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It is most gratifying, pure or mixed with

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- 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.

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**BRITISH COLUMBIA
PIONEER STEVEDORING CO., LTD.**

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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.
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Vancouver.

British Columbia

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, May 21.

VICTORIA.

The few warm days last week had an enlivening influence on trade. Dry goods are opening out well, but the late cold spring has had an injurious effect on the trade for the season. The volume of business for the past four months has been fair, and, if the warm weather continues, expectations are that the season will turn out satisfactory. Collections still continue slow. Trade in the boot and shoe line is very slow. The orders received from the trade are mostly of a sorting up nature. Light orders are reported for new lines, as dealers are conservative and determined to keep their stocks down. There has been a certain activity in many lines preparing for the celebration which will be followed by the customary holiday lull. A number of buyers from Mainland points are expected in the city during celebration week.

GROCERIES AND PROVISIONS.

The following are the receipts of California butter by the steamship City of Puebla May 18 from San Francisco: For Victoria—49 cs, 5,570 lbs; 25 tubs, 1800 lbs; 40 kits, 1,000 lbs. Total, 8,370 lbs. For Vancouver—6 cs, 675 lbs; 45 tubs, 2,500 lbs. Total, 3,175 lbs. Grand total, 11,545 lbs. The receipts by the previous steamer were 12,245 lbs. The market, in San Francisco, is reported firm. California fancy roll is still quoted at 20c per lb, and tubs 27c. It is said there is no eastern butter on this market; stocks are completely cleaned up. Canadian cheese is quoted at 14c, and new California cheese at 10c. Eastern eggs are quoted at 18c and fresh Oregon at 22c.

The prices of American meats are hardening. Canadian meats and lard are both stiff but changes are advised in prices.

Quotations are: Hams, 14c 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.

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

The local wholesale trade are selling considerable quantities of canned vegetables for future delivery. One house reports that orders have been received by them for 1,000 cases on the basis of \$1.00 per doz., f. o. b. at the canneries in the east.

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.

FLOUR AND FEED.

It is stated by dealers that the low price of Hungarian flour is stimulating the demand, and the receipts of Manitoba flour on this market show a large increase over last year. As a consequence, the demand for American flour is falling off, and importations are becoming lighter. The Victoria customs returns show that, for the past three months the importations of American flour were 2,979½ barrels,

while for the corresponding period last year they amounted to 5,480½ barrels, which figures substantiate the statement made by dealers. The Brackman & Ker Milling Co. received a large shipment of Strong Bakers or XX flour from the Enderby Mills last week. This brand is meeting with a large demand from bakers. The feed market is becoming somewhat easier. Stocks of bran are fuller and the price has been reduced \$1 per ton.

The Columbia Flouring Mills quote: For Enderby flour in carload lots, Premier, \$5.10; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations to the trade as:

Delta, Victoria mills	\$ 5 25 @ 0 00
Lion, " "	5 25 @ 0 00
Premier, Enderby mills	5 50 @ 0 00
XXX., " "	5 50 @ 0 00
XX., " "	5 25 @ 5 50
Superfine, " "	4 25 @ 4 50
Ogilvie's Hungarian	5 85 @ 0 00
" Strong Bakers	5 50 @ 0 00
H. B. C. Fort Garry Hungarian	5 85 @ 0 00
Benton County, Oregon	5 75 @ 0 00
Snowflake	5 75 @ 0 00
Portland Roller	5 75 @ 0 00
Royal	5 45 @ 0 00
Wheat, per ton	35 00 @ 40 00
Oats	30 00 @ 00 00
Oil cake meal	35 00 @ 00 00
Chop feed	30 00 @ 00 00
Shorts	28 00 @ 30 00
Bran	25 00 @ 27 50
National Mills oatmeal	3 50 @ 0 00
" " rolled oats	3 50 @ 0 00
" " split peas	3 50 @ 0 00
" " pearl barley	4 50 @ 0 00
" " Chop feed	30 0 @ 0 00
California oatmeal	4 35 @ 0 00
California rolled oats	3 85 @ 4 00
Cornmeal	1 75 @ 3 00
Cracked corn	45 00 @ 50 00
Hay, per ton	18 00 @ 20 00
Straw, per bale	1 25 @ 0 00

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 following are the receipts of fruits and vegetables from San Francisco by steamship City of Puebla May 16: For Victoria—230 cs oranges, 19 cs lemons, 4 bxs pineapples, 77 crates bananas, 20 pkgs containing 40 drawers strawberries, 35 pkgs containing 112 bxs cherries, 66 crates cabbage, 133 sacks onions, 55 sacks potatoes, 1 bx artichokes, 1 crate cauliflower, 2 cs tomatoes, 1 cs asparagus, 25 cs peas, 3 cs beans: total, 672 packages. For Vancouver—43 cs oranges, 2 bxs lemons, 10 pkgs containing 61 bxs cherries, 49 crates bananas, 54 crates cabbage, 42 sacks onions, 6 bxs peas, 6 bxs asparagus, 39 sacks potatoes, 11 cs honey comb, 1 bx pineapples, 2 cs cauliflower, 5 bxs beans, 1 bx horseradish total, 277 packages. Grand total, 949 packages. The receipts by the previous steamer amounted to 641 packages. A private advice from San Francisco says: "Cherries are coming in slowly, and the prices continue to be high. There are no navels that we can recommend. Mediterranean sweets are taking the place of navels. The prices are held high. All oranges are coming in slowly." Another says: "There are lots of cherries but very few are in a condition to ship, the late

rains have swelled and burst them. Hope for good ones soon." Dealers in San Francisco have been unable to supply the fruit ordered by local houses. Orders have been received from dealers in the Northwest for small fruits, but, so far, the supply has been so limited that no shipments have been made there. Lemons are a little higher. Oranges are also up in price. New potatoes were higher last week and some were sold for 2c. Cherries were sold above quotations last week, but the price has gone down a little. There is very little asparagus coming forward now, and the market is said to be completely bare of apples." Quotations are: Oranges—Riverside seedlings, \$3 to \$3.50; navels, \$5.00 to \$5.50; Mediterranean sweets, \$4.00; Highland oranges, \$3.75; Los Angeles, \$2.75; California lemons, \$3.50 to \$4.75; Sicily lemons, \$5.00; bananas, \$3.50 to \$3.75; cabbage, 2c per lb.; potatoes, \$17 to \$18 per ton; rhubarb, 5c; cranberries, \$3.75@4 per box; new potatoes, 1½c per lb; strawberries, \$1.00 a drawer; cherries—white, \$1.50 per box, black, \$2.00 per box; red California onions, 1½c per lb.; pineapples, \$6 a doz.; coconuts, 90c. a doz.; peas, 5c per lb; beans, 20c.

LUMBER.

The Toboggan sailed from Vancouver May 20 for Wilmington, Del., with a cargo consisting of 605,328 feet rough lumber and 275,000 shingles valued at \$9,330. The Antonietta received orders and has gone to load at Chemainus for Valparaiso on owners' account. The Chil. bark Guinevere, 960 tons, is on the way from Autofogasta to load lumber.

The outlook in the lumber trade is more hopeful and a better feeling is manifested among the trade. The demand from South America continues fair. There is but little going forward to Australia. Stocks there are being gradually reduced, and it is believed the market is approaching a healthy condition. There are now only four vessels on the way to load lumber at B. C. ports, while at the same time last year there were about fourteen on the list under charter. The lumber dealers of Vancouver have adopted a uniform schedule of prices for the city trade. There are, at present, seven vessels loading at B. C. ports for foreign. 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.

SALMON.

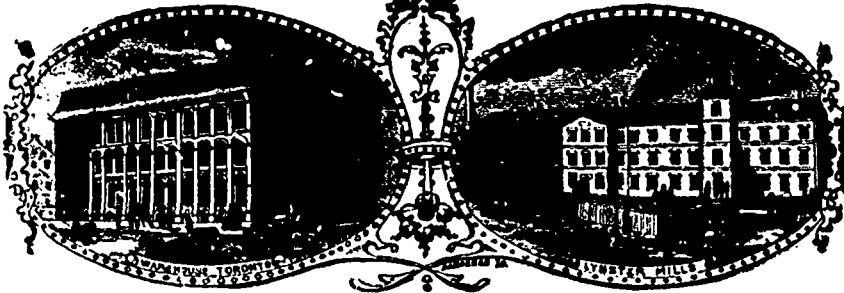
Recent advices from London state that the market is improving. There is more of a feeling of confidence, as dealers realize that the Alaska canners' combination is holding firm and that the pack both of the British Columbia and Alaska canneries will be curtailed according to the agreement entered into some time ago. An offer on English account for a large lot of salmon was recently declined by the agents of the cannery, who anticipate a better market.

