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Reserve Fund..... (£200,000) \$1,000,000

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- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

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- Standard Packing Co., Skeena River, Neptune Brand.
- Skeena Packing Co., Skeena River, "Diamond C" Brand.
- Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

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Columbia Flouring Mill Co. of Enderby.

Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

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Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.
Cash security given if required, and satisfaction guaranteed.

P. O. Box 507. Cable: Soule.

Vancouver

British Columbia

INLAND REVENUE AND CUSTOMS.

(OFFICIAL REPORT.)

INLAND REVENUE RETURNS

Victoria Division—Comprising all of Vancouver Island:

The Inland Revenue returns, for the month of March, at the port of Victoria, were as follows:

RECEIPTS FOR MARCH.

Spirits.....	\$ 7,171 33
Malt.....	1,107 00
Tobacco.....	2,510 50
Cigars.....	931 50
Petroleum inspection.....	149 80
Total.....	\$11,870 13

WAREHOUSED, EX-WAREHOUSED.

Spirits....	4,536.57	p. gals	4,922.84	p. g
Malt.....	18,961	lbs	48,961	lbs
Tobacco..	10,042	lbs	10,042	lbs
Raw leaf tob.	692	lbs	692	lbs
Cigars....	26,800		43,000	
Balances remaining in warehouse:				
Spirits.....			6,964.21	P. gals
Tobacco.....			1,210	lbs
Cigars.....			125,600	

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

INLAND REVENUE RETURNS

For the month of March, 1892:

The statement of Inland Revenue returns at the port of Vancouver for March, shows the following:

WAREHOUSED.

Spirits.....	156	pf gals
Malt.....	61,289	lbs
Tobacco.....	6,982	lbs
Raw Leaf Tobacco.....	524	"

EX-WAREHOUSED.

Spirits.....	2,564.88	pf gals
Malt.....	38,505	lbs
Tobacco.....	10,002	lbs
Raw Leaf Tobacco.....	524	"

BALANCE IN HAND.

Spirits.....	10,312.87	pf gals
Malt.....	22,793	lbs
Tobacco.....	1,552	"

COLLECTIONS.

Spirits.....	\$ 3,847 38
Malt.....	853 40
Tobacco.....	2,500 62
Cigars.....	531 45
*License.....	25 00
Petroleum inspection.....	172 50
Total.....	\$7,933 35

*License granted to B. L. Wood, North Arm, Fraser River.

NEW WESTMINSTER.

Imports and exports for month of March, 1892:

IMPORTS FOR THE MONTH.

Dutiable.....	\$17,356 00
Free.....	4,826 00
Total imports.....	\$22,182 00
Duty collected.....	\$ 6,774 13
Other revenues.....	122 70
Total collections.....	6,896 83

EXPORTS FOR THE MONTH.

The mine.....	\$ 827 00
The fisheries.....	458 00
The forest.....	2 00
Animals and produce.....	8 00
Agriculture produce.....	38 00
Manufactures.....	690 00
Total exports.....	\$ 2,024 00

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending April 9:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
3.	Mogul, str., Port Townsend.	28
5.	J. B. Brown, ship, Wilmington, Cal.	2,390
6.	City of Puebla, str., San Francisco	911
9.	Carrollton, bark, San Francisco..	2,390
Total.....		5,709

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, April 12.

VICTORIA.

Spring trade is opening up fairly well, but is not what it should be at this season of the year. The first shipment of this season's sealskins, consisting of 16 bundles, was sent to London, Eng., last week, via San Francisco.

Trade settlements on the 11th of April are reported by the banks as very satisfactory. The bills due that day were heavy and of considerable number. A few renewals were asked, the amount of which was small.

The collections from country merchants are reported only fair, and not up to the expectations of the local jobbers.

DRY GOODS.

The spring stocks of dry goods are mostly in warehouse, and travelers are all out on the road. Trade is opening up for the spring, but is not what it ought to be, owing to the present unsettled state of the weather, and the consequent backward season, which exerts a considerable influence in this line. Collections were not very good for the 4th April from country dealers.

FLOUR AND FEED.

A slight drop in quotations of Oregon flour is advised this week, in sympathy with the market values at Portland. Snowflake has been put down by local jobbers 25c, being now quoted at \$6 per barrel, and Royal having declined 15c is quoted at \$5.85. The National Mills are now turning out rolled oats of the very best quality. They are giving good satisfaction, and are meeting with increased demand. Flour in Portland is reported easy at last quotation.

The Columbia Flouring Mills quote: For Enderby flour in carload lots, Premier, \$5.50; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations to the trade are:

Delta, Victoria mills.....	\$5 50 @ 0 00
Lion, ".....	5 50 @ 0 00
Premier, Enderby mills.....	5 85 @ 0 00
XXX, ".....	5 55 @ 0 00
XX, ".....	5 25 @ 5 50
Superfine, ".....	4 25 @ 4 50
Ogilvie's Hungarian.....	6 00 @ 0 00
" Strong Bakers.....	5 60 @ 0 00
H. B. C. Fort Garry Hungarian.....	6 00 @ 0 00
Benton County, Oregon.....	6 00 @ 0 00
Snowflake.....	6 00 @ 0 00
Portland Roller.....	6 10 @ 0 00
Royal.....	5 85 @ 0 00
Oregon Superfine.....	4 25 @ 0 00
Wheat, per ton.....	\$10 00 @ 45 00
Oats.....	30 00 @ 00 00
Oil cake meal.....	32 50 @ 35 00
Chop feed.....	30 00 @ 00 00
Shorts.....	28 00 @ 30 00
Bran.....	26 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 25 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	30 00 @ 0 00
California oatmeal.....	4 35 @ 0 00
California rolled oats.....	3 90 @ 4 00
Corameal.....	2 75 @ 3 00
Cracked corn.....	45 00 @ 50 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 25 @ 0 00

GROCERIES AND PROVISIONS.

The receipts of California butter from San Francisco by steamer Walla Walla on

Thursday consisted of 31½ cases and 15 firkins for Victoria and 27 cases, 15 half-cans, 34 tubs and 50 pails for Vancouver. The receipts of the previous week consisted of 71 cases. Prices of California roll are slightly weaker, and a decline of 1c from last week is advised. The values of Eastern remain unchanged.

Quotations are: California fancy roll 25½c@26c per lb; Eastern creamery, 28½c per lb. for large and 20½c for small; Manitoba creamery, 30c; dairy, 18c; Eastern Towns' 28, first quality, 26c. Cheese is quoted at 14c.

Sugar quotations by jobbers are as follows: Granulated, 5½c; extra C, 5½c; yellow, 4½c; golden C, 4½c.

There are no changes yet to note in the price of meats. Quotations are: Hams, 1½c per lb.; breakfast bacon, 14c; backs, 13c; short roll, 11½c; long clear, 11c; pure kettle lard, 50 lbs, 13c; pure steam do., 12c; lard compound, 10½@11½c; lard tins, 12½@13½c.

An advance is advised in the Rose brand of hams and breakfast bacon of ½c and of ¼c for backs. Grant's meats, which enjoy the highest reputation in Canada, are quoted by Cowan & Wilson: Hams, 14½c; breakfast bacon, 15c; backs, 14c; and short roll, 12½c.

Japanese papers note that the Government has issued an edict to the effect that garden teas shall not be exhibited for sale this year before May 1. Samples have frequently been shown about the middle of April.

Cowan & Wilson are receiving regular shipments of fresh Havana cigars direct from Cuba. These are of the finest quality and are appreciated by the trade as is evidenced by the liberal sales that have been made of the same brands.

Falconer's Victoria Vinegar Works' goods are now carried by the leading wholesale grocers, comprising pure malt vinegar, tomato catsup, Worcestershire sauce, mushroom catsup, apple and quince cider, lemon and vanilla extracts and fruit syrups—of home manufacture.

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$77 50
China rice ".....	70 00
Rice flour ".....	70 00
Chit rice ".....	25 00
Rice Meal ".....	17 50

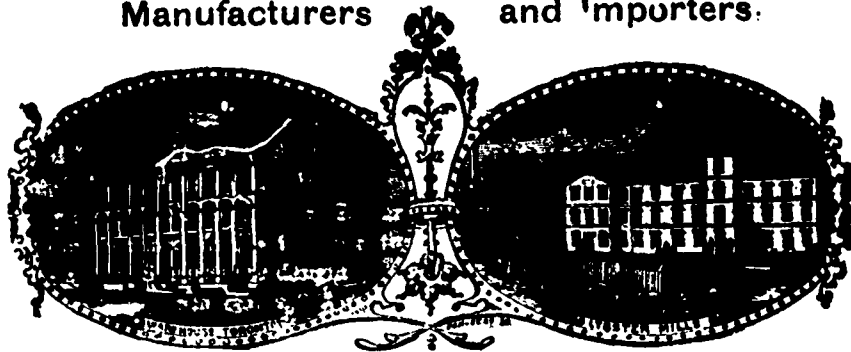
FRUITS AND VEGETABLES.

