it would be necessary to have in either a higher or a lower class of goods.

If you are trying to cater to the popular trade, nothing will help you so well as carrying just the right thing in all lines, at the popular prices—not too high, and not too low.

Montreal Smelting and Refining Works.

G. Langwell's Babbit Metal.

This Babbit, or anti-friction metal, is the best that is manufactured, and is made in numbered grades, containing certain percentages of copper, tin, antimony, etc. Every block is stamped, "G. LANGWELL'S BABBIT."
A trial will convince users of its superiority.

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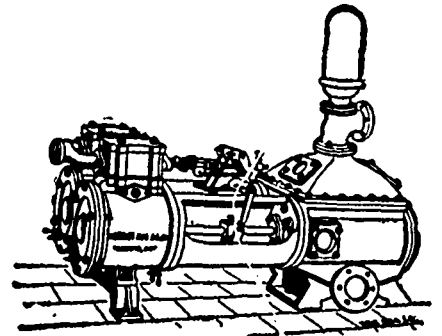
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75 WHARF STREET, VICTORIA.

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Clover Leaf Brand of Cream-
ery Butter which was awarded
the medal and diploma at the
World's Fair, Chicago, 1893.

PUMPING MACHINERY.



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TORONTO.

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PROVINCIAL TRADE NOTES.

The Alberni paper mill is now ready for operation.

The city of Nanaimo will have an electric railway, which will be extended to Wellington.

Hunter & McKinnon, New Denver, contemplate the erection of a new store 21 by 50 feet.

The Kootenay Mining and Developing Company is likely to erect a smelter at Ainsworth near its mines.

The Nanaimo *Telegram* has not been published for several days. The suspension may be only temporary.

The *Advance* is the name of a new paper published at Fairview, Okanagan, Messrs. Stuart & Norris being the publishers.

It is rumored that a company composed of Victoria capitalists has been formed to provide first class cold storage facilities.

The Mission City *News* building was totally destroyed by fire, Thursday morning. The paper will be published again in a week or two.

Three to six carloads of lumber and shingles are now leaving New Westminster daily for the east. This increase in the trade is gratifying.

The customs returns for Vancouver for April were: Duty collected \$25,680.20; other revenue, \$4,740.95; imports, free, \$92,307; do, dutiable, \$87,053. The exports amounted to \$17,505.

The customs' dues collected at Victoria for last month were \$61,409.72. For April, 1893, they were \$79,352.31, the decrease this year being, therefore, \$17,855.62. For April, 1892, the collections were \$97,614.80.

The sealing schooners Mountain Chief and Fishermid are in port. The former had a catch of 175 sealskins, and the latter 92. They report seals as being very plentiful off the west coast. They were advised to stop sealing on May 1, by letters from friends here, and came up to confer with Collector Milne.

The quarterly meeting of the directors of the Horticultural Society and Fruit Growers was adjourned from Mission City on Tuesday last, on account of delayed trains. At a meeting at the Leland on the same evening, at which there were present Mr. Earle, in the chair, and Messrs. Sharpe, Postill, Hutcherson, Page, Macgowan and others, it was decided to hold the next meeting on Friday, August 10, at the Experimental Farm, Agassiz.

The total coal shipments for April amounted to 63,720 tons. The New Vancouver Coal Company's shipments show an increase of 3,790 tons over March, whilst there is a decrease of 2,350 tons in the Wellington foreign shipments. Last month's shipments from the New V. C. Co. and Wellington amounted to 48,075 tons, this month's being 49,525, an increase of 1,450 tons. There is a difference of nearly 7,000 tons in the Union shipments, but that is probably due to the fact of some of February's shipments being run into the March report.

COMMERCIAL SUMMARY.

The loss of revenue by change of duty

- WHITE LEAD -

THE LEADING BRANDS IN THE DOMINION ARE
RUSSIAN PURE,
UNICORN PURE,
THISTLE,

CRESCENT STAR.



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THE CANADA PAINT COMPANY, LTD

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GENUINE ELEPHANT WHITE LEAD,

—The Best in Canada.—

Elephant Mixed Paints, Frism Mixed Paints.

Victoria Mixed Paints. Elephant Enamels,

Equal to any for decorating purposes.

Elephant Oil Wood Stains,
Guaranteed superior to any brand made.

Manhattan Buggy Paints.

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

BUY THEM ONLY—BECAUSE

First, We guarantee the quality every time. Second, they are always reliable.



on French wines will be \$28,183 on clarets and \$46,129 on champagnes.

Two-thirds of the cotton consumed by the world during the past sixty-seven years came from the United States.

One company in Australia kills daily 149 cattle and 867 sheep, others do a larger business. Mutton for the world could be supplied by Australia.

For some years Canadian customs officials have been obliged to collect a duty of 12½ per cent on foreign reprints of British copyright works for the benefit of the copyright holders, over and above the duty payable to the revenue of Canada. The colonial office has just been informed that after the expiration of the next session of parliament the collection of this royalty of 12½ per cent will cease. This action is taken in view of the changes which are expected in the Imperial copyright laws in so far as they apply to Canada.

A new grocery was opened last Saturday, the owner of which tried a novel ploy to draw trade, says the *Merchant's Review*. He ordered 250 decorated one pound tea canisters, at a total cost of \$25, and sent out a lot of postals announcing that every purchaser of goods on the opening day would receive one of the canisters gratis. The day before the opening, the grocer and his clerk discussed the outlook for the next day, the clerk saying that they would do well if the day's receipts reached \$75, but the proprietor said he would be satisfied if they amounted to \$50. The next evening, after the closing hour, the cash was counted and it was found to exceed \$400. Needless to say, the grocer was satisfied at the result of his experiment.