The *Commercial News* says: While salmon remains unchanged here, it is also dull in New York, although a more favor-

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers,



REPRESENTED BY R. S. NORTON, WINNIPEG.

able opinion of it exist here, owing to the improvement in England. The Liverpool correspondent of the *American Grocer*, writing under date of April 23rd, says: "In spite of the present being Easter week, we have seen quite a lively market—not caused so much by active distribution, but by dealers having regained confidence—and discovered that with diminished shipments in view, the recent range of values was altogether too low; hence all parcels of red Alaska offering at from 15s 9d to 16s 6d have been purchased, and the market is now firm at 17s, and in some cases this advanced has been realized. The effect of this better feeling is sure to be felt by retailers, who, finding each week that prices were receding, declined to hold stocks, and were selling down to their last tin before replenishing, and their purchases were kept down to ridiculously small dimensions; but next week, when they find holders independent and asking for advanced figures, then we anticipate there will be somewhat of a rush, and a further advance of 6d per case may be realized."

BUSINESS CHANGES.

J. M. Dale, grocer, has opened at Port Hammond.

A. D. Campbell, general store, Sardis, has assigned.

M. E. Dodd, grocer, Victoria West, has gone out of business.

Thos. R. Jones, general store, Northfield, has assigned to H. A. Simpson.

The Diamond City Furniture Co., Nanaimo, has dissolved. John May retiring.

Munroe & Hughes, grocers, Victoria, have dissolved. George Munro continues.

Marymont & Smidt, clothing, Victoria, have dissolved. Henry Marymont continues.

Mr. Arthur Bullock has retired from the firm of J. S. Stannard & Co., dry goods, Nanaimo.

Jancy & Crossman, fruits, etc., Nanaimo, have bought the stock of Thos. R. Jones, general store, Northfield.

Russ H. McMillan representing Leaf & Co., dry goods, London, Eng., has removed from Toronto to Victoria.

The stock in trade of the estate of Allan

McLean, grocer, New Westminster, is advertised for sale by tender.

Allan McLean, grocer, Westminster, assigned to Frederic W. Holway on the 10th inst., for the benefit of his creditors.

Beaumont Boggs has taken over the agency of the Eastern Fire Insurance Co. from the late firm of Crane, McGregor & Boggs.

F. S. Findley has withdrawn from the *Tolmie Land Company*. The business will be carried on by Messrs. R. F. Tolmie and George A. Cooper.

J. E. Crane and R. A. Cunningham, under the firm style of J. E. Crane & Co., succeed Crane, McGregor & Boggs, real estate and insurance agents.

W. Wilby, who has been for 15 years in the employ of M. W. Waitt & Co., has purchased from that firm the business at Douglas street, known as the Golden Rule Bazaar.

PROVINCIAL TRADE NOTES.

Mr. Johann Wulffsohn, managing director of Wulffsohn & Bewicke, L'd, has gone to Vernon to make arrangements for opening a branch office of the firm there.

Mr. S. J. Pitts, who was formerly one of the leading wholesale grocers of Victoria, will shortly return here from England, and it is reported that he will go into active business again.

The Nanaimo correspondent of the *Victoria Times* writes: "A large number of idle miners have been started in No. 1 shaft, and it is rumored that the end of next month will see every miner now idle employed again. Some of the men have waited months in expectation, and it is to be hoped their patience will be well rewarded."

The first brew of lager beer from the Union brewery, Nanaimo, was completed last Friday, and the connoisseurs of this beverage pronounced it to be equal to any beer of the kind at present sold in that city. Preparations have been made by the company to have the beer bottled for exportation, and it is expected it will find a ready sale. At present a double force of men is employed night and day.

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WORKING INJUSTICE.

Under the law of the Province of Quebec as now it stands, the landlord's claim is preferred before all others. No matter whether the case is one of insolvency or whether the claim arises from any other circumstances, he alone of all classes of creditors is able to obtain his full satisfaction to the last cent, and, although every other creditor might be deprived of every cent that is due, the landlord comes in not only for all the rent due to date, but rent for the unexpired balance of the lease. When a creditor closes down upon his debtor, those people who have maintained his very existence may whistle for their money while the landlord may sell out his furniture or goods to satisfy the claims on a ramshackle house, not only for the amount actually due, but for two or three years ahead should his lease extend so far. To show how this works, we give the results of the winding up of the estate of P. Hudon, wholesale dry goods merchant, Montreal. This estate, which was valued at about \$75,000, pays a dividend of one cent and a half on the dollar to all creditors, except the landlord and bank. In other words, the dividend on \$66,679.43—the amount of claims already filed—came to only \$1,000.20, while other claims amounting to \$8,500 represented by creditors who failed to file their claims, yielded a dividend of \$127.50. The landlord's claim for rent to the first of May, 1892, amounted to \$437.72. The rent and taxes for the unexpired balance of the lease,—that is, up to May, 1893,—were \$340.18. Thus the landlord got out of this estate \$1,277.90 in hard cash, with the privilege of having the use of his money over a year in advance, while all the other creditors together, omitting the bank, received but \$1,127.70, although they supplied the insolvent with over \$75,000 worth of goods. The Merchants Bank was, moreover, it is said, allowed to step in and take over \$35,000 of goods to cover themselves. Is the claim of a bank also any more sacred than that of an ordinary creditor in the nature of things?

The Squamish Valley Hop-raising Company, L'd, has been incorporated with a capital of \$10,000, in shares of \$10 each. The company propose to carry on the business of raising hops. The trustees are: Duncan Bell-Irving, Charles Gordon, W. E. Green, Wm. Shannon and E. Lindsay Phillips. Vancouver will be the principal place of business.

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COMMERCIAL SUMMARY.

Messrs. Edgell and Bell, of Toronto, propose to establish a glass factory in Winnipeg.

It is reported that the Pecos Valley railroad in New Mexico has passed into Jay Gould's hands.

A despatch from New Zealand brings news of a terrific hurricane extending over a large portion of the country.

Awful destitution is reported on the Labrador coast. The people of Flowers Cove are simply starving to death.

England has accepted the invitation of the United States to take part in an international conference on the silver question.

The Freehold Loan and Savings Company have declared a dividend of 4 per cent. on the current half year, payable on and after 1st June next.

Alexander Jamieson has been fined \$150 at Chatham for unlawfully detaining a letter addressed to another party which he took from the post office.

The City Council of Toronto has unconditionally sanctioned the change of the street railway system from horse cars to the overhead electric trolley system.

Between 500 and 600 families are said to be threatened with starvation in the Black Jack country around Kingfisher, Oklahoma. The sufferers are principally negroes.

Chancellor Boyd has dismissed with costs the action of the city to restrain the O. and Q. railway from removing the Credit Valley shops to West Toronto Junction.

Some huge "Mastodon" locomotives are being built at Dunkirk, New York, for the Great Northern Railway. They will, it is said, haul twelve heavily laden passenger cars at the rate of 50 miles an hour over a level grade.

The Bank of Montreal statement was issued, the other day. The profits of the year are 11 per cent. This is about 1 per cent. more than the public generally looked for. The statement is considered very satisfactory.

James Goadie, Sr., has just died in Chicago. He is said to have built the first vessel that ever crossed the Atlantic by steam power alone, namely, the Royal William, which made the trip from Pictou, N.S., to Gravesend in 1833. He was 81 years old, and was married to his wife, who survives him, nearly 60 years ago.

A recent Montreal despatch says: "The first trouble over the new government cattle regulations occurred to-day when 31 cattle were ordered off the steamship Campus by the government inspector, the required space not having been given the cattle. The Campus had four tiers of stalls on one deck and she had to take one tier down, thus lessening her carrying capacity by some seventy cattle. This, at 55 shillings, the amount of the steamer's charter, means a loss per trip of \$960. The owner of the cattle ordered off will hold the steamship responsible for his loss. Late cables from the British markets state that the bottom has dropped out in the last ten days. Prices have fallen fully \$12 per head."

Montreal's additional school taxation for this year will amount to a very respectable sum of between \$10,000 and \$50,000.

La Patrie thinks that reform is urgently needed in the municipal administration of Montreal to prevent a collapse of the city's credit.

It is reported from Astrakhan that the steamer Alexander has foundered in the Caspian Sea, and 250 passengers have been drowned.

Palacio has commissioned General Solazino to carry despatches to Gwiman Blanco in Paris, and also to make a deposit for him of a considerable sum of money in a European bank.

A large reform in the management of the Intercolonial Railway will now be set on foot by the Dominion Government, in order to check the growing annual deficits on that system.

It is claimed that a raise in the price of linoleum will soon be made, says an American exchange. The excuse given by the manufacturers for this action is that raw materials are dearer.

The Patrons of Industry of East Zorra, Oxford county, held a meeting recently to discuss annexation. Messrs. J. M. Grant and John J. Hall, of Woodstock, attended, and spoke so tellingly in opposition to the fact that a vote was not attempted.

The Toronto City Council will be asked to pass a by-law to prohibit the use of automatic shot cigarette machines by which the small boy gets cigarettes and breaks the provincial law prohibiting the sale of cigarettes to persons under eighteen years of age.