The arrivals of California fruit and vegetables on Thursday, 7th inst., from San Francisco by steamship Walla Walla for Victoria consisted of 216 cases oranges, 12 cases lemons, 54 cases asparagus, 13 cases peas, 14 crates bananas, 12 cases rhubarb, 36 crates cabbage, 1 case celery, and 2 cases berries; total, 360 cases. For Vancouver—33 cases oranges, 37 cases lemons, 39 crates cabbages, 16 cases asparagus, 17 cases rhubarb, 3 cases celery, 3 cases cauliflower, and 1 case beans; total, 149 cases. Grand total, 509 cases. The arrivals by the previous steamer were 615 cases. The San Francisco market is reported as well stocked with oranges and apples. A good demand is reported for choice navel oranges, but the market generally is weak. Private advices state that the best part of the orange crop was frozen and that good oranges are very

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

hard to get. First quality that are in the market command a high price. Honey, 21c in 1 lb. frames. Quotations are:—Oranges—Riverside seedlings, \$2.50 to \$3.25; navel, \$4.50 to \$5; Los Angeles, \$2 to \$2.50; California lemons, \$3.75 to \$4.75; Sicily lemons, \$7; bananas, \$3 to \$4; silverskin onions, 2c per lb.; cabbage, 2½c per lb.; asparagus, 10c per lb.; Oregon yellow danver, 1½c; apples, \$1.02½ to \$2 per box; potatoes, \$15 to \$20 per ton. Rhubarb, 5c.

SALMON.

The Alaska packers' combination is said to be shipping 350,000 cases of last year's salmon pack to New York city where it will be stored. It is simply a transfer of the balance of last year's stock from San Francisco to New York, where they claim it can be stored at a much cheaper rate than in San Francisco. This move will relieve the market on the coast.

According to the agreement entered into between the canners fixing the pack for 1892, a fine of \$2 a case for all over the agreed number will be imposed. It is said that this fine is also embodied in the Alaska canners' agreement, and gives a firm tone to the market by limiting the output.

LUMBER.

The Thermopylae, now at Victoria, is reported under charter to the Hastings Mill Company on private terms for Japanese ports. Some of the vessels recently reported as chartered are now on the way up the coast to loading ports. The Argyle-shire has gone to Port Townsend for orders. The Moodyville Mills are all ready to start up as soon as tonnage now on the way arrives. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

DRUGS AND CHEMICALS.

Business is fair, and an improvement in collections is reported. The drug market continues to show a firm tone and there are no important changes in value to note. The stocks of Canada balsam, being small, are firmly held. Cascara sagrada bark is in better demand, with an upward tendency. Cube berries are said to be higher

abroad. Juniper berries are slightly higher. The demand for ergot is light, and some holders now accept lower figures. Gum shellac is declining. Insect powder is in good demand and prices are firm. Senna leaves are firm, with a prospect of higher figures. Lime juice is in good demand. Anise oil is quoted higher from China. Bergamot has advanced in price. The demand for eucalyptus oil has fallen off, and prices are steadily falling. Lemon and orange oils have advanced, and are very firmly held. Castor oil prices are stiffening. Norwegian cod liver oil declined last month, but has again advanced. Opium is weak and in light demand. The Smyrna market is reported unchanged, but the lack of demand in London and New York has led to rather lower rates there. Jamaica sarsaparilla is very scarce and high. Mexican is also higher. Valencia saffron is expected to advance. Anise seed is very firm. Canary seed is higher.

In Chemicals, citric acid has advanced, and yet higher rates are expected. Tartaric acid is very flat and lower in price. Camphor is firm and in good demand. Cream tartar has declined and is now very cheap. Phosphorus has been advanced 50 per cent. All hypophosphates are much dearer. Quicksilver is firm again, and mercurials follow suit. Quinine is very flat, foreign brands being lower.

BUSINESS CHANGES.

J. F. E. Englehardt, customs broker, Victoria, is dead.

Joseph Stirsky, jeweller, New Westminster, has assigned.

Kerr & Beggs have sold out the Victoria News Agency to Geo. Marsden.

Booth & Pargeter, fruit dealers, Nanaimo, have dissolved. E. Booth continues.

Bennett & Burns, sailmakers, Victoria, have dissolved. A. H. Burns continues.

Gilmore & McCandless, Victoria, are closing out their merchant tailoring department.

P. F. Richardson, late of Victoria, is said to be in the insurance business in Portland, Oregon.

Alex. Mayer & Co., Nanaimo, have dissolved. Marcus Wolfe will settle all outstanding accounts.

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John T. Papst, grocer, Victoria, has sold out to Juliene H. Frank, who will take possession May 10.

Armstrong, Eckstein & Gaynor, harristors, of New Westminster, are opening a branch in Vancouver.

John T. Pierre, tailor, Victoria, has admitted his father, T. W. Pierre, into partnership, under the style of John T. & T. W. Pierre.

Mershon & Timberlake, of the Dominion Agency, Vancouver, have sold out their real estate, financial and insurance business to Banks & Morse.

Corbett & Co., stoves and tinware, New Westminster, have dissolved. Charles Cliff has retired and J. E. Cornish is admitted under old firm style.

Freight is moving up the Cariboo road in large quantities, and merchants at Ashcroft are laying in extensive stocks, expecting an active trade this season.

The British Columbia Fishing and Trading Company have recently increased their capital to enable them to carry on their business with better facilities, and will purchase a steam trawler in England. They are shipping a large amount of fish East.

The necessity for the holding of a sitting of the County Court at Donald is said to be felt. Several cases are on the list for disposal, and the too long intervals between the sittings of the court is the cause of considerable inconvenience to those concerned.

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COMMERCIAL SUMMARY.

Seeding is progressing in Alberta, N.W.T.
Lord Arthur Russell died last Tuesday in
London.

Sir William Bowman, Bart., M.D., is
dead in London.

The public hospital at Donald seems
likely to be soon built.

Nearly 5,000 immigrants arrived in Win-
nipeg, last month, against 1,800 in March
last year.

The striking weavers at Fall River,
Mass., are returning to work. They ex-
pect a compromise.

The Toronto Ferry Company has acquired
all the ferry boats on the bay, except those
running from the Don.

The Credit Lyonnaise, one of the largest
banking houses in Paris, was shattered by
dynamiters, one day last week.

An Act to aid United States wreckers in
Canadian waters has been read a second
time in the Dominion Parliament.

A London despatch says it is semi-offi-
cially announced that the general elections
in Great Britain will take place in June or
July.

The centennial anniversary of the founda-
tion of parliamentary government in
Ontario will be celebrated with great eclat
at Niagara shortly.

The Sultan's special envoy, bearing the
firman of investiture to the Khedive, was
received at Alexandria and Cairo with
every possible honor.

There were on British pastures last year
nearly 20,000,000 sheep and lambs, showing
an advance of nearly a million and a half
over the number in 1890.

The Chinese Government has garrisoned
all the mission districts in China, and has
promised to severely punish the perpetrators
of any future outrages.

The mounted police appointed by the U.
S. government will patrol the Montana
boundary line to prevent smugglers and
Chinese from coming from Canada.

If the Chinese Exclusion Bill becomes a
law in the form it passed Congress, the
Chinese Government have indicated that
they will sever all connection with the
United States.

Count de Lesseps, projector of the Pana-
ma Canal, is charged by the courts of
France with swindling and breach of con-
tract. Many leading American financiers
will be examined as witnesses in the trial.

A cute Canadian farmer has been smug-
gling whiskey into the United States at
Rouse's Point. His method was to put
half a dozen bottles of the best old rye
into a large crock, and pack butter securely
over them. At last the officials nabbed
him. It is said a large amount of butter
is smuggled across, as well as other pro-
ducts.

Justice Brewer, of the United States
Supreme Court, has decided that the
contract between the Western Union
Telegraph Company and the Union Pacific
Railway Company, by which the former
operated the telegraph lines along the
railroad, is null. The Union Pacific is
directed henceforth to operate through its
own agents.

A state of anarchy is said to prevail in
the state of Rio Grande do Sul, Brazil.

Mr. T. G. Hodgins, of London, has lately
shipped three carloads of horses to the old
country.

It is stated that the Hon. Edward Blake
has expressed his willingness to re-enter
Parliament.

P. E. LeBlanc, of Montreal, member for
Laval, has been appointed Speaker of the
new Quebec legislature.

President Palacio is in constant fear of
assassination, another plot against his life
having just been discovered.

Petitions have been filed against the
return of Hon. J. C. Patterson for West
Huron and W. Smith for South Ontario.

Ex-Premier Mercier has opened a law
office in Montreal, and will hereafter de-
vote himself to the practice of his profes-
sion.

In the House of Commons, one day last
week, Mr. Henry Labouchere moved that
the vote of £20,850 for the maintenance of
the royal palace be reduced by £17,025.
The motion was rejected, after discussion,
by a vote of 23 to 92.

In reply to a question by Labouchere, in
the British House of Commons last Wed-
nesday, Lowther stated, on behalf of the
Government, that it will not seek the pas-
sage of an arbitration treaty with the
United States.

Mr. McIntosh, of the suspended banking
firm of McIntosh & McTaggart, of Brus-
sels, has written from the United States
saying that he has an ample surplus to
square off all his accounts. He claims to
have a margin over \$20,000 of assets, which
are \$95,000, while his liabilities are only
\$78,000.