A Friend at Your

Elbow.—THE DRY GOODS REVIEW

The "Dry Goods Review" is the only journal in Canada published in the interests of the Dry Goods trade. It is full of hints on Buying and Selling, Window Dressing, Store Management, etc., etc.

It contains valuable suggestions on new goods, what's coming and what's going; enables you to avoid old stock, to attract trade and to hold it.

It deals with matters of greatest importance to you and your business.

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L. G. HENDERSON . . . BUSINESS MANAGER.

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VICTORIA, TUESDAY, MAY 8, 1891.

SLAVISH SUPPORTERS.

It has not been without reason that the almost slavish support given by the British Columbia members to the Ottawa Government has been commented upon by the Opposition press. The Eastern papers have time and again dwelt upon this peculiarity. It is not to be wondered at that, to a certain extent, the members from an isolated Province like ours should give the administration their first consideration, if such support be at all consistent with the principles of right and justice. Moreover, to look at the matter from the lowest point of consideration, it is not to the Opposition that one must look for the obtainment of the special objects that are at time required, and the courses of the leaders of the Opposition toward this and other distant Provinces, even when they happened to be in power, was not such as to warrant any very high expectations being founded upon their sense of justice, not to say liberality. We, however, must say that we are inclined to think that one and all of our members, with the exception of Senator McInnes,—whose reasons for his political course are well understood—have fully carried out the ideas expressed by the late Sir John Macdonald, when he said that he did not want his friends to specially support him when he was right; for on such occasions almost every one did so; but it was when he was in the wrong that he required endorsement.

Now, for what reasons we know not, it is hard if not impossible to recall a single vote against the Government which has been registered by the members for British Columbia. We may recall two instances of unreasonable servility—if not worse—on their part. Several weeks ago Hon. David Mills, at one time Minister of the Interior, and by no means an inefficient and unreasoning head of a Department, made a proposition that timber and Indian lands should be sold by public auction. This, he said, would prevent such cases as that of Mr. Rykert, who had bought a limit for \$316 and sold it within a few months for \$50,000. Now the Rykert scandal was a notorious one and stopped that gentleman and those who supported him as being the principal in and the aiders and abettors of a great national steal. To this motion Hon. Mr. Daly offered an amendment that the limits be sold by public competition, that is to say, we presume, by tender, thus preventing the rivalry of competitors from attaining its best results

in the public interests and, moreover, allowing the heads of the Department, to say which in their estimation was the most advantageous tender, and in fact defeat the objects of a public sale.

The public is well aware how the interests of the people have time and again been prejudiced by juggling with tenders. In all cases of the kind to which we refer there should not only be a public sale but an upset price, based not upon the opinions of interested parties or those who are likely to be influenced, but upon that of thoroughly posted individuals as to whose honesty and integrity there could not be the slightest question. On the vote on that question however, neither Mr. Earle nor Col. Prior were heard from. That ought to be borne in mind and remembered when the day of election comes, unless they are able to give satisfactory explanations. Mr. Haslam and Mr. Mara voted for Mr. Daly's amendment. We should like to know whether it is by public competition of the description we have mentioned that the Songhees Reserve is to be disposed of when the time comes for its alienation from the Indians. When that time does come, will, we may ask, a ring or combine arrange to shut out all competition and get the hands on their own terms which already are said to have been negotiated for?

Then Mr. Mulock moved—and we must admit that we do not generally take very much stock in him, "that in accordance with the resolutions adopted unanimously by the house in the sessions of 1891 and 1892, it is desirable that any witnesses called before the select standing committee on public accounts be examined under oath or affirmation touching any matter coming before it." As the terms of the resolution show this was no innovation, and the result of the departure made in 1891 and 1892 had been the discovery of a variety of discreditable and dishonest transactions in connection with the McGreevy and other contracts. Why the Government should desire to cover up matters of this kind and others which have not yet come to light seems hard to understand; but whatever it was the British Columbia members were equal to the situation and gave the Government their hearty support to an amendment offered by Sir C. H. Tupper, so as to render it possible, when there might be anything which it was desirable to hide, for majority vote of Government supporters to prevent a thorough investigation that would be safeguarded by the administration of oaths or affirmations administered to the witnesses who might be called. We wonder what the people of the Province think of their representatives who are so ready to give votes of the most questionable character in support of an administration which when the voice of British Columbia speaks on important local issues is so indisposed to hear?

"MONUMENTAL GALL."

The *Times* very properly speaks of the "monumental gall" displayed by the C.P.R. authorities in connection with their opposition to the action of the city of Victoria in endeavoring to safeguard itself by

quarantining and disinfecting Oriental passengers and their luggage when landed at this port from the Company's steamers. When smallpox visited this Province some months ago, it was brought here on the Canadian Pacific Railway Company's steamships and was allowed to pass through the hands of Medical Quarantine Officer Dr. Jones, who thus demonstrated his inability to discharge the duties which devolved upon him. Under circumstances like these the only thing for the local health authorities to do was to take the matter in their own hands and endeavor to meet the requirements of the situation. The action of the city was, the other day, for the first time, resisted by a motion for a writ of *habeas corpus* in the case of the detained Chinamen, who, however, were produced in court when the writ was returnable, having undergone the prescribed course of sanitation and disinfection. The interference of the C.P.R. comes with a very ill grace from a concern which has done so much to injure the prosperity of this Province, which has, moreover, nothing to thank them for, in so far as its accommodations are concerned. The company's obligations have been discharged with the very smallest amount of desire to supply a good service, but with the display of the largest inclination possible to exact the highest rates both for the freight and passenger accommodation provided.