Some of the leading merchants of Hamilton, Ont., have entered upon a vigorous crusade against saloon licenses being granted to parties in their immediate vicinity. One saloon-keeper has entered actions against Mr. Fred Watkins, and threatened W. W. Buchanan, but these gentlemen respond by letters to the press, refusing to retract their statements that the saloons were a curse to the city and a great detriment to the merchants in the block surrounding it.

The latest Winnipeg *Commercial* to hand says: "Business has been rather of a dragging nature, owing partly to unfavorable weather condition. Mercantile collections continue close. It was hoped by this time the grain which stood in stack over winter would be passing into money, and that collections would accordingly be improved. The grain, however, is still in stack, and so much damp weather has probably further reduced the quality. It is questionable if much of it will turn out of passable milling quality, and with the dullness and low prices for wheat, low grade stuff would hardly pay for threshing and marketing. It does not look as though the wheat held back will go far toward making money flush. There is a good deal of wheat in store by farmers, in farmers' elevators, etc., but money has probably been borrowed on the most of this, so that its final sale will not give the producer cash to pay up his miscellaneous debts, or to buy new goods."

POINTERS.

"I have known hundreds of commercial travellers in my time," said Geo. L. McGrew, national president of the Travelers' Protective Association of America, "but I have never known one yet to make a success on the road, or even remain on the road for any length of time, unless he worked as hard for his employer as he would work for himself. I will say even more, and that is, that I never knew a narrow-minded or bigoted salesman to succeed. The requirements made upon a salesman can never be appreciated until one becomes a salesman himself. The successful salesman cannot be ignorant, because the dealer will find out at the very start; he cannot be insolent, because his insolence will be resented; he cannot be too smart because there is many a small country dealer just as smart as he is. He must be a well-informed, earnest, courteous gentleman at all times, and I am glad to say, while speaking on this subject, that the old-style salesman that we used to read about when we were boys is gone. The idea of the "drummer" twenty-five years ago implied a man dressed in the flashiest style of clothes, of loud demeanor, who demanded and got the best of everything, where he went, and who regarded mortals as only of secondary consideration. The people, a quarter of a century ago, thought that a drummer could not be successful unless he got on an occasional "tear." The drummer now is essentially a gentleman in all that the word means. He must be a gentleman in conduct as well as in appearance. No bumming and no tearing around is tolerated for one moment by a reputable house. In short, the salesman is a perambulating merchant; he travels from place to place representing his house, and stands for his house wherever he goes. The better class of salesman will not associate with our excuse the drummer who thinks it is his duty to get drunk or act smart wherever he goes. Go where you will, I doubt if you can find a more intelligent, a more moral or a more trustworthy class of men than you will find in the ranks of the travelling salesmen."

THE WHOLESALE GROCERS' GUILD.

The members of this organization are reported by the press as determined to continue selling sugars at and under cost for some time to come, with the avowed object of giving outsiders a lesson. The spectacle of one hundred wholesale grocers indulging in this sort of business is a sight for the gods. It is amusing, but, as the old lady said, it is costive.

The policy of selling at cost as an alternative to a combination price is not the logic of merchants, but is the price paid for revenge, and it is a question whether this luxury may not be dear at the price. The Wholesale Grocers' Guild have had their full swing since February. They have suspended clause No. 2, and have been in a position to buy in the lowest market. The refiners have stood on one side, possibly somewhat amused to see the Guild members cutting each other's throats, but it is inconceivable that refiners on the one

hand will permit of such an injustice continuing for an indefinite length of time.

That wholesale grocers, members of the Guild, should buy granulated sugar at $1\frac{1}{2}$ ¢, less 2½ per cent., whilst wholesale grocers who are not members of the Guild are required to pay 11-16¢ net cash, or a difference of 30¢ per 100 lbs., whilst the former are in no sense restricted in their selling prices, cannot continue, and will before long be decided either by the refiners insisting upon the sugar agreement being broken up, or by an appeal to the law courts. — *Dominion Grocer*.

RED ALASKA SALMON PRICES.

It is rumored that the Alaska Packing Association contemplates making an advance in the price of red Alaska salmon. To say the least it is a doubtful matter if such a course would have the full endorsement of wise business management. The market has strengthened up very materially in the past thirty days, and the indications point strongly to a fairly profitable outcome of the season. In our opinion, the interests of the Association and of the salmon packing industry of the coast will best be subserved in the pursuit of the policy which was outlined early in the season, and has been followed so far with satisfactory results. Let prices remain as they are for a time at least. The guaranteed reduction in the pack has stimulated the demand. Low prices abroad and in the east have been followed by large consumption. From either an industrial or commercial standpoint, salmon-packing interests are in better position to-day than they have been for years. Prudent management would seem to suggest no immediate interference with the gradual and perfectly natural development of an unusually strong market. — *S. F. Herald of Trade*.

A MAN'S CREDIT.

The large majority of people desire to have a reputation for good credit among their local merchants, and be able to get accommodation, if desired, upon their established record for prompt payment of accounts. A good credit is something that is worth striving for, and when attained the possessor may rightfully feel a just pride in the fact that he possesses the confidence of those with whom he deals. A good credit standing properly used is an acquisition of unlimited value to its possessor, but when it is abused it becomes one of the worst curses that can be entailed upon an individual.

The injudicious and extravagant use of a good credit has caused more failures and made more bankrupts in business and financial circles than all other causes combined. By reason of a good credit individuals and firms become reckless in their expenditures and obligations, so much so that when the tide turns and reverses are met with, they find themselves so far from shore that they are unable to stem the tide or reach the harbor, and, as a consequence, they find themselves and their business shipwrecked, their business gone, and they themselves overwhelmed with debt. — *The Canadian Grocer*.

IRELAND'S GREAT SEAL.

A new great seal for Ireland has just been completed by Allan Wyon, chief engraver of Her British Majesty's seals, to take the place of the seal designed on the accession of the Queen, which is now worn out. The new seal is an exact replica of its predecessor, and is similar in all respects to the great seal of England, save that in the exergue a harp, with shamrock leaves, takes the place of the trident head and sprays of oak, which form the distinctive mark of the English seal. It is interesting to observe, as illustrating the much greater frequency with which the English seal is used, as compared with the Irish, that whereas the latter has withstood the wear of fifty-four years, the English seal has already been twice renewed in the present reign, once in January, 1860, and again in August, 1870. A discarded seal, on being defaced, becomes the perquisite of the Lord Chancellor.

Huntingdon's rate of taxation this year will be 17½ mills.

Employees of the Canadian Express Co. applied to general manager Sargent, of the Grand Trunk Railway, which controls the express company, for reduction of their working hours by the granting of Saturday half holiday. Sargent refused their request.

A writer in the *New York Post* avers that despite the tariff of the great McKinley there is much "de facto" free trade between Huntingdon, B. C., and Sumas. The good folks of Sumas take in the pay of B. C.'s adjoining prairie land, and the latter's inhabitants, it is declared, carry back in return, "when the shades of night are falling fast," groceries and whiskey.

The *Montreal Witness* professes to fear that the present emigration of French-Canadians to the Northwest will divest the Territories of their British character. The French-Canadian immigration into the Northwest, considerable and increasing though it is, will hardly, however, produce so complete an effect, though it will doubtless result in the formation of many French-Canadian colonies.

The question of weighing paper with sugar, as regards its effects upon the profits of retail grocers, would appear to be a trivial matter, but at a meeting of a co-operative society in England recently it was stated that through the change to the system of weighing sugar without the wrapper, the dividend of the society for the previous quarter had been reduced about four cents in the pound sterling. The receipts had decreased about \$10 per week.

The process of a French chemist, consisting of the mixing of molasses with the cane juice for manufacturing sugars, seems to have proved a complete success if the recent reports from Cienfuegos are true. In these reports it is said that the new process is affording excellent results, inasmuch as it yields 11½ per cent. of first jet sugar, polarizing 98.30 degrees on an average. Furthermore, the managers of the American Sugar Refining Company declare that the sugar thus produced is the handsomest raw sugar ever imported into the United States, and they readily pay for all the cargoes of this brand of sugar 1-16 of cent more than the ruling prices.

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VICTORIA, TUESDAY, MAY 21, 1892.

THE SMALLPOX.

It must be said that we sincerely regret that smallpox should have made its appearance in the sister city of Vancouver. It did not develop there, but was brought, as the evidence shows, from the East. It is in the highest degree satisfactory to know that the local authorities have not been remiss in the performance of their duty at this juncture. They have acted not alone with promptness, but with vigor, and if the people themselves will only co operate, as is their manifest duty, there cannot be much fear that the disease will spread to any very great extent. To secure this there must be isolation, disinfection and vaccination. A floating hospital has been established, which is possibly the very best way in which isolation can be secured. It is the duty of every house holder—to himself, to his family, and to the community—to at once notify the health officer should the disease appear, or there be anything suspicious the matter with any member of his family, while medical men should not hesitate to officially report the circumstances. It is only a few years since a terrible loss of life was caused in the province of Quebec by reason of neglect in this particular, it not being infrequent for the inhabitants of a stricken household to mingle with the sick as if nothing were the matter, and then go out among their fellows as if nothing of the kind prevailed. There is nothing like isolation to prevent contagion from this highly infectious malady.