At a meeting held last evening the pre-
liminary arrangements were effected
whereby the Union Brewing Company,
Limited, obtained the property, business
and goodwill of the Nanaimo Brewery,
generally known as Mahrer's Brewery, on
Mill street. The actual transfer will take
place in a few days, when the entire joint
business will be operated under the sole
management of the Union Brewing Com-
pany Board of Directors. The exact terms
of the amalgamation have not been made
public, but it is stated to be between
\$30,000 and \$40,000 in stock. Further par-
ticulars will be made public in a few days.
—Nanaimo Free Press, April 5.

The opposition which has developed
among the wholesale grocers, sugar
brokers and others of Philadelphia by the
absorption by the sugar combination of the
three sugar refineries of that city, has
crystallized into a movement to make a
fight in congress against the trust. The
first step will be the introduction of a
bill in the house to repeal the duty of one-half
a cent on sugars, which, it is claimed,
serves no other purpose now since there is
but one interest, but to allow the trust to
control the prices absolutely of both re-
fined and raw sugars. An effort has been
made to build a new independent refinery,
but the projectors have found it rather
difficult to secure subscriptions to the
stock of the enterprise on account of the
well known methods of hostility employed
by the trust to crush out rivals.

BADLY TIED PARCELS.

A parcel that won't hang together till the customer gets home with it is apt to make mischief. It may cost the dealer the trade of that customer, or it may cost the careless clerk who tied it the loss of his situation. Fragile paper, brittle twine, dissolving knots, slack binding, will sunder hearts that ought to beat as one in the matter of trade. There is no mistaking the language of deep-seated wrath, when it is called forth by the collapse of a parcel that contains sugar, tea, coffee, or any other loose aggregation of small particles. The man or woman who spills its contents is generally too warm at the moment to be reasoned with. The thing uppermost in the mind of such a person at such a time is an agitating desire to square matters with the man who put up the goods in that flabby way. It is bad enough to have the stuff that is in the package glide out of it upon the pavement. An unruly temper will wax wild enough over that part of the embarrassing mishap, but the getting down on one's knees to gather the stuff up again mortifies the most disciplined of us. The remembrance of being in that unheroic position for five or ten minutes, with a crowd looking on as he scooped with his hands, the stuff that got out of the parcel, will a year after fan the flame of a man's animosity against the grocery salesman who caused him to cut so ridiculous a figure. A parcel with a slithery feeling will always make a man, who has once had such an experience, a little decided and perhaps irregular in his language which he uses to condemn it. Things will have to be put up good and tight for him ever afterward.

Of course no salesman can be expected to put up a package that a 200 lb. man may with impunity suddenly sit down upon, or throw forty feet when the ice becomes too slippery for his feet to hold on to it. When a customer's equilibrium gets beyond his control parcels will be apt to suffer. Even in these circumstances the victim of the accident is always too serious to join in the joke that any less fleet-footed or strong-bodied person may venture to make at his expense. But he does not nurse any grudge against the grocer. It was not a matter of tying by which he was undone.

A case that made some people laugh came under notice the other morning. A woman was carrying a parcel of goods whose molecules moved freely against each other, and only needed an opening to slip away. The parcel had sagged out of shape, and the twine didn't seem to have any control over it. Slowly but surely the structure of the parcel accommodated itself to all outward impressions of the woman's hand or arm, and she hugged it in the vain hope of keeping it together. Soon all curbs were unavailing, and the stuff shot out of its paper prison as the snow shoots off a steep roof when the weather softens. It needed no physiognomist to tell that the woman was outrageously mad. Her face grew very red and set looking, but her tongue told whom she was mad at. The man who tied the parcel was abused in unmeasured terms, and unless she changes her mind, that accident puts a date to her business with the grocery where the goods were bought.

Grocers and grocer clerks should make fast and sure work of all packages.

WHAT DO WE CANADIANS GET?

What do we Canadians get out of our mining industries? The question is daily becoming more and more serious as new discoveries are being made, especially in the West, while capital in the East is looking for new investments which will pay a fair interest. During the past decade the rate of interest upon most investments has steadily decreased here as elsewhere in thickly populated and wealthy centres. Is there no opening for capital somewhere?

Our contemporary, the *Canadian Manufacturer*, has for some time back been, among other journals, devoting considerable space to the attempt to influence the Government to impose an export duty upon nickel matte or ore, and thus induce the mining industry to refine in this country. The endeavor merits consideration, and the supine manner with which such suggestions are received is an indication of blindness which is to be seen in other mining districts in this country—and in no other land under the sun. The error was first committed when Canadians allowed foreigners to get control of the mines, and the error is being committed again and again in our banner mining province, British Columbia. A Montreal company was recently formed to undertake mining in British Columbia, with a capital of \$20,000, while a short time ago a New York syndicate was formed for the same purpose with a capital seven hundred and fifty times that of the Canadian corporation, and the latter company has already, we understand, bonded mines in Canadian territory to the extent of \$5,800,000. By the time Canada awakens to an appreciation of its mineral wealth the best holdings will be among foreigners, who will pay us for digging in the shafts and tunnels, and for smelting in some cases, but who will take the profits to their own country and their already progressive cities. In this country, statesmen of the Mercier type rivet shackles of taxes upon the mining community for purposes best known to themselves. In the United States it is the silver kings who do the fettering and impose a tax upon the rest of the community in the shape of free silver coinage. Cannot Canada find a course between Scylla and Charybdis that will cultivate the growing industry of mining? The subject is deserving of serious consideration, and if not shortly considered the time will come when the matter will be forced upon us. It will not down.—*Canadian Trade Review*.

The *Quebec Gazette*, one of the first newspapers published in Canada, is to be revived. Mr. Foote, proprietor of the *Chronicle*, will be the proprietor. It will be published as a weekly.

The opposition in the New Brunswick legislature has submitted a memorial to the government asking them to appoint a royal commission for the purpose of investigating a number of charges made against members of the government and others as to receiving moneys and misappropriating the same.

NEWS AND MINING NOTES.

The Hope Union Silver and Copper Mining property at Union Bar, on the Fraser, is likely to be worked again this summer, as parties are now making arrangement to do so.

Mr. Roddick is intending to do some heavy work on Siwash Creek, near Yale, as soon as the snow gets off.

The farmers at Lytton are extending their orchards this spring. Having had so much success in fruit culture hitherto, they are wise in doing so. They are also going into the cultivation of vines, so we may, ere long, be able to report on the qualities of Lytton wines.

The new bridge at the mouth of the Thompson at Lytton is completed, and the people of both Lytton and Lillooet have petitioned the government to build a road up the Fraser connecting the two places. A short line of 40 miles as compared with the long one from Ashcroft by way of the Cariboo road and Clinton.

The Cayuse Creek Hydraulic Mining Co. near Lillooet have just finished the tunnel they have been working on for two years at a cost of about \$30,000. They expect now to be able to open their ground profitably.

An examination will soon be made for a company of gypsum deposit at the 69-mile post on the Cariboo road, with a view of opening it, if they conclude it can be profitably worked.

Mr. J. W. Mackay, Indian agent, who gives us the above news, has been down to Yale, Lytton, Ashcroft, and other parts of the district distributing seeds among the Indians.—*Inland Sentinel*.

MAGNIFICENT TOBACCO CROPS.

Good news for smokers comes from Havana. It is expected by the best authorities on the subject there that the present tobacco crop will even surpass that of ten years ago in quality and quantity. It promises, moreover, to "cure" early enough to enable it to be sampled by July. The interior harvests of the last nine years—with the exception of 1888, which was a comparatively good one—had all been late in arriving. For instance, that of 1890, in spite of the most careful treatment, could not be got to "cure" fit for smoking until last January. The crop is roughly estimated at a quarter of a million bales, each of 100 pounds weight.

W. H. Ingram has been appointed collector of customs at St. Thomas.

The sheriff is in possession of the premises of the Empire Knitting Company of Toronto.

A Russo-Bulgarian conspiracy against the government of Bulgaria has been unearthed.

The Regina and Long Lake Road is to be completed this season, from Saskatoon to the Saskatchewan River.

The annual exodus of French Canadians to the United States has commenced, and people are leaving the province by thousands to seek work in the neighboring republic. It is asserted that the parishes of the lower St. Lawrence are being literally depopulated.

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VICTORIA, TUESDAY, APRIL 12, 1892.

THE FISHERIES COMMISSION.

A thousand dollars have, it is announced, been voted at Ottawa to defray the expenses of the Fisheries Commission in British Columbia. In bringing the vote before Parliament it is stated that Hon. Mr. Tupper undertook to pay a high compliment to Messrs. Higgins, Armstrong and Wilmot. Why should Mr. Wilmot be complimented we should like to know—he the man who was only sent out to discharge the duties as an officer of the department which he had either neglected a year ago, or had done so badly as to require them being done over again. All the compliments in the world cannot relieve Mr. Wilmot of the disrepute into which he has got himself here and almost everywhere else that he has been sent on official business. Is it not about time that he were laid upon the shelf as a fossil—to be kept as a warning to others who may follow him against being so utterly pernickety and insusceptible to conviction. If a minority report were presented by Mr. Higgins the people of the province would like to hear something about it. Meantime the official regulations that were so distasteful are to be continued in force.

THE RIGHTS OF THE PUBLIC.