In connection with their Oriental service, the C.P.R. have shown by their omissions as well as by their commissions their utter obliviousness to the interests of Victoria, and, if it were possible, should be compelled by law of some kind or other to respect their obligations tacit if not written. In connection with them, some of the British Columbia members—possibly those for Victoria—might some day take it into their heads to put a series of questions to the Government, for the C.P.R. Company should be compelled to prevent their vessels becoming plague carriers, while, as the *Times* puts it, "it would be a good thing if the Dominion Government would do its duty and see that its officers perform the task which is now unfairly thrown upon the city. There is a well equipped station and every facility at Williams Head specially designed for this sort of work, and the Government and the C.P.R. would show themselves more alive to the public interest if they saw to the proper use being made of them."

In the meantime, the Chinamen who were detained here have been discharged under *habeas corpus*, but not until their disinfection had been accomplished. Judge Walkem, in discharging the detained Chinamen, said that "there must be stronger evidence than that furnished to support such proceedings as those taken. There should, for instance, be some information as to the sanitary condition of the port from which the men came. However, this discharge of the men having been consented to, further discussion was needless. He had no doubt Dr. Duncan had acted in accordance with his ideas of his duty, but it would be well to point out that in future the language of the by-laws under which he acts should be strictly followed, so as to avoid trouble." Already a test suit for damages has been taken against the city on the part of one

of the detained Chinamen, aided and abetted, it is said, by the C.P.R., and before the matter is settled there may be an almost interminable amount of litigation, which might have been avoided had the C.P.R. and the quarantine authorities made it their business to see to it that not a case of infectious disease could possibly pass through their hands.

INDUSTRIAL GRIEVANCES.

Before the United States Congress, there is at present under consideration a measure designed to prevent the manufacture of clothing in unhealthy places. It is described by the trade papers as being too unreasonable in its provisions to be effective, although its objects are generally approved, except by the so-called manufacturers, who fatten on the sweating-system. In the Dominion, there is a good deal of slop clothing, as it is termed, disposed of; but it has yet to be learned that the unsanitary conditions obtain among the cheap workers which have been so strikingly demonstrated as obtaining in the congested centres of New York and their manufacturing towns. The object of the measure referred to is a good one, and we should be glad to see it made workable, not only in the interests of those who are compelled to work under the sweating system, but in that of the wearers of the articles, who cannot possibly have any conception of the germs of disease that they are carrying about with them. Moreover, the time is sure to come in this country when it will be for us to grapple with questions of this kind, and the experiences of our neighbours, we are sure, would be of advantage to us.

Another matter of interest to manufacturers and workers on the other side of the line is at present being agitated, and that is the continuance of the system of prison labor and of the competition of its products with those of free, honest and hard working people. In some States, the practice has, to a large extent, been done away with; but in Massachusetts, where the reformatories are equipped with every modern appliance, it has let these facilities for manufacturing, and leased its convicts out to contractors who have no rents or manufacturing expenses to pay, thus placing at a great disadvantage the regular manufacturers, who pay large taxes, while the contractor pays nothing to the State but the contract price for making goods. Several memorials on this subject have been prepared, which not only set forth the injury done to the manufacturers themselves, but to the honest, hard-working toilers. This is a great injustice to both legitimate capital and labor, and is a grievance that ought to be done away with, there being other work such as land reclamation and wild land development, at which these lawbreakers could be more economically and at the same time effectively put. In the Dominion penitentiary at Kingston, there are some vocations in which the work of the convicts interferes with that of the law-abiding artisan, and to the list has just been added that of binder-twine making, whose inception necessitated a considerable outlay for the plant required to carry on the manufacture. This kind of thing can in no way commend itself, particularly when it is

remembered that there are so many for whom it is impossible to procure employment.

In this Province, one of the chief difficulties experienced by settlers is that of clearing land. It is not profit upon the work of the convicts that should be the object sought by the authorities, but rather to give employment to idle men. Why not set some of the fat and well fed convicts to cutting down trees and getting out the rocks which are so plentiful on all hands? Then would it be possible to offer something worth while to the many people of small means who desire to go upon the land but are to a considerable extent prevented because of the difficulty of obtaining grants which they consider at all suitable. We have lots of land, provided it is made to make anything like a presentable appearance—and this can be done by the convicts, instead of permitting them to stand in the way of artisans and laborers in the centres in which they and their families reside.

SEALING MATTERS.

A uniform distinguishing flag has, it is announced, been agreed upon, which all licensed sealing vessels will hereafter be obliged to fly. The flag is to be four feet square—two equal pieces of yellow and black; joined upper right hand corner of flag to left hand lower of luff: part above, to left, black; and part below, to right, yellow. All licenses for British Columbia schooners will be signed by the collector of customs at Victoria, and a number will then be forwarded to the British minister at Tokio, Japan. But what about any vessels which may repudiate either British or United States authority and change their flag to that of some other nation? Will their course be construed into a *casus belli* against those countries to which the vessels have transferred their allegiance? If not, what are the two powers which have declared themselves to be mistresses not alone of Behring Sea, but of the high seas also, going to do about it? There may yet be developments of a specially interesting nature arising out of the assumptions which the findings of the Paris tribunal have emboldened the authorities of the United States and Great Britain to make. What will be the marine product which the high contracting parties may feel inclined to take under their wing next?

