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TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, April 24.
VICTORIA.

There is about the same feeling in wholesale circles as for some time past. The principle houses are doing a conservative trade. Reports are to the effect that trade is generally quiet throughout the provincial districts. Buying cannot be said to be heavy, for the reason that credits are being more restricted and goods sold on closer time than has been the custom in this Province for some years past. Wholesalers are getting more particular whom they sell to, and, while reliable and enterprising merchants are given every assistance, the other class are closely watched by their creditors. Wholesalers are not carrying as large stocks as formerly, because of the slow demand from the retail trade. The importation of heavy goods from the United Kingdom continues steady. A large cargo was received by Messrs. R. P. Rithet & Co., (L'td.), last week, by the ship Benmore, from Liverpool. There are also four large vessels now on the way from the United Kingdom with general cargo—one from Liverpool, and three from London. The agents of transcontinental railways complain that the amount of freight this year coming west is quite small because wholesalers will not stock up. It is satisfactory to note that the imports by water are keeping up to previous seasons. Collections are slow, and ready money is said to be scarce.

The Vancouver *News-Advertiser* says: "Business continues very fair, though there is no rush in any line, and retailers are still keeping their stocks as low as possible. Collections are fair. Preparations for the canning season are now being made, and supplies are being shipped in large quantities to the Northern canneries. Though the pack is not expected to be as large as last year, it should be a good one, and, despite the depressed condition of the salmon market, the money will soon commence to circulate. One indication of the state of trade is the large number of vessels that have arrived during the past few months with general cargoes from

England. The number has far exceeded that of previous years, and this shows in a clear manner that the trade of the Province is steadily increasing, despite all cries of dull times. In wholesale lines, trade continues steady, and prices remain for the most part firm. The Australian butter which was received here by the Arawa has been nearly all sold, and California roll is now chiefly supplying the local market. That has again declined in price, and is now quoted at 23 cents per lb., though California creamery fetches 26 cents, Manitoba dairy being held at 23 cents. Lined eggs have further declined, and are now held at 10 cents. This drop is due to large receipts of fresh eggs, which are offered at 13 cents."

FRUITS AND VEGETABLES.

Oranges are a little higher than last week, owing to the advancing prices in the California auction market. Navels are about 25c higher than last week. The well known Rose brand of Redland navels are quoted from \$3.75 to \$4.25 per case. There are numbers of packages of low grade seedlings which are sold away below regular quotations. The standard brands command good figures. Lemons are quoted 50c a case lower than last week. New Orleans bananas are also in fair supply at 25c less a bunch than previous quotations. Onions are getting scarce, and are held firm at quotations. California asparagus is quoted at \$1.75 to \$2.00 per box.

Jobbers' quotations for fruits are as follows:—

Oranges—California navels.... 3 50 @ 4 25
" seedlings.... 2 75 @ 3 00
Lemons—California..... 3 25 @ 4 00
Bananas—New Orleans..... 2 75 @ 0 00
Apples..... bxs 1 50 @ 1 75
Cocoanuts..... per 100 \$ 00 @ 9 00

Vegetables are quoted:

Potatoes..... per ton 20 00 @ 25 00
Onions—Silverskins... per lb 4 1/2 @
Cabbage..... per lb 1 1/2 @ 2
Asparagus..... per box 1 75 @ 2 00

GROCERIES AND PROVISIONS.

The California butter market is reported as strong and advancing. Local jobbers' prices are 1c stronger than last week. Case eggs are quoted at 10c per dozen. The British Columbia Sugar Refining Co. advise that their price list, published on

page 10 of this paper, is applicable to lots of not less than 10 lbs., or equal. They guarantee their absolute purity and superiority to any others in the market.

Jobbers quote:

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

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....			
Manitoba dairy.....	00 @	00	
California creamery.....	26 @	27	
California rolls.....			26
Cheese—Canadian, lb.....	13 @	14	
California	15 @	16	
Eggs, pickled, case, per doz.....	10 @	00	

Smoked meats and lard are quoted:

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

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

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

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

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

FLOUR AND FEED.