Since the Tramway Company secured its charter and obtained permission to do its business upon the streets of Victoria it appears to have become utterly oblivious to the rights of the public, and life and limb are scarcely worth consideration by it. An inquest was held the other day by Mr. Coroner Morrison and a special jury upon the remains of its latest victim, a poor little boy, the verdict being "that Samuel Harry Hatcher met his death on Thursday, the 7th day of April, 1892, by being accidentally run over by a tramcar on Douglas street, in the city of Victoria. No blame can attach to either motorneer or conductor, but this jury is of opinion that the scheduled rate of speed, viz., 10 (ten) miles per hour, is too high a rate to be run with safety within the city limits. We are also of opinion that the tramcar motorneers are not a sufficiently trained body of men to be entrusted with the lives of the public."

Here is a censure on the management of the road—firstly, that the rate of speed (ten miles an hour) is too high for safety—and secondly, that the motorneers are not a sufficiently trained body of men to be entrusted with the lives of the public. This verdict was, moreover, arrived at after Chief of Police Sheppard had, in the most

irregular, uncalled for and improper manner, interfered with the examination. The Chief, as it has been well said, has no status in the Coroner's Court, and has no authority to examine a witness or to take any part in the proceedings, and the Coroner should not allow him or any one else to exercise the authority, and to perform the duty which he, and he alone, is authorized to exercise and perform. Albeit it has been his custom to interfere whenever he possibly could, and, not unfrequently, when he has not been there, ordinary policemen have been allowed to discharge functions that are peculiarly those of the Coroner.

In the case now specially referred to, the motorneer appears to have thought that he had done his whole duty when he whistled and slowed up; nevertheless he might have done more than this. Besides, it seems to us that a case would lie both for a criminal and civil prosecution, which, were it properly carried out, the rights of the public, as contrasted with the privileges allowed to a company, which at best is but on sufferance, might be better defined. The city is under no obligation to the tramcar people.

THE FUTURE.

That in this country we are more or less in a sort of transition stage is manifest from the tone of the discussions which take place on the platform and in various representative bodies in this country, in Great Britain and in the United States. The subject of our sentiments towards the Empire is the frequent topic of debate at Westminster; but no longer can it be said of us that we are, to quote the old couplet, "Mouths without hands maintained at vast expense.

In peace a charge, in war a weak defence."

We pay as we go, and, in the case of war, would be a most important source of strength should the proper course be pursued with regard to the defensive armament of our outposts. It is not so long since a local paper pointed out how badly Esquimalt, which has of late attracted a great deal of attention in both the United States and the Mother Country, was appointed and equipped. Since then, in his report on the militia of Canada, General Herbert has spoken of the splendid material of which the Canadian volunteer force is composed. He has, however, declared that the armament here belonging to the Imperial Government is not fit for service, a large number of the guns cannot be mounted and part, indeed, cannot be fired.

The destiny of this country, whatever it may be, will, it is to be hoped, be a peaceful one; but, if we are to undergo any risks of battle which the indications are would be mainly in the Imperial interest, it ought not to be possible to say that the Mother Country has neglected our defences which it is not denied are hers also. There are numbers of men of the stamp of Sol. White, who continually roll annexation under their tongues as a sweet morsel and in this they are encouraged if not, indeed, to some extent justified by Imperial apathy to our material interests, to say nothing of our defensive arrangements.

The time is approaching—it is needless to deny—when some improvement of our

conditions will have to take place. Attempts are being made to intimidate, to coerce, and to enjoin us into changing our political relations. The intentions of the United States towards us are sufficiently plain. They say to us, choose between your relations with the mother land and your relations with us. The two, they intimate, are not compatible, and this all the parties concerned have to consider. The true issue is not so much loyalty to the Empire as loyalty to ourselves, whether as Canadians or as British Columbians. In both capacities we are in the meantime being seriously disabled; hence the special pleadings of Erastus Wiman, the somewhat fiery deliverances of those in the sister province of Ontario who are committed to a severance of the present relationship, and the somewhat anxious forebodings of those who are naturally British to the backbone.

RAILWAY EXTENSION.

There has been brought down in the Provincial Legislature, by Hon. Mr. Turner, a Bill respecting the Canadian Western Central Railway Company and the Canadian Northern Railway Company, which revives, under certain conditions, the charter and land grant of the Canadian Western; but if that company does not, within four months, furnish the necessary guarantee that \$50,000 will be expended by the 1st August, 1893, their charter and subsidy lapses. In that event, it will be within the power of the Government to transfer the land grant to the Canadian Northern on the necessary guarantee being given. It is provided that the Government may arrange for the building of a line of railway from the terminus of the E. & N. railway at Wellington, to a convenient point on the Northern end of Vancouver Island, by the company that undertakes to build the line on the Mainland. This will secure the necessary connections with the mainland line, and also open up the northern districts of the Island. Col. Kane, of the Canadian Northern, states that he has at his disposal all the men and money that are required, and will at once arrange for the formation of a construction company to carry on the work, which will be begun immediately by sending surveyors into the field. It has long been time that something were done. The entire business has hung fire for many a month, in the hands of its old promoters, who may now deem it to their advantage to come to an understanding with the Canadian Northern which means business.

MR. DAVID POWELL, Deputy Governor of the Bank of England, has been elected Governor in place of the Right Hon. W. Lidderdale.

EARLY last week His Honor the Lieutenant-Governor came down to the Legislature, and in Her Majesty's name gave full power and effect to a number of the Acts of the present session, including those to provide for the encouragement of deep sea fishing and to sanction a loan from the Imperial Government to bring out and settle Crofters and other desirable immigrants.

"OUR SEALS,"—"YOUR POACHERS."

"If Canada were as solicitous for the preservation of *our* seals against *her* own poachers as she is for the conservation of *her* trout against *our* harmless tourists, a deal of worrying diplomacy might be spared *our* unhappy land on the brink of a presidential convention." Such is the remark made by the *Philadelphia Record*, when speaking of a regulation in Canada providing that tourists shall not catch more than thirty speckled trout in one day.

The observations are in some respects utterly inappropriate, although, in others, they may not be open to so much objection. They are emphatically Canadian trout, though the ownership of the seals is one of the points at issue between the two countries, and is one of the questions—though it is not defined in as many words—that have to be arbitrated upon. Our neighbors admit that they know far less about seals than they had pretended to do, and so far many of their pretensions in the matter have been proved to be utterly foundationless. If there are any poachers at all, *de facto* and *de jure* they are the "harmless" American "tourists," who not only violate the law, but object to Canadian regulation of *our* own concerns. As for the "unhappy land on the brink of a presidential convention," it is none of *our* business if the contending political factions make the sealing question one of the grounds of their partisan controversies.

The situation as concerns the sealing arbitration that has been resolved upon, is somewhat as follows: "If the decision of the arbitrators be against the United States, the British sealers will have to be indemnified by that country for any loss they may have sustained by the interference with their right of sealing; and if the decision be against Great Britain, she will pay the damages which illegal sealing has caused to the United States." With the matter as it were *sub judice*, it will be early enough at some future time for the Americans to talk about *our* seals, should they be decided to be their property.

Recently the American sealer, the James G. Swan, was confiscated by Judge Hanford at Seattle for illegal sealing in the waters of Alaska. The Judge, in giving his decision, alluded to the doubt about the validity of the statutes, which assume to extend American jurisdiction to a greater distance than cannon shot from the shore; but he took the ground that this was a question not for the courts, but for Congress and the President to determine. If it be a political and not a judicial question, it may be inquired, what becomes of the obligation of international law?

A day or two since a bill of exceptions, was filed by the owner of the Swan, setting out that the claimant, Peterson, excepts to the ruling because in his pleadings he alleged that Behring Sea is an open sea and that there is no clause in Congress declaring it to be *mare clausum*. The vessel was at a distance of more than seventy miles from the nearest land when seized by the revenue cutter Richard Rush, which fact was admitted by the Government. It is admitted by the claim-

ant that for political reasons an order to exclude all vessels from Behring Sea may be made by the President, yet in equity and justice and by the long-established law of nations there was no trespassing. The sealer was not working within one marine league of the Alaska coast or of any island belonging to the United States. It is asked that the bill of exceptions be filed and entered of record, so that in the event that Behring Sea be decided by the international board of arbitration to be an open sea all of the claimant's rights may be awarded him.

It is worthy of note that, as has been the case with the American authorities, those of Britain and Canada, too, do not seem to have been as well acquainted with the subject as they pretended to be or ought to have been, or they would have more heartily supported the claims of the British Columbia interest. However, after Sir Baden Powell's and Dr. Dawson's expedition, they are now admittedly much better informed than are the United States; hence the latter have begun more closely to inquire into the subject of "What We Don't Know About Sealing?" For the present season a *modus vivendi*, practically the same as that of last year, has been agreed upon under which Behring's Sea will be "policed" by vessels of both Governments, and the killing of seals prevented as much as possible.

THE B. C. SOUTHERN.

Contrary to the expectations of some people, the British Columbia Southern Railway Bill has passed through the Railway Committee of the House of Commons at Ottawa, a clause being added which provides that the road shall not be constructed so as to obstruct any other roads which may wish to get through. It is intimated that the Alberta Railway will be granted the right to go through the pass. The British Columbia members have been strongly urging that a subsidy be granted by the Dominion to the British Columbia Southern, but it is announced from the Capital that the general feeling among the members is that the subsidy will not be granted, as it is morally certain that a line through Crow's Nest will be built irrespective of the subsidy. The probability appears to be that the Canadian Pacific will take immediate measures to get the Columbia Southern Company's charter, and will commence the construction of the line at once.