It may be deemed by some people sufficient to quarantine a house in which there is a patient, but there is a risk of the disease being spread, even through the medical men and others whose business is to visit such places. The smallpox hospital is the proper place for the afflicted, who under ordinary conditions can get really better treatment and attention than at their own homes, for every one connected with such an institution is selected because of his or her qualifications to deal with these special cases. Then all who reside in a house which has had smallpox should be quarantined, not for a couple or three days, but for what is recognized as the ordinary period of smallpox incubation, which, if it does not develop, they should only be allowed to mingle with their fellows after they, their dwelling place, and all their household belongings have been thoroughly disinfected. In these days there are few who will dispute the virtue of vaccination. It has been proved that if it does not in every instance render its object proof against smallpox, it

materially diminishes the intensity of this disease, which it may be remarked finds its most ready victims among those who are physically weak or in localities where the surroundings and drainage are favorable to sicknesses of a zymotic character.

There is one matter in this connection, the necessity of perfecting which the existing condition of things should emphasize—that is the imperative necessity not only of having every incoming ship properly inspected, but of having her quarantined for the full term of incubation should she have either a developed or a suspicious case on board. To our mind, it was not sufficient to have kept the Chinese passengers, as on a recent occasion, in a condition of semi-quarantine at Albert Head. Elsewhere the circumstances would be taken as warranting much more vigorous action. What is done should be thoroughly done, and in that event there can be no fear of smallpox for any one of us. Experience has shown that not only does an outbreak of smallpox cause sickness and death, but it seriously prejudices trade, and that in the estimation of many will be an additional reason why the most stringent precautions as well as curative measures should be adopted.

REAL ESTATE IN THE EAST.

Although we are inclined to consider that it is out in the Far West and on the Pacific Coast that we must look for real estate booms, it is not here alone that substantial progress is made. It is very true that though, out East they may not have Bogusburg excitements, they are making substantial progress. Take for instance, the city of Montreal. Lately, probably under the stimulus of Toronto rivalry, her merchants have been stretching out their hands in all directions, and have caused a warm competition to be carried on in all departments of commerce. Not a few of her houses have been forced to enlarge their quarters, although it is true that some which have been going it a little too fast have been unable to maintain the pace and have had to fall out. Montreal capital has found its way to different portions of the Dominion in the promotion of mining and other enterprises, while a most satisfactory sign is found in the fact that real estate has gradually, it is true, but most encouragingly advanced. This is seen in the subjoined figures, taken from the *Real Estate Record* for May. During the first four months of each year from 1888 the total transfers and loans were as follows.—

	No of Sales.	Amount.	Mortgage Loans.
1888	737	\$2,435,513	\$1,236,217
1889	684	3,033,111	1,114,900
1890	736	2,625,921	1,051,798
1891	658	4,723,900	1,266,435
1892	651	3,826,432	1,315,328

For purposes of comparison there should, it is said, be deducted from the returns for 1891 two transfers of an exceptional nature in January, 1891, amounting to \$1,078,413. Much of this property is in the older and more valuable parts of the town, but not a small quantity is in the extensions of and additions to the city, which have been deservedly attracting a good deal of atten-

A PECULIAR FAILURE.

The requirements of the British Columbia trade for a better, or rather a good Insolvency Law, was never more clearly manifested than when the Courts came to look into the affairs of Allan McLean, grocer, New Westminster, who failed a few days ago. The business was taken over from McLean & Morrison, a month or so ago, and at that time about \$4,500 were covered, which some of the creditors were unable to account for, nor could McLean himself do so. The strangest part of the matter appears to have been that some of the creditors swallowed a flimsy explanation as to how this deficit occurred; but the more level-headed and upright among them are of the impression that the liabilities were either "swelled," duplicated, or payments have been made which have not been recorded. There seems to have been connivance to favor certain interested parties. If this is the case, or if there be even the shadow of such trickery, we hope it will be closely investigated.

UNDER THE TARIFF.

Until the McKinley tariff came into force, the firm of Edward T. Steel & Co. conducted a large woollen factory at Bradford, England, entirely upon goods for the American market. The McKinley tariff, however, left them only the choice as to whether they should endeavor to hold their American trade by reducing the quality and weight of their goods, or remove their works to the United States. They, in consequence, established themselves at Bristol, Pa., where they are now in full operation. In a circular which they have issued, it is stated that the manufacture of goods will be carried on with the guarantee that they will be up to their previous English standard of weight, wealth and quality without any advance in prices. Last year, the value of imports of woollen goods into the United States was nearly \$25,000,000 less than the year before; but the American people used just as many goods, but of American instead of foreign production, manufactured by American instead of foreign workmen. This increased occupation of American workmen must have been of benefit to American workmen.

In this connection, it may be mentioned that under the Canadian National Policy it has become necessary for American manufacturers of specialties to have their own branch factories—not selling agencies—in some part or other of the Dominion. This has provided for the employment here of people resident and the consumption by them of home productions, or the payment by them of duties on any imported articles which they might consume that did not come in free under the Canadian tariff. We have not, as have our neighbors, any provisions such as there are on the other side in any way restricting alien labor, so that we have a liberty that is not possessed in the much-vaunted "par excellence" land of liberty; but on the other hand we have the benefit of their industry and the expenditures they make among us.

THE U. S. CHINESE LAW.

The Chinese Exclusion Act recently adopted by the United States Congress, extends the present laws on the subject for a period of ten years and provides that all Chinese convicted of being illegally in the country shall be returned to the country to which they claim allegiance; that any Chinese arrested under the provisions of the act shall be adjudged unlawfully within the United States unless he can establish by affirmative proof to the satisfaction of the court his lawful right to remain, and, if convicted, it provides that he shall be imprisoned at hard labor for a period of not more than one year, after which term he is to be deported as provided. In case of appeal for a writ of habeas corpus, provision is made that no bail shall be allowed, but the case tried as speedily as possible. All Chinese laborers now legally within the United States are required to procure from the Collector of Internal Revenue for the district in which they live, inside of one year, a certificate of residence, and in case of his neglect so to do, he must prove that he was unable, through sickness, accident or other unavoidable cause, and must prove by at least one credible white witness that he was a resident at the time of the passage of the Act. All Chinese found without a certificate at the expiration of the year, are liable to arrest and prosecution. No charge is to be made for the certificate, and any Chinese other than a laborer having a right to remain, may apply for and receive a certificate as evidence of this right.

PRESIDENT VAN HORNE'S VISIT.

Messrs. Van Horne, Angus, and other Canadian Pacific authorities and their friends are on their annual trip across the continent. It is spoken of as their annual official inspection, but, in connection with this business, there cannot be other than a great amount of enjoyment, for the reason that the daily routine of the president, which is so wearing, is to a certain extent dispensed with, as it is only by wire that matters of pressing importance can break in. The party will have every reason, as far as our information goes, to be satisfied with what they will see along their journey. Substantial progress and development mean more freight and passenger traffic, and the excellent condition of the road and rolling stock will be proved by the experiences of the travelers. A far-sighted and forehanded man like the president will, as he comes along, be able to see at what points business can be better served, for what is now being shipped at the various points is only a fraction compared with what will be the business of the future when interior communications are made more perfect.

If it be only possible to bring down cattle freights to the Coast, the consumers of Vancouver and New Westminster, as well as of Victoria, would have reason to appreciate the consideration of the management, inasmuch as with the enforcement of the cattle quarantine regulations, we are completely at the mercy of the Calgary and other Northwestern cattlemen, whose wire-pulling at Ottawa has brought matters to such a pass that already people are

beginning to talk of the necessity of reducing the consumption of meats, and making their diet consist more largely of vegetables and fruits, which we can raise at home. There are numerous details in connection with the service to Victoria that are capable of amelioration. The C. P. R. authorities have already been made acquainted with them and, could Mr. Van Horne only spare the time for a more lengthened stay here this time, they might possibly be set before him in a more orderly and effective manner; if not, a deputation might cross over to the mainland to meet him.

AMERICAN LYING.