There has been an advance of 10c in the quotation for Snowflake flour at Portland, which, according to advices received Monday, is now \$2.50 per bbl. Local quotations are strong in sympathy. Recent advices say that wheat is very uncertain, but is advancing. Consequently all mill-stuffs, bran, shorts, etc., are held firmer by local jobbers. Local prices of California chop feed have been advanced in sympathy with the advance of \$3 per ton in San Francisco last week. Stock has just been received at the advanced purchase price. Manitoba Hungarian flour is still steady in price but is reported as stiffening. There may be a stiff advance in sympathy with the rising market for American flours, for it has been openly

stated of late that the Eastern millers are desirous of advancing the quotation of standard Hungarian flour to \$1.50 per bbl., for this market.

The Portland Commercial Review says: "The local flour demand is somewhat better though the flour market shows no material betterment as to prices. The usual average shipments of Eastern Oregon brands to San Francisco continue, and very little going to British Columbia or China. We quote standard brands at \$2.55 per bbl. The Highland Home, now in port, will load flour for Europe."

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

Ogilvie's Hungarian.....	\$1 20
" Strong Bakers.....	4 00
The Columbia Flouring Mills quote Enderby flour in carload lots on wharf in Victoria:	
Premier.....	\$3 90
XXX.....	3 75
Strong Bakers or XX.....	3 30
Superfine.....	3 05
The Victoria Roller Mills quote Victoria flour in 10-bbl. lots at the mills as follows:	
Delta.....	\$1 00
Victoria XXX.....	1 00
Jobbers' quotations to the trade are:	
Delta, Victoria mills.....	\$ 4 25 @ 0 00
Lion, ".....	4 25 @ 0 00
XXX.....	4 25 @ 0 00
Premier, Enderby mills.....	4 25 @ 0 00
XXX, ".....	4 10 @ 0 00
XX, ".....	3 65 @ 0 00
Superfine, ".....	3 40 @ 0 00
Ogilvie's Hungarian.....	4 55 @ 4 60
" Strong Bakers.....	4 45 @ 0 00
H. B. C. Fort Garry Hungarian..	4 55 @ 4 60
" Strong Bakers.....	4 45 @ 0 00
Oak Lake Patent Hungarian.....	4 55 @ 4 60
" Strong Bakers.....	4 45 @ 0 00
Regina Hungarian.....	4 55 @ 4 60
" Strong Bakers.....	4 45 @ 0 00
Benton County, Oregon.....	3 85 @ 0 00
Portland Roller.....	3 85 @ 0 00
Snowflake.....	3 85 @ 0 00
Wheat, per ton.....	25 00 @ 30 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	35 00 @ 50 00
Chop feed—California.....	30 00 @ 00 00
Shorts.....	22 00 @ 23 00
Bran.....	20 00 @ 25 00
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 00 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	23 00 @ 25 00
" " Special chop feed ..	20 00 @ 20 00
California oatmeal.....	3 75 @ 0 00
California rolled oats.....	3 75 @ 0 00
Corn, whole.....per ton	37 50 @ 40 00
Peas, field.....per ton	50 00 @ 60 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed.....per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	15 00 @ 18 00
Straw, per bale.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote whole-sale:

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

LUMBER.