WONDERS will never cease. The latest ingenious scheme is in the interest of the farmer, and promises to dispense with plowing, using dynamite to stir up the earth. Holes are drilled in the soil two or three feet deep and five feet apart, making 1,000 to the acre. In each hole is placed a sufficient quantity of the explosive, connected with a wire leading to the battery, and after the holes have been plugged with clay, the whole is discharged by a spark. In recent experiments, after the explosion the ground appeared to be lifted two feet, some clods being thrown to the height of thirty feet, while the earth was found to be broken to the depth of thirty inches at the point of explosion, and for a considerable distance around the holes.

EDITORIAL NOTES.

SOME one, evidently with malicious intentions, circulated the report that Mr. R. S. Norton had left the employ of Gordon, Mackay & Co. Mr. Norton is still travelling for that firm, and will be in Victoria in the course of a couple of weeks with a full line of samples.

IN view of the course of the banks and many business men in declining to receive American silver except at a discount, there has been a greatly augmented demand for Canadian silver, of which several considerable consignments have latterly been received by Mr. McLaughlin, of the Government Savings Bank. It is of the various denominations, and, it is said, sufficient will be provided to meet all requirements.

THE appointment of Mr. Robert Ward as representative of the British Columbia Board of Trade at the Trade Congress, to be held in London, Eng., in June, will be approved by everyone interested in commercial matters. Mr. Ward is thoroughly conversant with matters concerning trade, and no doubt his presence in London on this occasion will result advantageously both to the Trade Congress and the body he will represent from this Province.

THE approaching annual report of the Canadian Pacific Railway will, it is said, be the most favorable in the history of the road. One of the most important features of the company's transactions during the last three months has been the tremendous increase of land sales both in Manitoba and the Northwest territories, probably induced by the reduction in the price of these lands from 25 to 33 per cent. The success following the reduction has been worked in the wonderful quantity of land disposed of during the months of January, February and March. President Van Horne believes that if the present unprecedented demand continues, the company will have no more land to sell east of Moose Jaw in two years.

ANY one who has noticed the report of the Department of Marine with all its fulsome and self-gratulation, and has, moreover, seen the estimates of proposed expenditure, will be surprised, remembering how little has been done, to find what a small amount of further consideration is to be shown to the maritime interest of this one of the most important portions of the Dominion. Canada must do much better by us in the future than she has done in the past. In the early days she paid special attention to the Maritime Provinces on the Atlantic, making extra concessions and provisions that were not contemplated in the Act of Union; Quebec has had everything that she chose to demand, but as far as British Columbia is concerned, she gets as little as can be avoided and frequently but scant courtesy, presumably because the majority of her representatives are presumed to be solid for the Government. If a little more kicking were done far better results would be obtained.

RELATIONS WITH GREAT BRITAIN.

To the Editor of the Commercial Journal.

Sir—Hon. Mr. Foster, the Dominion Finance Minister, who rode into public life in the chariot of religion and temperance—the most cherished objects of both of which he has contrived to side track in both his representative and official capacity—recently made his budget speech. One of his most interesting deliveries was that relating to the mission of the Canadian Ministers to Washington on the subject of trade relations. Two official versions of this have been given. That of the Canadian Finance Minister may be thus summarized:—

“The question of reciprocity had come up, but Canada only wanted to give reciprocity in natural products. Secretary Blaine could not accede to this, and would only consider reciprocity in natural products and in manufactures especially against Great Britain. This the Canadian Ministers could not agree to, and the House must understand that if reciprocity was to be brought about it would be by Canada's accepting the proposals of the United States and discriminating against Great Britain.”

Another Mr. Foster this time, a member of President Harrison's Cabinet, at a public dinner in New York, made the following reference to the same subject, or, more strictly speaking, to the attitude of the United States on the question:—

“The chief barrier to reciprocity with the Dominion lay in the fact that Canada does not possess the right of negotiating her own treaties, but must have them negotiated by a distant power, controlled by economic principles entirely different from those of both the United States and Canada. So long as other interests than those of Canada are to control, negotiations for commercial reciprocity must prove a failure.”

Canadian Minister Foeter preceded and supplemented his special references to the trade question by the usual platitudes on the subject of loyalty to the Empire. He also dwelt upon the marked courtesy with which he and his colleagues had been received, and thus summarized the situation:—

“I regret that no modus could be found by which profitable trade arrangements could be made between these two countries without our being called upon to sacrifice too much of Canadian interests, and of Canadian nationality. I am glad, however, that from this time forward there need be no lack of definiteness. That all parties and all people in Canada may know exactly the basis upon which trade can or cannot be obtained.”

It will have been noticed by every one who has followed the discussions in the press and on the platform that, on the Canadian side, very very much stress has been laid on the loyalty aspect of the case. That loyalty is—be it remarked—not so much to ourselves as Canadians, but to Great Britain. Finance Minister Foster talks about Canadian nationality. We are—to state the case plainly—only one remove from the Colonial condition, for as U. S. Secretary Foster tersely put it, “Canada does not possess the right of negotiating her own treaties; but must have them negotiated by a distant power controlled by economic principles entirely different from those of both the United States and Canada.”

It is remarked, and very significantly, that the British trade policy is entirely different to that of Canada. Thus our

hands as Canadians are effectually tied. Indeed, the wonder has been that the Imperial authorities allowed either Canada or any of her dependencies to make a choice between what the late Sir John Macdonald aptly termed “jughandled free trade” and protection.

That sentiment is one thing and experience another, we have all proved. Both have cost the Dominion of Canada and the Province of British Columbia considerable. In the light of experience, in the face of facts and in the presence of possible contingencies, it may be well to look at the situation, for but a single moment. Canada has discovered to her cost that whenever there has been a clashing, ever so slight, between her interests, nay even her rights, and the pretensions of the United States, wherever there has been a possibility of Imperial complications, she has been forced to go by the board and been made the sufferer.

The facts that can be instanced are, as have, among others, been previously mentioned, the boundary questions, those of the fisheries (both of the Atlantic and the Pacific), and the over-running of our country by Fenian raiders whose object was not to do Canada harm, but to wreak vengeance upon the Mother Country. These are sufficiently illustrative without any reference to questions of Canadian trade and the way in which manufacturers and others were disadvantaged until the National Policy came in, which, however, beneficial to the rest of the provinces, materially augmented British Columbia's burden of taxation.

Then to look at by no means unlikely contingencies in the event of trouble between Great Britain and the United States, Canada would be the battle-ground, British Columbia doubtless being selected by the enemy as a specially fair field for fighting. On the other side the Atlantic they discuss in Parliament Canada as the great British highway to the East and the importance of Esquimaux as a strategic point, yet while the question of armament was neglected in the colonial days, it is gravely demanded that the Dominion and this province shall be burdened with a considerable portion of the required cost.

If the mother country quarrels with Russia, it is certain the British Columbia coast would be the one most liable to assault; yet what do we get? The prestige of being British colonists with no independence of action allowed to us; the honor of being Canadians subject to the most one-sided tariff that was ever brought to bear upon one member of a confederation in the interests of all the others; to be forced to deal with Canadian ranchers and manufacturers when it is to our interest not to do so, and to have our freedom of action lopped off in connection with one of our most important industries, while as regards another we are altogether left to the tender mercies of the prejudice and ignorance of one who has proved to be the most obnoxious of the officials of a department that has in no way commended itself to the confidence of our people.

Yours truly, MERCHANT.

Thos. Paquin, late assistant postmaster in Hull, P.Q., has been arrested in San Francisco.

DOMINION INSOLVENCY ACT.

The merchants of Toronto are evidently determined to secure the passage of a Dominion Insolvency Act. We read in an eastern exchange that the members of the Board of Trade of that city responded in large numbers to a call for a special meeting to consider the necessity of an Insolvency Act, which would be applicable to the whole Dominion. The meeting was composed of the leading business men of that city, and the matter was thoroughly discussed. The speakers seemed to agree upon two things—that the wholesale trade was largely to blame for the low state of commercial morality in Canada (stated to be lower than in England or France) complained of; and second, that a general insolvency law for the equitable distribution of bankrupt estates in all the provinces is urgently needed. Finally, the following resolution was unanimously adopted:—

“That in the opinion of this Board, it is desirable that there should be an Insolvency Act, with a discharge clause properly guarded, applicable to the whole Dominion, for the equitable distribution of the assets of bankrupt estates, and that the council be and are hereby instructed to cause such an Act to be prepared, and to join the other Boards of Trade in pressing upon the Government the necessity which exists for having the same passed at the present session of Parliament.”

It is understood that Premier Abbott is ready and willing to submit the measure to the House at once, when the business of the country shall have agreed upon a drastic, comprehensive and satisfactory measure; so that the matter appears more hopeful than for years.

VICE ADMIRALTY COURT.