A question has not unnaturally arisen as to how much the American lessees of the seal islands will be prepared to pay towards the maintenance of the British vessels which are to co-operate with the United States patrol fleet. Is this matter one regarding which secret negotiations are now going on and upon whose determination will depend the number and strength of the vessels that will sail for the North to aid and assist the by no means inconsiderable fleet of American marine policemen? Surely the British authorities will not degrade the flag as they appear disposed to do, and get nothing in return.

COLD STORAGE.

The public will be glad to have been informed that Messrs. R. Dunsmuir & Co. have in contemplation the establishment in this city of cold storage facilities

sufficient, it is claimed, for the probable requirements of some time to come. That this commercial centre has had nothing of this kind has been a considerable drawback to her progress as well as to the agricultural and horticultural development of Vancouver Island, for which Victoria is the great centre of distribution. Moreover, it is expected that the Fraser River valley and other near by portions of the Mainland will be feeders to the contemplated institution, there being as yet no adequate provision of the kind for the immense resources of that wonderfully fertile section of country. Besides, the lack of cold storage has been especially experienced—in addition to that required for the supplies which are brought from California—for the perishable articles which arrive by the Australasian steamships from the Fiji Islands, Honolulu, and the different provinces of the continent of Australia. In the past the excuse for carrying the Australian liners' cargoes to the Mainland has been that they could not be handled here with advantage. This objection, we have every hope, will soon be removed and with this advantage Victoria cannot fail to maintain her position as one of the great centres—if not the most important one—for the distribution of perishable products.

Then in addition to the objects named Victoria ought to be more than she is at present, a specially important factor in the freezing, packing, and exportation of the fish foods of this coast, whose extent and variety are possibly unsurpassed in any part of the world. And this industry is one of the great ones which has not been turned to the very best advantage. The immense resources of our ocean and inland waters have long been well recognized; but, except for the salmon canning industry which has been worked almost to its limit, for the time being the other fish foods have comparatively speaking been allowed to go to waste. There would appear, according to the experiences of other places of shipment, to be large and increasing markets for fresh, dried and canned fish, and why we should not have our share of the business we fail to see. We observe that it is announced as the intention of the gentlemen connected with the proposed cold storage establishment to carry on deep sea fishing on an extensive scale, which cannot fail to be a department of considerable value in connection with this enterprise.

The plans for carrying on the cold storage concern are—as announced by the Messrs. Dunsmuir, this department of whose business will be managed by Mr. Henry Croft—to connect the large stone warehouse adjoining the Janion Hotel into cold storage compartments, the refrigerating plant for which has already been ordered. The warehouse is most conveniently situated for the purposes of the business, being close to the wharves and the railway depot, and when men of enterprise, balanced by conservative ideas, like the Messrs. Dunsmuir, undertake a work of this kind, success may be fully anticipated, for they are accustomed to be governed by the good old maxim of "Look before you leap." We congratulate the promoters of the enterprise upon the departure they are making, and, at the same time would felicitate the farmers and fruit growers of the Island and Mainland sections which will be served, upon the market that it will open up to them for articles which they may readily and profitably raise upon a much larger scale than they do at present. Agricultural development, moreover, means more business to be done at the commercial centres.

THE BRITISH COLUMBIA SUGAR REFINING COMPANY, L'D. VANCOUVER.

Manufacturers of

Refined Sugars and Syrups

Of the highest quality.

PRICE LIST.

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

SUGARS—Powdered, Icing and Bar, in bbls.....	5 $\frac{1}{2}$ c per lb.
Paris Lumps, in bbls. or 100-lb. bags.....	5 $\frac{1}{2}$ c "
Granulated ".....	4c "
Yellows according to quality ".....	3 $\frac{1}{2}$ c to 4 $\frac{1}{2}$ c "
100-lb. kegs, 1c more; Half-bbls., 1c more; boxes, 1c more.	
SYRUPS—30-gal. bbls....	2 $\frac{1}{2}$ c per lb.
10-gal. kegs.....	2 $\frac{1}{2}$ c "
5-gal. kegs.....	\$2.00 each.
1-gal. tins.....	\$1.25 per case of 10.
$\frac{1}{2}$ -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.

NO CHINESE EMPLOYED.

NOTE—When you ask for B. C. sugars, see that you get them. We guarantee their absolute purity, and their superiority to any others in the market. Compare and decide for yourselves.

TEA AS A LEADER.

There is no one commodity carried in stock by the retail grocer which is at once so profitable and given so little attention as tea. With the exceptional advantages of making purchases from first hands afforded Pacific Northwest dealers, tea would be a more appropriate leader than profitless sugar, and the merchant who has acquired a good tea trade can count upon profits where his less sagacious neighbor, who sells "twenty pounds of granulated sugar for \$1," must place his balances on the other side of the ledger. It is worthy of a persistent effort, and the following suggestion, made by an old retailer, as printed in the *Canadian Grocer*, will prove of assistance:

Exercise individuality. Decide carefully the direction it shall take then make it a hobby and a paying one.