"What liars some people can be, when it suits their interests!" is the remark that has been passed time and time again on the statements, denials and equivocations that have been crowded by the Americans into the controversy that has for so long been proceeding in connection with Behring's Sea matters. On the 6th of the present month the San Francisco *Chronicle* published, on the authority of one who professed to be the special correspondent of that paper in Victoria, a communication, whose equal for wilful and unmitigated inaccuracy it would be hard to find. Where there were no real facts to support him, he industriously set to work to accomplish that, to other people, impossible feat, to manufacture them. And they suited his purpose as well as those who employed him, for they are of that class with whom a really well brazened out lie is altogether beyond comparison. His lies and the half verities which the agents of the United States Government are now trying to work up as to the condition of seal life and pelagic sealing cannot however be expected to have much weight when compared with the solid facts gathered by the actual observations of Sir George Baden Powell and Dr. Dawson. These are, moreover, reinforced by a report of no less an authority than Professor Elliott which, because it did not bear out the American pretension, has been wilfully and maliciously and with the intention to deceive been pigeon holed at Washington; but which has in some way or other found its way into the columns of the New York *Evening Post*. This report clearly demonstrates that the destruction and utter extermination of seals is a matter of but a few years, not on account of pelagic sealing, but because of the chasing of the young male seals overland by the Alaska Company's seal slaughterers, until they have become utterly exhausted and are consequently incapable of propagating their own species. The Professor says in this report, which refers to his visit to the islands in 1890:

"I was wholly unaware of the extraordinary state of affairs which stared me in the face at the moment of my first landing last May on the seal islands of Alaska. I embarked on this mission with only a faint apprehension of viewing anything more than a decided diminution of the Pribyloff rookeries, caused by pelagic sealing during the last five or six years."

Previous to this last visit, the Professor—and he is the great American authority—had reported of his visits in 1872 and 1874 that the seals

were very numerous and could well stand the drain of 100,000 a year. To further quote from this pigeon-holed report, we find that "utter ruin and extermination is only a question of a few short years from date unless prompt and thorough measures of relief are at once ordered on sea and on land by the Treasury Department, and enforced by it."

The cause of all this is, as we have seen, the overdriving, which has for the last few years been more than ever vigorously prosecuted. Subjoined are the Professor's conclusions, which the *Evening Post* says rendered him ineligible to become one of the joint commissioners to report to the arbitrators:

"It now appears plain to me that these young male fur seals, which may happen to survive the terrible strain of seven years driving overland, are rendered by this act of driving, wholly worthless for breeding purposes they never go to the breeding grounds and take up stations there, being utterly demoralized in spirit and body. With this knowledge then the full effect of driving becomes apparent, and that result of slowly but surely robbing the rookeries of a full and sustained supply of fresh young male blood demanded by nature in peratively for their support up to the standard of full expansion (such as I recorded in 1872-74)—that result began, it seems now clear, to set in from the beginning twenty years ago under the present system."

We need not further comment upon the remarkable statement made by a gentleman whose authority was so highly valued by the Americans that it used to be always cited, and now when it is adverse it has been expedient to bury it away out of sight, than to commend to Mr. Blaine and his colleagues the highly suggestive remark of the celebrated Deeming, "Put that in your pipe and smoke it." Who, it may again be fairly asked, are these cruel and relentless drivers? None other than than the pets of President Harrison and his Cabinet, the sweetly-scented Alaska Company, who have been protected in every legitimate way and otherwise.

RAILROAD matters throughout the State of Washington are very dull, and the stagnation has extended through every city in the State, the condition of things being aggravated by the low price of all the Northwest staples in the world's markets.

THE Northey syndicate, it is said, have accepted plans for a mill building on the present Sayward property, and its construction will soon be commenced. The structure will be 350 feet long by 70 feet, and have a capacity of 12,000 feet per hour. It is not yet decided whether the place will be run on as large a scale as the Tacoma mill, owned by the company, but if this arrangement is made it will mean constant employment to about 250 men. The syndicate property owned in the Northwest is worth \$6,000,000, exclusive of all mineral holdings, which also amount to a great deal. A sum of \$50,000 is being sunk in the Slough Creek property, and on the 10th of June the new prospecting machine from Chicago will be on the ground. It is capable of boring from 50 to 100 feet per day, and there is no doubt that the lay of the river bed and pay gravel will be struck very soon. Great hopes are entertained that this locality will turn out one of the richest mineral regions of the continent.

COMMERCIAL DEVELOPEMENT.

SECOND PAPER.

The literature of the eastern maritime provinces of Canada shows that there has been a great deal of friction in maritime commerce, whether under separate provincial government or under the present Federal relations.

Much of this friction has arisen from the fishing industry which has always been a vexed question, for again the history of the Atlantic maritime fisheries shows that they have been a prolific source of diplomatic if not of open international quarreling.

It is not to be wondered at then that the fisheries of the west coast should, in their turn, become the subject of international dispute and diplomatic fencing.

Knowledge of the *meum et teum* of coast commerce, and that the public which is anxious for a commerce that is peaceful and honorable will not be slow in judging who the trespassers are, and that a time arrives in the ethics of commerce as well as in other matters when these trespassers cease to have supporters.

The demands of commerce are seldom unreasonable. It cannot be pursued with any hope of success, where capital is afraid to venture by reason of an uncertain and unenlightened policy on the part of government as well as the people themselves. All that commerce has ever really asked for is fair play. Sometimes capital has been invested into fields attractive enough, but a dishonest and unenlightened policy on the part of rulers has either driven away its devotees or it has, conscious of its own rights as well as power, summoned to its aid that assistance which some people are compelled to respect.

The conditions which, as a general rule, capital seeks are: (1) Legitimate industry, more or less profitable; (2) Stable government; (3) A commercial policy not so circumstanced as to render private enterprise wholly unprofitable; (4) A law abiding and industrious population possessing some local attachment to that portion of the world in which their lot is cast.

But capital does not always attain these conditions. Some are wanting, and, as everybody knows, there are continually arising circumstances that must always arise where capital and labor do not work in harmony as they should work but war with each other with more or less bitterness, and the condition is not improved by those agitators ever ready with their pens or lips but never with their pockets, to ameliorate the condition of the laboring man.

Reference has been made to the Atlantic maritime provinces which, however, it must be said, have seen their palmiest days—so far as maritime commerce is concerned—because it must be admitted that they have attained a degree of development which places them in the list of competitors for the world's commerce and which owing to their situation and to the competition of the Atlantic states and European countries, places them at some disadvantage, but, in many respects, they are holding their own in spite of great competition, and a commercial policy which does not

appear to suit the merchant marine which in all maritime countries seeks trade with the world divested of all restrictions.

When reference is made to the commerce of the west coast of the Dominion or, in other words, with British Columbia, although the same commercial policy prevails, the circumstances or rather the local conditions are not similar.

In the light of experience, the disputants should improve their methods, and neither party should be found now doing what, a few years ago, they would not hesitate to do, but, in justice to the Canadian people, it must be said that in these fisheries' disputes they have been almost wholly in the right as it is well endorsed by the now famous fishery award and other decisions which have become historical, and in justice to the American government, it is fair to say, that, on the whole, they have endeavored to act in a fair spirit, though this cannot be said of many of their citizens whose enterprise for trespassing within the headlands has been the immediate cause of much wrangling and no little bitter feeling.

It is to be hoped, in the light of experience, which should teach wisdom, that west coast commerce has seen the end of these international quarrels.

British Columbia is comparatively undeveloped. It is on the eastern shore of an ocean the commerce of which has only commenced. It possesses natural products that are not to be found in the adjacent states and which are in demand by those states, duty or no duty. It has only begun its career as a maritime country, and the advantages it offers to capital are probably the greatest possessed by any maritime country in the world. But these shall be expounded in another paper.

TRIFLE.

A FEW REMARKS ON CREDIT.

Always bear in mind that in trusting a man you are doing him a favor, and at the time a bill is due you have just as good a right to request him to settle as he has to request you to get the job done on time in the first place. Always set a time when a bill shall be paid. Indefinite credit is the worst of all evils. The more prompt a man can be made to pay, the better customer he becomes. If a man proves to be poor pay, unreliable, etc., do not continue to accept his orders.

Never credit on the strength of personal acquaintance alone. A man may have the hearty grip, winning smile and tender conscience of a Young Men's Christian Association secretary, and yet never dream that your pay-roll comes around on Saturday. He may have an eye of tender blue and wear the finest clothes; you may see the corner of a half used check book sticking out of his inside pocket, and yet—never pay his bills. To summarize: When asked for credit, always investigate the man's previous standing and get your information from the people who trusted him before. Always bear in mind: "The best criterion as to how a man will pay his bills is the way he has paid them."

Study this subject, and you will realize before you are too old to profit by it the value of cash in hand the ghost-like, unreal, visionary value of book accounts.

NEVER ARGUE WITH A CUSTOMER.

It is very unwise for a grocer to get into an argument with a customer, even though satisfied that the latter is entirely wrong. If the grocer has acute observation, he will quickly discern whether it is manly or assumption for the purpose of increasing his importance in the eyes of the salesman. If the latter, it can be turned to advantage, and if the former, the grocer will act judiciously in confining his remarks to such points as he clearly knows he is right on, so that his ignorance may not be destroyed. A word of caution may be proper in relation to the degree of anxiety which he should show to effect a sale. In no case should this be carried so far as to give the customer the impression that the seller is to be very much benefited by making the sale in question, lest a suspicion arise in the mind of the customer that the seller's gain is to be made to his disadvantage, and he be therefore led to decline purchasing an article which he would otherwise buy.