Fanny Dulard vs. Zambesi.—This was an action brought by the owners of the “F. D.” against the owners of the “Zambesi” to recover damages caused by the collision of these vessels. The “F. D.” libelled the Zambesi for \$20,000, which amount was reduced to \$15,905.93 by the statement of claim delivered. The Zambesi in return claimed salvage from the “F. D.” At the trial, the Court found that both vessels were equally guilty of negligence in not taking better precautions during the fog, and awarded that the damages should be born equally of the said vessels; that the Zambesi was entitled to salvage and that the matter be referred to the Registrar of the Court and to Messrs. Robert Ward and R. P. Rithet to assess the damages and the amount of salvage due the Zambesi. The award of the arbitrators was that the damages amounted to \$9,909.09; that the Zambesi was entitled to \$800 for salvage, and that the “F. D.” was entitled to interest on one-half the amount of damages from October, 8th, 1891, until liquidation of damages.

The emigration to Australia from England for the last three months shows an increase of 50 per cent.

K. McSween has just arrived at New Westminster from Paisley, Ont., with a carload of heavy draught horses selected for the B. C. trade

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 March, 1892:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids		\$ 291	\$ 61 76
Agricultural implements		599	211 00
Ale, beer & port wines	8,563	3,573	1,600 00
Animals		7,031	2,039 50
Books, pamphlets, etc.		1,710	330 31
Brass & manuf's of		192	145 10
Breadstuffs, etc. viz			
Grain, of all kinds			
Flour, brls.	812	704	118 19
Meal, "	1,277	5,836	933 37
Rice and all other breadstuffs	300	738	138 20
Candles, lbs.	20,211	4,602	88
Chicory, lbs.	17,995	1,447	361 75
Coal and coke, tons	61,200	498	30 55
Coffee, from U.S. lbs.	6,182	1,286	154 42
Copper and m'n's of		607	179 40
Cordage all kinds		337	74 47
Cotton, manuf's of	15,677	4,733	84
Drugs and medicines	33,891	12,733	60
Earthen, stone and Chinaware		766	232 38
Fancy goods		4,103	1,207 40
Fish		2,388	576 72
Fruit, dried		1,200	333 69
Green		3,817	651 21
Furs			
Glass, glassware		753	236 85
Gunpowder, exp sub's		760	266 00
Hats, caps, bonnets		4,745	1,423 50
Hops, lbs.	630	107	37 80
Iron and steel m'n's of		30,695	8,526 07
Jewelry and watches and m'n's of gold and silver		229	63 40
Lead and manuf's of		753	125 59
Leather and m'n's of		4,135	1,019 85
Marble and stone and manuf's of		196	45 00
Malt, bush	435	355	65 25
Metals, composition and m'n's of		1,471	461 35
Musical instruments		618	191 00
Oils, coal and kerosene, gals.	12,483	2,901	838 80
All other, gals.	6,067	2,091	478 74
Paints and colors		1,178	367 45
Paper and m'n's of		1,766	602 37
Perfumery		174	52 20
Provisions			
Bacon hams, etc.		7,990	1,827 30
Salt, not from Great Britain or British possessions, or for fisheries, lbs.	230,360	1,121	165 27
Seeds		1,231	131 35
Silk, manuf's of		6,222	1,865 45
Soap of all kinds		220	81 78
Spices of all kinds		111	27 40
Starch, lbs.	8,522	510	170 44
Spirits			
Of all kinds, gals.	4,401	6,811	9,424 48
Wine, other than sparkling, gals.	1,759	1,281	1,063 33
Wine sparkling doz	76	523	282 30
Sugar above No 1 lbs	60,113	2,076	528 02
Not above No 1 lbs	8,530	328	16 40

ARTICLES.	QUAN.	VALUE.	DUTY.
Sugar, syrups, cane juice, etc., lbs.	1,179	72	17 68
Molasses			
Tea, from U.S. lbs.	2,760	808	80 80
Tobacco and cigars	3,316	1,188	1,560 49
Wood and m'n's of		3,151	902 25
Woolen m'n's		17,291	5,108 07
All other dutiable articles		31,874	9,285 74
Total dutiable goods		\$245,871	\$78,982 61
Coin and Bullion		800	
Free goods, all other		40,828	
Grand total		\$287,569	\$78,982 61

EXPORTS

From the port of Victoria, for the month of March, 1892- the produce of Canada:

THE MINE.	QUANTITY.	VALUE
Coal	667	2,756
Gold bearing quartz, etc.		15,385
THE FISHERIES.		
Furs or skins of creatures living in the water		895
THE FOREST.		
Lumber-planks, boards & joists	14	140
ANIMALS AND THEIR PRODUCE.		
Other animals		10
Butter	27	8
Furs, dressed and undressed		5,338
Hides, skins, pelts, horns, etc		5,719
AGRICULTURAL PRODUCTS.		
Flour of wheat and rye, bis	250	1,113
Other articles		2
MANUFACTURES.		
Cottons, Woollens, &c		10
Spirits	55	158
Miscellaneous Articles		100
Grand total		\$ 31,934
Goods, not the product of Canada, for the month of March, 1892:		
ANIMALS AND THEIR PRODUCE.		
Horned cattle	2	156
AGRICULTURAL PRODUCTS.		
Other articles		5
MANUFACTURES.		
Carriages	1	75
Iron-pig and scrap, castings, hardware, &c.		150
Machinery		120
Sewing machines	3	60
Wood m'n's of all kinds		1,428
Other articles		2,567
Miscellaneous articles		197
Coin and gold		3,602
Grand total		\$ 8,360
Total exports of all kinds		\$ 40,294

classified the one who is forever "going to do" a good business. "He never is but always is to be blest." His very common excuses for not doing business as he goes are that some competitor has just got in ahead of him, the terms of the house are not favorable, its manner of doing business at the home office is not exactly such as meets the approval of the trade, etc. Whatsoever the reason may be that he does not sell goods, it never has any connection with him individually. The name of such travelers is legion, for they are many. I once heard a proprietor say to one of his travelers as he was bidding him good-bye: "Now, if you will only sell to those men that were going to give you an order on your next trip, I will be perfectly satisfied." Not infrequently the traveler who thus excuses his failure to make sales is quite honest in such excuses. The dealer actually does often stand him off with a hazy indefinite promise to do something for him next time.

The traveler should leave as little as possible behind him on his visits to be adjusted by correspondence with the house. The fear of not consummating a sale should never cause him to practice any evasion, or leave behind him the slightest grounds for misunderstanding. In taking an order, should any article be wanted by the customer which there is a doubt of the house's ability to supply, it may be passed over until the rest of the order is completed. It is time enough then to explain. The next nearest thing may then be suggested, but never take an order for an article with the intention of substituting something in its place without a previous understanding with the customer. Do not, however, commit yourself until the order for such articles as the house can supply, beyond any question, has been duly taken. To do so is very liable to cause the customer to stop short and declare that he will reserve his order for some one who can supply it all.—*The Traveling Salesman.*

PACIFIC COAST FISHERIES.

A bulletin has been issued on the fisheries of the Pacific coast states. The industry gave employment to 13,850 persons in various capacities, the invested capital was \$6,493,303.

The tables show that the fisheries of California are more important than those of Oregon and Washington. Of the capital invested, \$2,631,210 represented the California interests, the value of products of that state being \$4,446,360.

Oregon ranks next in importance, having a capital invested of \$2,296,632 and a product of 1,033,574.

The amount of capital invested in Washington is given as \$517,397 and the products \$891,860. Compared with 1890, the fisheries of this region have, as a whole, gently advanced, although a few special branches show a decline.—*The West Coast Trade.*

Counterfeit bills are being circulated in Quebec by country people who were "fixed" with them during the late elections.

A prairie fire has burned over several thousand acres in Nebraska, and several farm houses have been destroyed as well as some live stock.

POINTERS FOR THE TRAVELING HUSTLERS.

The traveler whose calls are at long intervals should be more intense and enthusiastic; he has quite a different mission than the other, and his method of doing business should be different. He labors under the disadvantage of lack of opportunity of studying his customer's peculiarities, and little or nothing of the social features marks his relations to the trade. He must consequently be a man who possesses the instinct of rapid diagnosis. He is obliged to "size a man up" quickly and should, therefore, be a good judge of human nature. No two men whom he meets are alike as to their mental qualities, and the method of approach which is suc-

cessful in the case of one may be attended by failure with the other.

Herein the ability of the traveler is put to the test. The man who has the faculty of knowing what to say and of saying it at the proper time is the one who makes the proper preliminary for a good sale. The frequent caller on the trade will find it most profitable to be strictly "business." He has no time for "palaver," and, if he has, he takes too much risk in venturing his peculiar style on untried grounds. Should he be a "funny" man, his wit may drop into unresponsive soil, in which case it will prove a boomerang. It is the better policy for him to adopt the serious, earnest, matter-of-fact way of conducting his business. He will thus, at least, not make himself ridiculous.