If your locality is a good residential one, put up a first-class tea at a suitable price, give it an appropriate name and a prominent place in your shop. Be sure you are right in quality and price, then go ahead.

Sample your customers occasionally, whose tea trade is falling off, and prospective customers judiciously. In fact, be a grocer and tea dealer.

Locality, of course, should decide the grade of teas for you to push and the methods employed to do so, but still, once these points are carefully considered,

individuality in the systematic development of the trade will win you the attention and attraction of the public.

AN OLD GROCER'S WORDS.

"Yes, John," said our old grocer friend to his junior clerk, "I'll admit that you are right. Our trade papers *do* contain lots of stereotyped stuff about keeping the store clean, and all that, and to some of us it may appear silly. But, my boy, we must remember that this advice is written and published to impress the importance of cleanliness upon the minds of *dirty, slothful, negligent* business men—and there is a *host* of them, John, a *host* of them. It is good advice for the *young* business man, too—the man who is just making his entrance into the field of trade. The same Robinson Crusoe that I read when I was a boy, is now being read by my children. It is exactly the same in all business matters; sooner or later, certain business lessons must be learned, and it is essential that the teachers of commercial precepts shall present these lessons over and over again, so that every merchant may, if he so desires, become well taught in commercial matters.

"Another thing, John. If we would all of us just take time and pains to read this trade journal advice, I am sure that it wouldn't hurt us a bit. We would be very apt to find some good, practical idea that would be new and useful to the best of us."

RAILWAY RUMBLES.

Seventy-one railroads went into receivers' hands the past year.

The most improved airbrakes now placed on locomotives are capable of controlling a train of 100 cars.

Oregon has the youngest railroad conductor in the world, John C. Barnum, aged 13, on the Rogue River Valley, a branch of the Southern Pacific.

The Pullman cars which were exhibited at the World's fair will be stored at Pullman, Ills., in a special building for exhibition. It is intended to put them in service only on special occasions.

FIN, FEATHER AND FUR.

Some insects while in the larvæ state never sleep, but eat incessantly.

Bats fly easily, but their movements on the ground are labored and clumsy.

The hare is particularly shy in March, notwithstanding the old saying, "mad as a March hare."

The osteologist of the Smithsonian Institution says that it is a fact that pythons and several species of boas have real legs and feet.

The pigeons of St. Mark's, Venice, can tell a foreigner from a native. If one of the tourists appears, they flock about him to be fed, according to guidebook; if a Venetian, they keep away.

Long legged birds have short tails. A bird's tail serves as a rudder during the act of flight. When birds are provided with long legs, these are stretched directly behind when the bird is flying, and so act as a rudder.

The Florida tarpon, the Pacific coast salmon and the Canadian black bass are about the gamiest and strongest pulling fish inviting the hook. The muskellunge of the St. Lawrence is a splendid fish, but not any too common nowadays.

THE ROAD TO SUCCESS.

Be generous. Meanness makes enemies and breeds distrust.

Be polite. Every smile, every genteel bow is money in your pocket.

Be independent. Do not lean on others to do your thinking or to conquer your difficulties.

Trust to nothing but God and hard work. Inscribe on your banner, "Luck is a fool; pluck is a hero."

Spend less than you earn. Do not run in debt. Watch the little leaks, and you can live on your salary.

Make all the money you can honestly, do all the good you can with it while you live, and be your own executor.

Be punctual. Keep your appointments. Be there a minute before time if you have to lose your dinner to do it.

Be conscientious in the discharge of every duty. Do your work thoroughly. No boy can rise who slights his work.

Work. The world is not going to pay you for loafing. Ninety per cent of what men call genius is only talent for hard work.

Enter into that business or trade which you like best and for which nature seems to have fitted you, providing it is honorable.

Be honest. Dishonesty seldom makes one rich, and when it does, riches is a curse. There is no such thing as dishonest success.

Don't try to begin at the top. Begin at the bottom, and you will have a chance to rise, and will be surer of reaching the top some time.—Evangel.

THE JAMES ROBERTSON COMPANY, LIMITED,

TORONTO.

 **Manufacturers of**

 **Grinders of**

**BARBIT METAL
BARBED WIRE
LEAD TRAPS
LEAD SHOT
SAWS
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**COLORS IN OIL
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Sanitary specialties, Water Closets, Iron Pipe and Fittings.

Write for Prices and Catalogues.

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BURRARD INLET RED CEDAR LUMBER COMPANY,

VICTORIA, - - - - BRITISH COLUMBIA.

MANUFACTURERS OF

**British Columbia Red Cedar Shingles,
British Columbia Red Cedar Lumber**

—OUR SPECIALTY:—

➤ BEVEL CEDAR SIDING. ⚡

This Company have special machinery for the manufacture of cedar lumber and shingles, and dealers will do well to call at their office and get prices. Their shingles will lay more roof to the M than any other shingles made, the jacks being tight and no vacant spaces in bundles

Mills at Port Moody, B. C.