FENCE RAIL PHILOSOPHY.

An old friend of mine who was a book-keeper told me that he once spent two weeks of hard labor hunting for an error of two cents in his trial balance. I asked him why it was necessary to spend so much valuable time hunting for an error of so small an amount. Certainly the business could not suffer even if this little sum entailed a loss to that amount. His reply was: "No, the business would not suffer, but I would. I would be taking down one bar of the fence that keeps me out of the field of wrong doing. If I had let that little item of two cents go, the next time it might have been two dollars, the next time twenty dollars, the next time two hundred, and by that time I should be clear over the fence, with self-control and self-respect all lost, ready to yield to any temptation. So you see I couldn't sell myself for two cents." I wish every person exercised as much care over their moral nature as this bookkeeper did. I wish every young man would say to the cigar he is tempted to smoke: "You are a small affair, and will do me no particular harm yourself, but if you deprave my appetite so that I will desire a glass of beer, which in turn will create a demand for a glass of whiskey, and which will in turn cause my ruin, morally, physically and financially, I think I can't afford to sell myself for a five-cent cigar."

I wish every person when invited to take a chance in some raffle, whether in a saloon or a church, would have the firmness to say: "Excuse me, but this little raffle ticket is the top rail that separates me from the field of gambling, and if I take it down it leaves it that much easier, and thus increases the temptation to climb over and invite the ruin that will certainly follow." If you don't make the first step in the wrong direction you will never go wrong. If you don't take the first glass of whiskey, that in itself may not materially hurt you, you will not take the last glass that will send you to a drunkard's grave.

—Western Plowman.

Canadian hackney horses recently sold in London brought 60 to 70 guineas each.

CURIOUS FORMS OF INSURANCE.

One of the most recently established forms of insurance in the United States has for its purpose the protection of employers against pecuniary loss through any accidents which may result in the death or injury of their workmen. There is already one company in New York which devotes its attention exclusively to this business, while several of the accident companies make it a special feature. The policies which are issued for this form of insurance are of a blanket nature, covering all the workmen that may be on the pay roll of the manufacturer or contractor from day to day. The pay roll itself is made the basis for the insurance charges. The rate for the employer's liability policy is about one half of one per cent., which would mean \$5 a day to the employer whose pay roll is \$1,000 a day. Under this policy, the company limits its liability to \$5,000 on each person, and \$10,000 to a single accident in which several persons are injured.

Another policy, issued also on the basis of the pay roll, is for the benefit of the workmen themselves, and provides for the payment of either one-half or full wages in case of accident to the workmen, for either six months or a year, and the payment of six months' or a year's full wages in case of death. It has been the usual custom for the employer to take out a combined policy, protecting the workman as well as himself. In return, each workman is charged by the employer a few cents a week for the protection which is thus afforded him. Still another phase of this business is the public liability, indemnifying against injury to the public by the insured or his men.

Under this system, the employer who is insured is not disturbed by vexatious lawsuits. When one of his men is killed or injured, instead of going to the expense of hiring lawyers and defending himself in the courts, he simply fills out a blank with an account of the accident, states the age and wages of the injured man, and mails it to the company's office. One of the company's employees makes an investigation, if he finds that the accident is the result of carelessness, the employer is so advised. Then, if the injured man brings suit, the papers served upon the employer are turned over to the insurance company's lawyers who carry on the proceedings and pay all fees. But if the employer is found to be plainly liable, the company send a representative to the injured man and makes a fair cash offer on the understanding that he will sign a release of all legal claim.

THE BIG SALMON SALE.

The "bear" argument on salmon, an outline of which was given in this column yesterday, received a decided set back by somewhat sensational reports of diametrically opposite character, and as matters look at the present time the "bear" interest would appear to be placed at a disadvantage. The most conspicuous piece of news was a report to the effect that the well known English firm, Pelling, Stanley & Co., have purchased a block of 40,000 cases of Alaska fish in their market. Next

to that was a report of offers in the New York market for several thousand cases by a prominent packer conspicuously identified with the Alaska packers' "pool." The English firm have made heavy deals in salmon before and are no strangers to the market. That firm and the packer referred to it may also be remarked as closely allied in a business way. Those facts are suggestive, and the latest move, therefore, causes a great deal of mental speculation. Opinions are divided as to whether the purchases and inquiries were for the sole account of the persons who figure as principals or indirectly for the members of the "pool." In some quarters, it was argued that such deals are absolutely necessary to prevent a deluge of salmon from England upon this market, and it is maintained also that the combine or their friends will have to lend moral and material support to keep the market in form. A prominent western commission firm closely identified with the "pool" has been hard at work on salmon business in both this and the foreign market thus adding to the circumstantial evidence of outside stock being booked by prominent members of the "pool." Prices have advanced 6d@1s in Liverpool since the large English purchases were made, and it is gradually becoming more difficult to secure lots of more than a few hundred cases at \$1.10 in the New York market, while anti-pool stock at "cut" prices is represented as being pretty well cleaned up in the San Francisco market.—N. Y. *Commercial Bulletin*.

DIAMONDS IN SOUTH AFRICA.

A tremendous excitement has recently been created in Pretoria, the capital of the Transvaal, owing to the alleged discovery of diamonds on the lands of the municipality, says the correspondent of the *London Mining World*. Five diamonds are alleged to have been found in the early part of last week on the Pretoria town lands, and affidavits have been made to that effect by the finders. Sceptics say that experts declare that these stones are Bravillian diamonds, and are nothing like any diamonds ever found in South Africa. Other experts contend that that goes for nothing, because all diamond experts know very well that Kimberly, Dutoitspan, Bultfontein and river stones are all different, and can be picked out at a glance, and this being so they see no reason why diamonds found so far away as Pretoria should not have their peculiar characteristics.

SHOPPING WITH BABIES.

A modern plan for taking care of babies in arms or in carriages while mothers do their shopping, and which seems to work well for both shopkeepers and mothers, is as follows:—Ladies on entering the store get their babies checked, and do their shopping in comfort. If the baby is in a carriage the boy gives a check for it, and amuses the youngster until its mother has finished her shopping. If it is not in a carriage, it is amused in the same way inside of the store. This somewhat novel plan may be seen in operation at Toronto's leading dry goods store.

"HONOR OF THE BAR."

"A Barrister of Twelve Yea.'s Standing" writes to the *London Times* on the lawyers of that city, and says: There would not be such an outcry against us barristers if we were to leave of whining in public about the "honor of the bar." The "honor of the bar" allows us to receive and keep heavy fees for work we have not done. The same honor kindly also allows us to receive fees for work which we know that in all probability we shall not be able to do. It allows us to support a weak case by making accusations against innocent people to shelter our own clients. It allows us to make horrible insinuations which we know we cannot prove, but which we hope will have weight with the jury, and only to withdraw them when we find that they will not pay. Let any one attend the Middlesex or Old Bailey Sessions and hear the language and subjects of conversation. A "grand night" on circuit would also be instructive. The artifices used by many barristers, without any strong public protest from others, to obtain briefs on behalf of prisoners, are horrible and contemptible. In short, it is a fact that barristers, as a whole, are not honorable till they are successful, and when successful anything disgraceful which they do is, of course, "noble." The judges evidently agree, because in spite of the "great assistance" which they say they hope they will have from the bar when first appointed, and always say they have obtained on the rare occasions when they retire—in spite of this, the moment they became judges, they at once cease to treat barristers as if they were gentlemen, unless perchance they are noble, in other words, leaders.

COURAGE IN EVERY-DAY LIFE.

Have the courage to discharge a debt while you have the money in your pocket.

Have the courage to do without that you do not need, however much your eyes may covet it.

Have the courage to speak your mind when it is necessary you should do so, and to hold your tongue when it is prudent to do so.

Have the courage to speak to a friend in a seedy coat, though you are in company with a rich one and richly attired.

Have the courage to make a will and a just one.

Have the courage to tell a man why you do not lend him your money.

Have the courage to cut the most agreeable acquaintance you have when convinced he lacks principle. A friend should bear with a friend's infirmities, but not with his vices.

Have the courage to show that you respect honesty in whatever guise it appears, and your contempt for dishonest duplicity, by whosoever exhibited.

Have the courage to wear your old clothes until you pay for your new ones.

Have the courage to obey your Maker at the risk of being ridiculed by men.