Among unsatisfactory men may be

THE COMMERCIAL JOURNAL'S SHIPPIING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	Feb. 23
Br bark	Callio	978	James	Oct. 6	Victoria	London	41,640	\$212,090	March 17
Br bark	Lebit	736	Worrall	Nov. 16	Victoria	Liverpool	30,800	181,424	
Br bark	Rothsay Bay	750	Partridge	Nov. 18	A Victoria	Liverpool	32,690	159,553	
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	
Br ship	Titania	879	T. W. Selby	Jan. 15	B Victoria	London	22,366	107,919	
Br bark	City of Carisle	823	Kendall	Feb. 13	Victoria	London	21,574	113,885	

A-Sailed from this port Nov. 21; also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$500. B-From Vancouver with part cargo of lumber

B. C. LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callio	900,300	9,600	April 2	50s
Chil bark	India	953	Funke	Feb 1	Moodyville	Valparaiso	751,396	8,348	April 20	60s
Br bark	Nivech	1174	Broadfoot	Feb 28	Vancouver	Sydney	855,369	9,335	April 24	owners ac
Br bark	Pormosa	915	Kain	Mar 24	Vancouver	Arica	744,000	6,000	July 5	50s
Am bkt	Catharine Sudden	308	Thompson	Mar 31	Moodyville	Tientsin	427,539	5,177	June 19	77s 6d
Am ship	Geo F Manson	1353	Craik	May 14	Moodyville	Sydney	898,154	9,732	Aug 5	55s
Br ss	Eton	1746	Newcomb	May 15	Moodyville	Port Pirio	1,765,714	15,891	June 26	Private
Am sch	Olga	478	Atwood	May 22	Moodyville	Shanghai	534,133	5,990	Aug 7	65s
Am sch	Golden Shore	961	Henderson	June 3	Moodyville	Sydney	799,658	8,063	Aug 7	65s
Br ship	Forest King	1602	Morris	June 3	Vancouver	Callio	1,224,846	14,224	Sept 1	47s 6d
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	899,132	8,802	Oct 2	60s
Am bark	Spartan	749	Anderson	June 14	Vancouver	Melbourne	502,000	5,276	Sept 27	62s 6d
Am bark	Hesper	661	Sodergren	July 4	Moodyville	Shanghai	688,544	8,365	Aug 27	62s 6d
Swed bark	Sven	603	Atzelius	July 5	Vancouver	Callio	438,913	4,708	Sept 17	47s 6d
Am ship	Great Admiral	1497	Hell	July 18	Vancouver	Melbourne	919,586	9,716	Oct 2	60s 6d
Chil bark	Luisa Maria	715	Meyer	July 19	Westminster	Sydney	554,790	5,998	Oct 9	60s 6d
Chil bark	Leonor	891	Harken	July 22	Westminster	Melbourne	600,353	6,708	Oct 6	60s
Nor bark	Borghild	737	Haugland	July 25	Vancouver	Melbourne	564,353	6,000	Oct 6	60s
Br ship	Duke of Abercorn	1696	McDougal	July 29	Vancouver	Adelaide	688,833	8,219	Oct 10	62s 6d
Ger bark	Cassandra	239	Stehr	July 31	Vancouver	Melbourne	545,619	6,017	Nov. 12	47s 6d
Br ship	Landing Wind	935	S B Savory	Aug 6	Moodyville	Valparaiso	763,643	8,430	Oct 27	owners ac
Chil bark	Antonetta	825	Austin	Aug 8	Vancouver	Callio	613,300	6,546	Nov. 17	50s
Br bark	Orkney	1513	Webb	Aug 9	Moodyville	Valparaiso	1,200,419	11,989	Dec. 13	owners ac
Chil ship	Hindustan	1299	Foot	Aug 14	Moodyville	Sydney	1,041,172	12,214	Nov. 14	owners ac
Br bark	H B Cann	1113	Aftedal	Aug 31	Moodyville	Sydney	980,254	8,777	Nov. 2	50s
Nor ship	Saga	1113	Salvesen	Sept 25	Vancouver	Adelaide	528,824	5,085	Nov. 19	65s
Per bark	Pisagua	859	Benvenuto	Oct 10	Moodyville	Pisagua	448,583	4,648	Dec. 26	owners ac
Am bark	Newsboy	559	Johnson	Oct 1	Westminster	Sydney	645,792	6,540	Nov. 21	52s 6d
Nor ss	H. W. Jarlsberg	1938	Hagen	Sept 20	Moodyville	Port Pirio	2,043,269	18,389	Oct. 29	Private
Chil ship	Ema Luisa	1480	Ben-ene	Oct 4	Moodyville	Valparaiso	909,868	8,187	Jan. 11	57s 6d
Br bark	Alfred Hawley	1121	Lowell	Oct 2	Westminster	Port Pirio	300,931	2,858	Jan. 12	57s 6d
Nor bark	Flora	766	Anderson	Nov 21	Vancouver	Melbourne	557,632	5,241	Feb. 19	60s 6d
Am bkt	Wilfr R. Hume	682	Brigman	Nov 17	Vancouver	Callio	794,201	7,783	Jan. 17	50s
Am ship	Benj. Sewall	1361	Sewall	Dec. 2	Vancouver	Valparaiso	755,687	10,230	Feb. 15	45s
Am sch	Olga	478	Atwood	Nov 12	Moodyville	Sydney	512,658	4,443	Jan. 18	44s
Chil ship	Atacama	1253	Calallero	Dec. 15	Moodyville	Valparaiso	980,001	9,453	Feb. 11	owners ac
Br bark	Nivech	1174	Broadfoot	Dec. 15	Vancouver	Sydney	710,995	9,925	Feb. 11	owners ac
Am sch	F. S. Redfield	416	Birkholm	Dec. 10	Chemainus	Sydney	578,485	5,233	Feb. 12	45s

A-Also 360,900 laths. B-Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C-Composed of 387,871 feet rough lumber, 39,668 feet dressed lumber, and 587 bundles laths. D-Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. E-Also 2,875 bundles laths. F-Composed of 1,144,286 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, 16,000 boxes. G-Also 1,078 bundles pickets, 1,416 bundles laths. H-Also 1,715 bundles laths. I-Also 68,078 feet t & g flooring. J-17,039 feet is on deck. K-Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,094 bundles laths. L-Also 3,500 bundles laths. M-Also 1,053 bundles laths and 463 bundles pickets. Deck load 72,032 feet. N-Also 90,411 feet dressed, 2,488 bundles pickets and 1,134 bundles laths. O-Comprising 182,688 feet t & g flooring. P-Also 2,500 bundles laths and 8,679 bundles dressed pickets, deck load 76,879 feet. Q-Also 181,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,942 feet. R-Composed of 484,396 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. S-Also 2,401 bundles laths, deck load 106,197 feet. T-Also 2,138 bundles staves and 131 bundles laths. U-Also 22,461 feet t. and g. flooring, 2,272 bundles staves, and 1,414 bundles laths; on deck 111,457 feet rough. V-Deck load 245,866 feet. W-Sailed from Nanaimo Sept 21. X-Also 712 bds laths and 1,463 bds pickets. Y-Also 315 bds laths and 1,790 bds pickets. Z-Also 21,757 feet pickets and 56,000 feet lath. Z Deck load 32,366 feet rough. AA-Also 148,000 feet rough. BB-Also 932 bds laths. CC-Composed of 15,684 ft. T G flooring, 139,163 ft clear and 619,061 ft rough. DD-Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 21. FF-Also 151,277 ft t and g flooring. GG-Also 167,553 ft t and g flooring and 3,596 bds laths. HH-Also 127 bds laths. II-Also 48 bds laths.

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	959,793	8,365	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	942,986	9,193	March 25	60s
Am bark	Hesper	631	Sodergren	Feb. 20	Vancouver	Shanghai	716,183	7,781		50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	834,937	7,095		42s 6d
Nor bark	Czar	1251	Chris-topher-n	March 4	Vancouver	Adelaide	1,017,147	10,476		57s 6d
Nor bark	Agnes	541	Holgaard	Feb. 29	Chemainus	Antofagasta	440,369	6,413		60s
Nor ship	Kathinka	1163	Klevenberg	March 12	Vancouver	Melbourne	1,142,212	9,231		60s
Chil. bark	India	953	Funke	Feb. 22	Vancouver	Valparaiso	787,496	7,018		owners ac
Br bark	Glenbervie	800	Groundwater	March 24	Vancouver	Iquiqui	429,897	7,689		37s 6d
Br ship	British India	1193	Lines	March 31	Vancouver	Valparaiso	680,372	9,315		37s 6d
Am sch	W. H. Falbot	756	Hlum	March 14	Vancouver	Tientsin	359,805	10,272		67s 6d
Am sch	Reporter	333	Brayer	March 3	Chemainus	San Pedro	416,586			Private
Br bark	Riversdale	1453	Finlayson		Vancouver	Sydney				47s 6d
Br bark	Mistletoe	821	Smith		Vancouver	Wilmington				41s 6d
Br bark	Craigend	2218	Leithwalte		Vancouver	Iquiqui-Callio				27s 6d & 30s
Br bark	Toboggan	676	Porter		Vancouver	Wilmington				