Office: 30 Broad Street, Victoria, B. C.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports April 28, as follows: "During the week their have been the following arrivals: From the Coast collieries 15,575 tons, from foreign sources 8,226 tons. Everything is unchanged in this line, business generally

is very quiet, and quotations are the same as last week. The little stormy weather we had the past few days has increased domestic consumption somewhat but the demand for steam coals is diminishing, as our large factories are, most of them, running on half time. Coal freights from Great Britain and Australia are not being as freely offered this month as last,

and the tendency is upward. If grain freight is the meter to gauge coal freight, the coming season, as it has always been in the past, each working in an inverse ratio, in that case we may certainly look for a strengthening of coal rates, as the outlook for grain charters all this year is particularly discouraging. The Australian list is swelling, and now makes a formidable showing, still there are some vessels listed that will not arrive here this year. The tonnage engaged from British ports for coal is much less than usual at this season. Recent trials made by the Department as to the utility of fuel mined in Washington for Navy purposes have proved successful. This will cut into British Columbian sales. An auction sale of a cargo of coal takes place next week; this is a new feature in the fuel line."

The Ottawa Free Press regards phosphate prospects as good, though the Carolina article runs ours a hard race.

The classification of trunks carrying travellers samples, will be considered by Toronto Board of Trade early in June.