A large number of Northwest Indians have been arrested by the Mounted Police at Calgary.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

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	Callao	960,300	\$ 9,000	April 2	50s
Chil bark	India	433	Funke	Feb 1	Moodyville	Valparaiso	751,336	8,318	April 20	65s
Br bark	Nineveh	1171	Broadfoot	Feb 28	Vancouver	Sydney	855,352	9,835	April 21	owners ac
Br bark	Formosa	915	Kain	Mar 21	Vancouver	Arica	711,000	6,000	July 5	55s
Am bkt	Catharine Sudden	368	Thompson	Mar 31	Moodyville	Tientsin	427,539	5,177	June 19	77s Gd
Am ship	Geo F Manson	1333	Crack	May 11	Moodyville	Sydney	868,151	9,792	Aug 5	55s
Br ss	Eton	1716	Newcomb	May 15	Moodyville	Port Pirie	1,765,711	15,891	June 26	Private
Am scl	Olga	478	Atwood	May 22	Moodyville	Shanghai	531,133	5,900	Aug 7	65s
Am scl	Golden Shore	961	Henderson	June 3	Moodyville	Sydney	799,658	8,063	Aug 7	55s
Br ship	Forest King	1092	Morris	June 3	Vancouver	Callao	1,221,816	14,221	Sept 1	47s Gd
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	839,132	8,892	Oct 2	65s
Am bark	Spartan	719	Anderson	June 11	Vancouver	Melbourne	502,000	5,276	Sept 22	60s
Am bark	Hesper	691	Sodergren	July 1	Moodyville	Shanghai	688,514	8,365	Aug 27	62s Gd
Swed bark	Svea	603	Afzelius	July 5	Vancouver	Callao	438,913	4,709	Sept 17	47s Gd
Am ship	Great Admiral	1197	Rowell	July 19	Vancouver	Melbourne	919,586	8,716	Oct 2	65s 1/2
Chil bark	Luisa Marta	715	Meyer	July 19	Westminster	Sydney	551,780	5,276	Oct 9	52s Gd
Chil bark	Leonor	891	Harken	July 22	Westminster	Melbourne	600,333	5,705	Oct 6	60s
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	561,556	6,000	Oct 6	65s
Br ship	Duke of Abercorn	1066	McDougall	July 29	Vancouver	Adelaide	688,333	8,213	Oct 11	62s Gd
Ger bark	Cassandra	733	Stehr	July 31	Vancouver	Iquiqui	515,619	6,917	Nov 1	47s Gd
Br ship	Leading Wind	1250	S B Savory	Aug 6	Moodyville	Melbourne	763,443	8,430	Oct 27	60s
Chil bark	Antonicetta	925	Stack	Aug 8	Moodyville	Valparaiso	613,211	6,516	Nov 17	owners ac
Br bark	Orlovic	825	Austin	Aug 9	Vancouver	Callao	613,300	6,516	Dec 13	50s
Chil ship	Hindostan	1513	Welsh	Aug 11	Moodyville	Valparaiso	S 1,200,419	11,869	Nov 11	owners ac
Br bark	H B Cann	1251	Footo	Aug 21	Moodyville	Sydney	T 1,011,172	12,211	Nov 2	50s
Nor ship	Saga	1113	Aftedahl	Sept 3	Moodyville	Sydney	U 960,254	8,777	Nov 19	50s
Nor bark	Lotus	718	Salvesen	Sept 25	Vancouver	Adelaide	X 528,821	5,035	Dec 26	65s
Nor bark	Pisagua	980	Benvenuto	Oct 10	Moodyville	Pisagua	AA 483,583	4,618	Feb 5	owners ac
Am bark	News-boy	559	Johnson	Oct 1	Westminster	Sydney	Y 615,792	6,510	Nov 21	52s Gd
Nor ss	H. W. Jarl-berg	1938	Hague	Sept 20	Moodyville	Port Pirie	V 2,013,229	18,389	Oct 29	Private...
Chil ship	Ema Luisa	1180	Beascoa	Oct 9	Moodyville	Valparaiso	Z 909,898	8,187	Jan 11	52s Gd
Br bark	Alfred Hawley	1121	Llewellyn	Oct 2	Westminster	Port Pirie	300,931	2,858	Jan 12	57s Gd
Nor bark	Flora	766	Anderson	Nov 21	Vancouver	Melbourne	DD 537,492	5,241	Feb 19	62s Gd
Am bkt	Willie R. Hume	632	Brigman	Nov 17	Vancouver	Callao	CC 791,201	7,785	Jan 17	50s
Am ship	Benj. Sewall	1361	Sewall	Dec 2	Vancouver	Valparaiso	FF 755,687	10,230	Feb 15	45s
Am scl	Olga	478	Rodin	Nov 12	Moodyville	Sydney	BB 512,658	4,413	Jan 1	41s
Chil ship	Atacama	1235	Caillero	Dec 15	Moodyville	Valparaiso	II 980,001	9,453	Feb 25	owners ac
Br bark	Nineveh	1171	Broadfoot	Dec 15	Vancouver	Sydney	GG 710,935	9,925	Feb 11	owners ac
Am scl	F S Redfield	416	Birkholm	Dec 10	Cheminus	Sydney	HH 579,485	5,233	Feb 12	45s

A—Also 300,000 laths. B—Composed of 45,000 feet telegraph poles, 410,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 87,871 feet rough lumber, 39,668 feet dressed lumber, and 577 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 1,114,286 feet rough, 89,500 feet t & g flooring, 21,000 feet box shooks, (5,000 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—47,029 feet is on deck. K—Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,091 bundles laths. L—Also 3,500 bundles laths. M—Also 1,033 bundles laths and 463 bundles pickets; deck load 72,632 feet. N—Also 90,411 feet dressed, 2,488 bundles pickets and 1,131 bundles laths. O—Comprising 182,638 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q—Also 131,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,912 feet. R—Composed of 481,926 feet rough and 128,301 feet flooring. Deck load 37,729 feet rough. S—Also 2,001 bundles laths, deck load 106,197 feet. T—Also 2,138 bundles staves and 1,131 bundles laths. U—Also 22,161 feet t and g flooring, 2,272 bundles staves and 1,114 bundles laths; on deck 111,437 feet rough. V—Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W—Also 712 bds laths and 1,463 bds pickets. X—Also 315 bds laths and 1,780 bds pickets. Y—Also 21,757 feet pickets and 56,900 feet lath. Z—Deck load 32,366 feet rough. AA—Also 148,000 feet rough. BB—Also 332 bds laths. CC—Composed of 15,631 ft T & g flooring, 139,133 ft clear and 619,061 ft rough. DD—Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 21. FF—Also 151,237 ft t and g flooring. GG—Also 167,555 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	A 959,739	8,265	March 13	47s Gd
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	B 912,986	9,123	March 25	60s
Am bark	Hesper	691	Sodergren	Feb. 20	Vancouver	Shanghai	C 716,183	7,781	April 23	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	D 834,937	7,625	April 23	42s Gd
Nor bark	Czar	1321	Christophers'n	March 4	Vancouver	Adelaide	E 1,017,147	10,476	April 23	57s Gd
Nor bark	Agnes	811	Hofgaard	Feb. 20	Cheminus	Antofagasta	F 440,339	6,413	April 23	40s
Nor ship	Kathinka	1163	Klevenberg	March 12	Vancouver	Melbourne	G 1,142,212	9,251	April 23	60s
Chil bark	India	433	Funke	Feb. 22	Vancouver	Valparaiso	H 787,496	7,018	April 23	owners ac
Br bark	Glenberrie	890	Groundwater	March 21	Vancouver	Valparaiso	I 429,877	7,629	April 23	37s Gd
Br ship	British India	1129	Lines	March 31	Vancouver	Valparaiso	J 680,372	9,315	April 23	37s Gd
Am scl	W. H. Talbot	716	Blum	March 11	Vancouver	Tientsin	H 959,835	10,272	April 23	67s Gd
Am scl	Reporter	333	Dreyer	March 3	Cheminus	San Pedro	K 416,386	4,973	April 23	Private...
Br bark	Riversdale	1133	Finlayson	April 25	Vancouver	Sydney	L 1,079,156	9,873	April 23	47s Gd
Br bark	Missetoe	821	Smith	April 21	Vancouver	Wilmington	M 61,275	7,936	April 23	\$16 00
Br bark	Tragden	218	Lewthwaite	April 18	Vancouver	Iquiqui-Callao	N 1,616,000	19,351	April 23	27s Gd & 30s
Br barktn	Toboggan	676	Porter	May 20	Vancouver	Wilmington	O 605,328	9,330	April 23	\$15.00
Br bark	Thermopylae	918	Winchester	May 20	Vancouver	Japan ports	P		April 23	Private...
Nor bark	Fritzoe	1078	Itolfsen	May 20	Cheminus	Melbourne	Q		April 23	45s
Br ship	Burnah	1617	Newcombe	May 20	Moodyville	Valparaiso	R		April 23	35s
Nor bark	Crown of Denmark	3629	Smith	May 20	Vancouver	Melbourne	S		April 23	37s Gd
Nor bark	Great Minot	345	Johnson	May 20	New West-Emr.	Sydney	T		April 23	37s Gd
Br ship	Earl Grayville	1119	Flack	May 20	Covichan	Sydney	U		April 23	62s Gd
Chil bark	Antonicetta	925	Stack	May 20	Cheminus	Valparaiso	V		April 23	owners ac

A—Also 2,889 bds lath and 3,530 bds pickets. B—Also 41,130 ft pickets and 913 bds laths. C—Also 38,711 ft t and g flooring. D—Also 1,033 bds laths. E—Also 157,070 ft t & g flooring and 50 bds laths. F—Also 8,269 ft pickets and 127,170 laths. G—Also 61,630 feet pickets and 2,500 feet laths. H—Also 45,846 feet t & g flooring and 1,015 bundles laths. I—Also 183,194 feet t & g flooring. J—Also 201,913 feet t & g flooring. K—Also 77,530 laths and 75,100 feet pickets. L—Also 60,000 shingles. M—Also 192,000 feet t & g flooring. N—Also 275,000 shingles.