A-Also 2,389 bdl- lath and 5,550 bds pickets. B-Also 41,130 ft pickets and 913 bds lath. C-Also 38,741 ft t and g flooring. D-Also 1,053 bds laths. E-Also 157,070 ft t & g flooring and 53 bds laths. F-Also 8,269 ft pickets and 127,170 laths. G-Also 61,663 feet pickets and 23,020 feet laths. H-Also 49,846 feet t & g flooring and 1,015 bundles laths. J-Also 183,491 feet t & g flooring. I-Also 291,913 feet t & g flooring.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	TNS.
Br bark.	Lizzie Bell	1036	Edwards	Sept. 28.	A Liverpool	Victoria	R. P. Rithet & Co. (Limited)	109
Br bark.	Arladno	1187	Crook	November 28	C London	Victoria	Robt. Ward & Co. (Limited)	136
Br bark.	Irvine	665	Jones	Nov. 28	D Liverpool	Victoria	Turner, Beeton & Co.	136
Br bark.	Banfishie	899	McDonald	Dec. 18	E Liverpool	Vancouver	Bell-Irving & Paterson	116
Br ss.	Bushmills	1588	Denning		H Glasgow	Vancouver	Baker Bros. & Co. (ld)	116
Br ship.	Ben Nova	1061	Pike	Feb. 13.	B Glasgow	Vancouver	C. Gardiner Johnson & Co.	59
Br bark.	Martha Fisher	811	Lee	Feb. 27.	L Liverpool	Victoria	R. P. Rithet & Co (Ltd)	47
Br ss.	Batavia	1628	Hill	Feb. 24.	N Hong Kong	Victoria	F. C. Davidge & Co.	
Ger ss.	Romulus	1722			O Kobe	Victoria	F. C. Davidge & Co.	
Br ship.	Fernbank	1400			Q Glasgow	Vancouver	Bell-Irving & Paterson	
Br ss.	Empress of Japan	3043	Lee	March 29	J K. Kong	Vancouver	C. P. S. S. Co.	14
Br bark.	Chili	678	McKenzie		R London	Victoria	Turner, Beeton & Co.	
Nor. bark.	Ingrid	1363	Olsen		S San Diego	Vancouver		
Ital. bark.	Eritrea	779	Olivaro		P Valparaiso	Burrard Inlet	R. P. Rithet & Co., Ltd	
Br ss.	Empress of China	3003	Tillot		Q Hong Kong	Vancouver	C. P. S. S. Co.	
Nor bark.	Fritzo	1078	Rolfson	April 4.	G San Francisco	Chemainus	Robt. Ward & Co. (Ltd)	7
Br ship.	Karl Granville	1149	Flack		L San Francisco	Cowichan	Robt. Ward & Co. (Ltd)	
Br ship.	Burmah	1647	Newcombe	April 7	K San Francisco	Burrard Inlet	R. P. Rithet & Co., Ltd	5
Ger bark.	Palawan	954	Van Hauvel		M Newcastle	Vancouver		
Nor bark.	Emblem	1152	Anderson	March 29.	S San Diego	Vancouver		14
Br ship.	Crown of Denmark	2029	Pearse	April 9.	T San Francisco	Vancouver		3
Nor. bark.	Ursus Minor	601			U San Diego	New Westminster		

K—Lumber to Valparaiso at 35s. M—Via San Francisco for lumber to West Coast. I—Chartered to load lumber for M., A. or P. P. at 46s 3d. A—Spoken Oct. 8, lat. 46 N. long 10 W., Feb. 3, 90 miles Northwest of Valparaiso with cabin on fire, captain and first mate sick, Feb. 9, at Coquimbo for medical aid, sailed again February 21. H—To sail via Liverpool. G—Chartered to load lumber for Melbourne at 45s. D—Spoken Dec. 25, lat. 5 S. long. 33 W., spoken Dec. 28, lat. 9 S., lon. 34 W. P—To load lumber for West Coast South America on owners' account C—Dec. 8, towed into Gravesend. She lost two anchors and chains in the Downs, and damaged windlass, sailed again Jan. 4. F—to sail about April 1. E—arrived at Holyhead Dec. 19, sailed again 21. N—Via Honolulu. Q—Via Portland, under charter to J. Rosenfeld's Sons. R—To sail May 10. L—Chartered to load lumber for United Kingdom at 62s 6d. S—Lumber to Cork, U. K., 72s 6d. (direct port, 70s.) T—Lumber to Melbourne at 37s 6d. U—Lumber to Sydney at 37s 6d.

SHIPPING INTELLIGENCE.

The Romulus arrived at Hong Kong March 8.

The Upton SS. Batavia is expected on the 15th from the Orient.

The Lizze Bell, from Liverpool, will be due by the end of the month.

The C.P.R. steamship Empress of Japan sailed from Yokohama April 7.

The Emma Luisa is reported on the way from Valparaiso to British Columbia, seeking.

Bark Lebu, from Victoria, November 15, for Liverpool, was spoken January 23, lat. 51 S. long. 52 W.

The British ship Thermopylae is reported chartered to the Hastings Mill Co. from Vancouver to Japanese ports—terms private.

The British ship Athlon, 1,371 tons, Capt. Dexter, from Vancouver January 5, arrived at Adelaide March 18, with a cargo of lumber.

The British ship Burmah, 1,647 tons, Capt. Newcombe, sailed from San Francisco April 7 for Moodyville to load lumber for Valparaiso.

The Argyleshire has gone to Port Townsend to await orders. She has been previously reported chartered for lumber to Valparaiso at 40s.

E. Crow Baker has been appointed to the seat on the Victoria and Esquimalt pilotage board left vacant by the death of Roderrick Finlayson.

The British ship Crown of Denmark, 2,029 tons, Capt. Pearse, sailed from San Francisco April 9 for Vancouver, to load lumber for Melbourne.

The Norwegian bark Fritzo, 1,078 tons, Capt. Rolfson, sailed from San Francisco April 4 for Victoria. She will load lumber at Chemainus for Melbourne.

The Norwegian ship Morning Light, 1,316 tons, Capt. Johansen, from Vancouver January 22, arrived at Melbourne March 25, with a cargo of lumber.

The Norwegian bark Emblem, 1,152 tons, Capt. Anderson, sailed from San Diego March 29. It is reported that she will load lumber at Vancouver for Cork, U. K.

FREIGHTS.

Lumber freights from British Columbia or Puget Sound are fairly steady, with the exception of Australia which has further declined. Quotations are:—Sydney, 32s 6d; Melbourne, Adelaide or Port Pirie, 37s 6d to 40s; West Coast South America, 35s to direct port; United Kingdom, calling at Cork for orders, 62s 6d; Shanghai the last charter was at 50s.

The rate of grain freights from San Francisco to the United Kingdom for next season, up to October loading, is 30s.

The Commercial News says: The ship A. G. Ropes, 2,342 tons, from New York to San Francisco with general cargo, returns to that distant port in ballast, under charter for San Francisco again. With all the loading on owners' account, the scattering to nitrate, lumber, coal and other trades tonnage is superabundant and rates unprofitable.

Dalby & Claxton have been appointed agents for Victoria of the Alliance Assurance Company of London, England, which is one of the oldest of the English fire companies. It was established in 1824, and has a capital of \$25,000,000. The Alliance have just opened their agencies in Canada, having absorbed the Royal Canadian Insurance Company of Montreal. The Right Hon. Lord Rothschild is chairman of the London directors, and Hon. J. R. Thibaudeau chairman of the Canadian board.

VESSELS IN PORT.

(April 11, 1892.)

VICTORIA.

Nor. bark Dominion, 1,256 tons.
Br. ship Thermopylae, 848 tons, Capt. Winchester, arrived March 23 from Bangkok, discharging paddy, Victoria Rice Mills consignees.

VANCOUVER.

Br. ship Riversdale, 1,453 tons, Capt. Finlayson, arrived Feb. 27, loading for Sydney.

Br. bark Craigend, 2,218 tons, Capt. Lewthwaite, arrived Feb. 28, loading for Iquiqui and Callao.

Br. bark Mistletoe, 821 tons, Capt. Smith, arrived Feb. 25, loading lumber for Wilmington, Del.

Br. bark Toboggan, 676 tons, Capt. Porter, arrived April 2 from Callao, lumber for Wilmington, Del.

CHEMAINUS.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Feb. 22, laid up.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. bark Carrollton, 1,300 tons, Capt. Lewis, loading.

Am. ship Wm. F. Babcock, 2,029 tons, Capt. Graham, waiting to load.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammons, loading.

Am. bark Oregon, 1,364 tons, Capt. Slater, waiting to load.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	2	2,204
Vancouver	4	5,108
Nanaimo	4	6,280
Chemainus	1	1,036
Total	11	14,628

Messrs. Cowan & Wilson, wholesale grocers, shipped a consignment of 20 tons of general groceries, last Tuesday evening, by the City of Seattle, for Kaslo City, Kootenay. They are for J. B. Wilson, who is opening a general store in Kaslo.



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LION 'L' BRAND Pure Vinegars,

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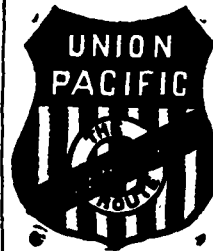
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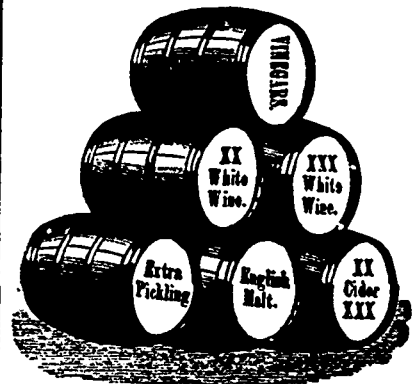
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