A despatch from Toronto says that a considerable amount of paper came due at the local banks on the 3th, and that so far as could be learned the payments were rather less than those for the same time a year ago.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Routenbeck.....	930	Russell.....	October 9.....	Victoria.....	Liverpool.....	38,800	\$201,875	March 25.....
Ger ship.	Sirene.....	1437	Sauermelech.....	October 19.....	Victoria.....	London.....	56,558	282,790	April 4.....
Br ss.	Grandholm.....	871	Masson.....	October 19.....	Victoria.....	Liverpool.....	31,707	153,535	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	175,865	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	Keo.....	December 22.....	Victoria.....	Liverpool.....	A..... 50,318	249,523	.....
Br bark.	Harold.....	1307	King.....	January 18.....	New Westm'r.	Liverpool.....	61,001	321,511	.....
Br bark.	Primera.....	597	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	7,811	March 21	owners ac
Br bark.	Mark Curry.....	1256	Liswell.....	Jan. 4.....	Vancouver.....	Plymouth.....	923,058	9,882	May 20	52s 6d
Nor bark.	Fritzoe.....	1078	Holfsen.....	Jan. 10.....	Vancouver.....	Callao.....	879,260	8,031	March 3.....	36s 3d
Am bark.	Colorado.....	1636	Gibson.....	Jan. 19.....	Cowichan.....	Valparaiso f.o.	832,657	7,077	April 27.....	37s 6d
Br bark.	Highlands.....	1236	Owen.....	Jan. 26.....	Vancouver.....	Montreal.....	896,663	15,537	June 23.....	Private.....
Chil. bark.	India.....	953	Funko.....	Jan. 14.....	Moodyville.....	Valparaiso.....	798,782	7,169	March 30.....	owners ac
Br bktn.	Bittern.....	339	Stronach.....	Jan. 20.....	Vancouver.....	Fremantle, Au	302,950	4,201	May 10.....	owners ac
Ger ship.	Katharine.....	1670	Spille.....	Feb. 7.....	Moodyville.....	Iquiqui.....	1,328,879	11,038	May 6.....	35s
Br ship.	County of Yarmouth.....	2151	Swanson.....	March 23.....	Vancouver.....	Cork.....	1,628,530	17,500	July 27.....	50s
Chil. ship.	Hindustan.....	1342	Welsh.....	March 6.....	Moodyville.....	Valparaiso.....	1,196,826	10,242	July 14.....	owners ac
Am bark.	Seminole.....	1439	Weeden.....	March 19.....	Moodyville.....	Santa Rosalia.....	1,040,913	7,966	April.....	Private.....
Am ship.	Ivy.....	1181	Lovell.....	April 22.....	Vancouver.....	Wilmington.....	791,914	10,497	Aug. 28.....	Private.....
Br bark.	Assel.....	795	Gilmour.....	March 6.....	Moodyville.....	Antofagasta.....	631,165	6,577	June 23.....	35s
Br ship.	Natuna.....	1106	Grahm.....	April 20.....	Vancouver.....	Port Pirie.....	961,868	7,718	Sept. 22.....	42s 6d
Am bark.	Harry Morso.....	1313	Hughes.....	April 19.....	Moodyville.....	Shanghai.....	928,219	8,900	July 18.....	45s
Haw. bark.	John Ent.....	2000	Schnauer.....	June 2.....	Cowichan.....	Port Pirie.....	2,580,797	19,500	Aug. 7.....	46s
Br bark.	Blairhoyle.....	1291	Gray.....	June 1.....	Vancouver.....	Sydney.....	913,685	7,804	Aug. 16.....	31s 3d
Br bark.	Mary Low.....	813	Robertson.....	May 24.....	Vancouver.....	Pisagua.....	663,000	5,296	Aug. 26.....	45s
Nor bark.	Sigurd.....	1530	Anse.....	May 21.....	Vancouver.....	Port Pirie.....	1,426,000	10,683	Aug. 31.....	40s
Chil. ship.	Atacama.....	1233	Caballero.....	May 13.....	Moodyville.....	Valparaiso.....	967,361	7,762	Aug. 19.....	owners ac
Br bark.	Wythop.....	1248	Edwards.....	May 26.....	Vancouver.....	Sydney.....	1,019,607	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	Henne.....	June 7.....	Vancouver.....	Holland.....	577,537	4,908	Oct. 4.....	55s
Br bark.	Doehra.....	966	McJarrow.....	June 26.....	Vancouver.....	Adelaide.....	740,224	5,920	Sept. 16.....	35s 9d
Br ship.	Kinkora.....	1791	Lawton.....	July 29.....	Vancouver.....	Callao.....	1,436,128	12,465	Oct. 29.....	30s
Am schr.	Carrier Dove.....	672	Brandt.....	Aug. 7.....	Cowichan.....	Adelaide.....	886,989	7,982	Oct. 14.....	35s
Am bark.	Seminole.....	1439	Weeden.....	Aug. 1.....	Moodyville.....	Santa Rosalia.....	1,045,008	7,896	Aug.....	Private.....
Am schr.	Puritan.....	581	Warner.....	Aug. 4.....	Moodyville.....	Tientsin.....	725,954	8,625	Sept.....	55s
Am bark.	Sonoma.....	918	Anderson.....	Aug. 16.....	Vancouver.....	Iquiqui.....	811,183	9,289	Nov. 26.....	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.....	924,554	10,300	Jan. 20.....	52s 6d
Nor bark.	Fortuna.....	1332	Milkeisen.....	Aug. 23.....	Vancouver.....	Port Pirie.....	1,286,192	10,288	Nov. 17.....	36s 3d
Br bark.	Gainsborough.....	985	McPhail.....	Sept. 7.....	Moodyville.....	Valparaiso f.o.	702,153	5,524	Dec.....	33s 9d
Chil. bark.	India.....	953	Funko.....	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.....	642	LeBallister.....	Sept. 28.....	Westminster.....	Sydney.....	688,652	6,619	Nov. 18.....	28s
Am schr.	Lyman D. Foster.....	725	Dreyer.....	Oct. 14.....	Cowichan.....	Sydney.....	871,305	7,614	Jan.....	27s
Am bark.	Hesper.....	661	Underwood.....	Oct. 12.....	Vancouver.....	Adelaide.....	779,388	5,886	arrived.....	37s
Am schr.	Wm. Bowden.....	728	Fjerem.....	Oct. 18.....	Victoria.....	Adelaide.....	861,692	6,031	arrived.....	37s 6d
Br bark.	Elizabeth Graham.....	538	Anderson.....	Oct. 24.....	Moodyville.....	Melbourne.....	521,681	3,969	Jan. 6.....	Private.....
Am brig.	Geneva.....	471	Nelson.....	Oct. 15.....	Vancouver.....	Sydney.....	511,228	4,157	Dec. 19.....	27s 6d
Am ship.	Aida.....	507	Anderson.....	Oct. 14.....	Moodyville.....	Shanghai.....	657,974	6,060	Dec. 14.....	40s
Am bktn.	Robert Sudden.....	585	Ulberg.....	Oct. 25.....	Vancouver.....	Port Pirie.....	714,908	4,640	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. 8.....	Vancouver.....	Iquiqui.....	863,445	8,601	Jan. 28.....	40s
Am schr.	John D. Tallant.....	533	Henderson.....	Nov. 19.....	Victoria.....	Sydney.....	705,802	5,992	Jan. 21.....	28s
Nor ship.	Germanic.....	1289	Sunde.....	Dec. 29.....	Vancouver.....	Cork, U.K. f.o.	910,483	9,973	.....	60s
Am schr.	Reporter.....	333	MacKie.....	Nov. 24.....	Vancouver.....	Nagaaski.....	A..... 366,294	10,000	Feb. 12.....	Private.....
Am bark.	Snow & Burgess.....	1573	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.	1,021,621	13,135	.....	55s
Am bark.	Colorado.....	1360	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.....	1536	Peterson.....	Jan. 20.....	Vancouver.....	Greenock.....	1,072,820	10,720	.....	60s
Nor ship.	Beaconsfield.....	1450	Bastiansen.....	Feb. 5.....	Vancouver.....	Cork, U.K. f.o.	1,055,411	13,491	.....	Private.....
Am schr.	Pioneer.....	387	Hughes.....	Feb. 28.....	Victoria.....	Santa Rosalia.....	A..... 57,711	461	.....	Private.....
Am schr.	Aida.....	507	Anderson.....	March 25.....	Moodyville.....	Shanghai.....	686,562	6,562	.....	40s
Chil. bark.	India.....	953	Funko.....	April.....	Moodyville.....	Valparaiso.....	.....	.....	.....	owners ac
Br bark.	Thermopylae.....	915	Winchester.....	May 2.....	New Westm'r.	Shanghai.....	.....	.....	.....	owners ac
Chil. ship.	Hindustan.....	1342	Welsh.....	.....	Moodyville.....	Valparaiso.....	.....	.....	.....	owners ac
Br ship.	Astoria.....	1335	Dagwell.....	.....	Vancouver.....	Queenstown fo	.....	.....	.....	owners ac
Ger bark.	Gutenberg.....	627	Zeplien.....	.....	Moodyville.....	Valparaiso f.o.	.....	.....	.....	42s 6d
Am bktn.	Modoc.....	432	Hosch.....	.....	Victoria.....	Santa Rosalia.....	.....	.....	.....	Private.....
Am bktn.	Katie Flickinger.....	449	McLae.....	May 5.....	Vancouver.....	Santa Rosalia.....	B..... 399,148	3,259	.....	Private.....
Br ship.	East Croft.....	1312	Rammer.....	.....	Moodyville.....	Valparaiso f.o.	.....	.....	.....	40s
Br ship.	Benmore.....	1160	Scott.....	.....	Victoria.....	Adelaide.....	.....	.....	.....	40s
Br scnr.	Grace Harwar.....	1750	Hunt.....	.....	Vancouver.....	Queenstown fo	.....	.....	.....	62s 6d
Br bktn.	Nantippe.....	907	Falconer.....	.....	Vancouver.....	Queenstown fo	.....	.....	.....	Private.....
Am bktn.	Chehalis.....	653	Watts.....	.....	Vancouver.....	Adelaide.....	.....	.....	.....	40s
Br ship.	Largo Law.....	1597	Perncaux.....	.....	Moodyville.....	Valparaiso f.o.	.....	.....	.....	37s 9d