SHIPPING INTELLIGENCE.

The steamship Zambesi sailed from Kobe May 18, via Honolulu, and is due in Victoria about June 10.
The Upton Steamship Co. have chartered the steamship Parthia, formerly of the C. P. R. line. She was a popular steamer in the China trade, and gives much strength to the Upton line.

The Chilean bark Guinevere, 960 tons, Capt. Glennie, sailed from Antofagasta April 13 for Royal Roads.
The Lizzie Bell, Irvine, and Ariadne are not chartered, and will wait at this port until more favorable rates are offering.
The Chilean bark Antonietta, 909 tons, Capt. Stack, went to Chemainus, May 18, to load lumber for Valparaiso on owner's account.

The German steamship Romulus, 1,722 tons, Capt. Berendt, arrived at Nanaimo May 18, 72 hours from San Francisco. She is under charter to J. Rosenfeld's Sons for a year and a half.
The British barkentine Toboggan, 676 tons, Capt. Porter, sailed from Vancouver May 20 for Wilmington, Del., with a cargo consisting of 605,328 feet rough lumber and 275,000 shingles, valued at \$9,330.

THE COMMERCIAL JOURNAL'S SHIPPING 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	Callao	978	James	Oct. 6	Victoria	London	41,610	\$212,000	March 17
Br bark	Lebu	726	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,424	April 6
Br bark	Rothsay Bay	750	Partridge	Nov. 18	A Westminister	Liverpool	32,600	159,533	April 5
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	April 19
Br ship	Titania	879	T. W. Selby	Jan. 15	B Westminister	London	22,366	107,919	
Br bark	City of Carlisle	823	Kendall	Feb. 13	Victoria	London	21,571	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.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ss	Bushmills	1,388	Denning	April 13	H Liverpool	Vancouver	Baker Bros. & Co., (ld)	41
Br ship	Ben Nevis	1,611	Elidell	Feb. 13	B Glasgow	H. C. ports	H. Ward & Co. and C. G. Johnson & Co.	101
Br bark	Martha Fisher	1,111	Lee	Feb. 27	Liv. rpool	Victoria	R. P. Rithet & Co (Ltd)	87
Br bark	Fernbank	1,550	Boyd	April 21	A Glasgow	Vancouver	Bell-Irving & Paterson	29
Br bark	Chili	1,788	McKenzie	May	E London	Victoria	Turner, Beeton & Co.	
Chil. bark	Eritrea	1,069	Serra	Dec. 7	P Iquiqui	Burrard Inlet	R. P. Rithet & Co., Ltd	169
Ger bark	Palawan	967	Van Heuvel		M San Francisco	Vancouver		
Br SS	Empress of India	3,003	Marshall	May 7	G Hong Kong	Vancouver	C. P. S. S. Co.	17
Br SS	Zambesi	1,565	Edwards	May 18	C Kobe	Victoria	F. C. Davidge & Co.	6
Br ss	Empress of Japan	3,003	Lee		D Hong Kong	Vancouver	C. P. S. S. Co	
Br ss	Batavia	1,623	Hill		Hong Kong	Victoria	F. C. Davidge & Co.	
Chil ship	Hindustan	1,543	Welch	May 7	F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd	17
Br bark	River Ganges	666			F		Findlay, Durham & Brodie	
Chil. bark	Guinevere	960	Glennie	April 13	F Antofagasta	Royal Roads		11

M—Lumber to Iquiqui at 33. 9d. P—Via Lebu. To load lumber for Valparaiso on owners' account. A—Chartered to load grain on Puget Sound. G—Via Yokohama May 16. D—To sail May 28. C—Via Honolulu. E—Chartered for salmon to London. F—Chartered for salmon to London. To arrive in September. H—Via Corinto, Nicaragua.

VESSELS IN PORT.

(May 21, 1892.)
VICTORIA.

British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 21 from Liverpool, discharging general cargo. R. P. Rithet & Co., Ld., consignees.
Br. bark Ariadne, 1,167 tons, Capt. Croot, from London, arrived May 4, discharging general cargo, Robert Ward & Co., Ltd, consignees.
Br. bark Irvine, 665 tons, Capt. Jones, from Liverpool, arrived May 8, discharging general cargo, Turner, Beeton & Co., consignees.

VANCOUVER.

Br. bark Toboggan, 676 tons, Capt. Porter, arrived April 2 from Callao, lumber for Wilmington, Del.
Br. bark Thermopylae, 948 tons, Capt. Winchester, loading lumber for Yokohama and Nagasaki.
Br. ship Crown of Denmark, 2,029 tons, Capt. Smith, arrived April 25, loading for Melbourne.
Br. bark Banffshire, 899 tons, Capt. McDonald, from Liverpool, arrived May 9, with general cargo. Bell-Irving & Paterson, consignees.

MOODYVILLE.

Br. ship Burmah, 1,617 tons, Capt. Newcombe, arrived April 21, loading for Valparaiso.

CHEMAINUS.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Feb. 22, laid up.
Nor. bark Fritzoe, 1,078 tons, Capt. Rolfson, arrived April 16, loading lumber for Melbourne.
Chil. bark Antonietta, 999 tons, Capt. Stack, arrived May 18, loading lumber for Valparaiso.

COVICHAN.

Br. ship Earl Granville, 1,149 tons, Capt. Flack, arrived April 28, lumber for U. K.

NEW WESTMINSTER.

Nor. bark Ursus Minor, 605 tons, Capt. Johnson, arrived April 28, loading lumber for Sydney.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. ship Wachusset, 1,519 tons, Capt. Mackie.
Am. ship Glory of the Seas, 2,109 tons, Capt. Freeman.
Am. bark Wilna, 1,409 tons, Capt. Slater.
Am. ship Rufus E. Wood, 1,406 tons, Capt. Farnham.
Am. ship Kennebec, 2,025 tons, Capt. Reed.
Am. ship Jabez Howes, 1,581 tons, Capt. Henry, loading at Northfield.
Am. ship Oriental, 1,625 tons, Capt. Parker, to load at Northfield.
Am. bark Sea King, 1,436 tons, Capt. Pierce.
Ger. steamship Romulus, 1,722 tons, Capt. Berendt.
Am. bark Carrolton, 1,300 tons, Capt. Lewis.

WELLINGTON SHIPPING.

Am. ship Richard III., 954 tons, Capt. Conner.
Nic. steamship Costa Rica, 1,274 tons, Capt. Salmund.

EAST WELLINGTON SHIPPING.

Am. bark Melrose, 914 tons, Capt. Kalb.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	3	2,865
Vancouver	4	4,552
Nanaimo	13	19,394
Moodyville	1	1,617
Chemainus	3	3,114
Covichan	1	1,149
New Westminster	1	605
Total	26	33,228

The Fritzoe is expected to finish loading next week.

FREIGHTS.

The market is decidedly firmer, and a better feeling prevails. Lumber freights from British Columbia or Puget Sound are stiffer, although no changes have occurred in rates. Quotations are—Sydney, 30s; Melbourne, Adelaide or Port Pirie, 40s; West Coast South America, 32s 6d to Valparaiso for orders; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 47s 6d; and Yokohama, 42s 6d, both nominal.

Grain freights from San Francisco to the U. K. show an improvement, and may be quoted at 22s 6d, with usual options, for immediate loading and 30s for October loading. From Portland, 30s, nominal; Tacoma, 25s immediate loading and 32s 6d September loading.

The Commercial News says: Exporters are evidently expecting an improvement in values for tonnage, and are quietly taking up all ships offered on favorable terms. Rates have hardened a trifle during the week, and more business has been transacted than usual at this season. Still, the improvement in rates—spot and new-crop loading—has not been sufficient to cause much rejoicing in freight circles, but has proved beyond question bottom was touched some time ago, and the general trend of the market is toward better figures. Coal and lumber freights are inactive, but in the latter the tone of the market is much better than it was a month or so ago.

The British ship Hawthornbank, from Tacoma Dec. 22, arrived at Cork May 8.



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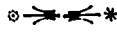
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