A—Also 63,043 lineal feet of props valued at \$1,020. B—Also 20 cords of slabs and 100 poles.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Borrowdale	1197	Bolderston	Dec. 22	Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	137
Br ship	Ballachullish	1806	Gowder	March 19	Paseoerun	Vancouver	B. C. Sugar Refinery Co.	50
Br bark	Northernhay	1221	Miller	Dec 5	Cardiff	Esquimalt	Naval Storekeeper	154
Br ship	Astracana	1572	Jones	Dec. 21	London	Vancouver	Evans, Coleman & Evans	138
Br ship	Eaton Hall	1779	Lourison	April 2	London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	36
Br ship	Lismore	1598	Ferguson	March 17	London	Victoria & Van	Turner, Beaton & Co.	52
Chil. ship	Atacama	1235	Caballero	Jan. 13	Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	115
Br ship	Clan Robertson	1625	Lane		Hilogo	Royal Roads		
Br ship	City of Glasgow	1168	Tannock	March 5	Cardiff	Esquimalt	Naval Storekeeper	64
Br ss	Warrimoo	1897	Perry	April 18	Sydney	Victoria & Van	C. A. S. Co.	20
Nic bark	Don Carlos	694	Tobey		San Francisco	Vancouver	Hastings Mill	
Br ss	Empress of India	3003	Marshall	May 2	Hong Kong	Victoria & Van	C. P. S. Co.	6
Am ship	Guardian	1073	Marden		Iquiqui	Victoria	Robt. Ward & Co., Ltd.	
Br bark	Ladstock	816	Williams		Liverpool	Victoria		
Br bark	Corryvreckan	1299	Abbott	April 26	Cardiff	Esquimalt	Naval Storekeeper	12
Ger bark	Senta	1037				Westminster	A. B. C. Co.	
Br bark	Gainsborough	955	McPhail		San Francisco	Moodyville	Moodyville Saw Mill Co.	

O—Spoken Sept. 13 lat. 13° N., long. 26° W. C—Dec. 14 put into Fairmouth 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 Dun-
 geness; April 8 passed Brixham. L—Dec. 26 arrived at Holyhead. Jan. 3rd sailed. Spoken Feb. 9 lat. 4° S., long. 30° W. F—Jan. 15 returned
 to Valparaiso with spars damaged. To load a return cargo of lumber. J—Passed Deal March 18; Dungeness March 21; Frawle Point
 March 22. A—Spoken March 20 lat. 19° N., long. 9° W. E—Via Suva and Honolulu April 20. D—Chartered to load lumber for Noumea,
 New Caledonia at 40s. N—Via Yokohama May 11. M—Chartered to load mining props at Vesuvius Bay for Santa Rosalia, private. B—
 Chartered for salmon to U. K. at 36s 3d, by Robert Ward & Co., Ltd. O—Chartered for salmon to U. K. at 36s 3d., September loading.
 G—Chartered for lumber to Melbourne at 37s 6d.

FREIGHTS.

Freights are steady at previous rates, and grain chartering is at a standstill for the present. The demand for lumber tonnage continues, but freights do not improve in proportion.

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, 63s 9d; Shanghai, 40s to 42s 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 7, 1891.)

VICTORIA.

Am. bark Wrestler, 447 tons, went ashore during a gale.

Br. ship Benmore, 1,460 tons, Capt. Scott, arrived April 17 from Liverpool with general cargo, R. P. Rithet & Co., Ltd., consignees. Chartered to load lumber for Adelaide by Robert Ward & Co., Ltd.

Br. bark Archer, 765 tons, derelict. Advertised for auction May 10.

Br. ship Corolla, 1,264 tons, Capt. Frazer, arrived April 28, from Yokohama for orders.

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

Br. ss. Wellington, 1,267 tons, Capt. Salmond, cleaning at Esquimalt Marine Slip.

COWICHAN.

Am. bktne. Modoc, 452 tons, Capt. Bosch, loading mining props at Mill Bay, for Santa Rosalia. Robt. Ward & Co., Ltd., consignees.

VANCOUVER.

Chil. ship Hindostan, 1,542 tons, Capt. Welsh, arrived March 30 from Valparaiso, loading a return cargo of lumber at Moodyville on owners' account.

Ger. bark Gutenberg, 627 tons, Capt. Zepelin, arrived Feb. 28, from Glasgow, loading lumber at Moodyville for Valparaiso, f.o. at 42s 6d.

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. bktne Xantippe, 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. bktne 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.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
 Am. bark Rufus E. Wood, 1,406 tons, Capt. Farnham.

WELLINGTON SHIPPING.

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

Am. bark Matilda, 819 tons, Capt. Svenson.

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

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	6	6,157
Vancouver	9	12,721
Nanaimo	4	5,883
Cowichan	1	452
Total	20	25,213
Previous week	19	21,713
Correspond'g week last year	27	38,638
1892	26	31,181

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

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