The British barkentine Xantippe, 909 tons, Capt. Falconer, from Honolulu, and the British schooner Grace Harwar, 1,750 tons, Capt. Hunt, from Yokohama, have arrived to load at the Hastings Mill for Queenstown for orders, United Kingdom

or continent. The British ship Benmore, 1,460 tons, Capt. Scott, which arrived April 17, from Liverpool, has been chartered by Robt. Ward & Co., L'td., to load for Adelaide. She will load at the Sayward Mill, Victoria. Her cargo will consist of about 1,150,000 feet, and will include the cargo for which the unfortunate Wrestler was engaged some time ago. The ship Astoria, 1,335 tons, has gone up to Vancouver to load for Queenstown, f.o. The Nic bark Don Carlos, 694 tons, Capt. Tobey, now at San Francisco, has been chartered to load at Hastings Mills for Noumea, New Caledonia, at 40s. The Burrard Inlet Red Cedar Lumber Co's mill at Port Moody will, it is expected, open about May 1. This mill occupies a convenient situation both for shipping and export trade. The new mill will make a specialty of bevel cedar siding and red cedar shingles, the durability of which under exposure is well known. The Burrard Inlet Red Cedar Lumber Co. quote beveled cedar siding \$15 per M feet, delivered at Victoria; No. 1 clear cedar, \$28.50; No. 2 clear cedar, \$23.50; factory cedar, \$11. Red cedar shingles of first quality are quoted at \$1.60 per M in saw at point of delivery on Vancouver Island.

The following vessels are loading lumber at British Columbia ports for foreign: At Moodyville Mill—Chilian ship Hindostan, 1,542 tons, for Valparaiso. Ger. bark Guttenberg, 627 tons, for Valparaiso f.o. Br. ship Esterofi, 1,312 tons, for Valparaiso. At Hastings Mill—Am. barkentine Katie Fickinger, 449 tons, for Santa Rosalia. Br ship Astoria, 1335 tons, for Queenstown f.o. Br bark Xantippe, 909 tons, for Queenstown f.o. Br schr Grace Harwar, 1,750 tons, for Queenstown for orders. At Brunette Mill—Br. bark Thermopylae, 918 tons, for Shanghai. At Cowichan—Am. barkine Modoc, 452 tons, for Santa Rosalia. Total, 9 vessels, 9,324 tons.

The following are the current city quotations, net in yard: Rough, \$8.00 per Mft; rough clear, \$14; ship lap, \$10; tongue and groove flooring, 4 in. No. 1, \$16; do. 4 in. No. 2, \$12; do. 6 in. No. 1, \$15; do. 6 in. No. 2, \$11; rustic, No. 1, \$15; do. No. 2, \$11; surfaced, \$15; shingles, \$2; lath, \$1.75.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet..	\$ 8 00
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	15 00
Pickets, rough per M.....	8 00
Laths, 1 feet 6 in, per M.....	1 90

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending April 21:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
14.	Tyce, str., Port Townsend.....	30
14.	Sea King, San Francisco.....	2,316
17.	Pioneer, str., Port Townsend.....	28
18.	Sea Lion, str., Port Townsend.....	50
18.	Pioneer str., Port Townsend.....	8
Total.....		2,430

The South Kootenay Board of Trade has held its annual meeting when the following officers were elected: R. E. Lemon, President; Frank Fletcher, Vice-President; George A. Bigelow, Secretary-Treasurer.

BUSINESS CHANGES.

E. Phair, hotelkeeper, Nelson, has removed to Kaslo.

Peter Sentell, shingle mill, Vancouver destroyed by fire.

Benjamin Carter, proprietor Rock Bay Hotel, Victoria, is dead.

A. J. Palmer is opening in fruits and confectionery at Vernon.

F. Canonica, grocer, Northfield, has assigned to K. K. Piser.

Jas. Atkinson, butcher, Northfield, has assigned to Wm. Patterson.

Sloan & Scott, dry goods, Nanaimo, are opening a branch at Wellington.

Peter Genelle, sawmill, Nakusp, has admitted J. E. Poupore into partnership.

J. Piket, late of Denman Island, will conduct the Cumberland Hotel, Comox, in future.

James McDonald & Co., furniture dealers, Nelson, have assigned to W. A. Jowett.

Van Houten & Randle, hardware, Nanaimo, have dissolved. W. J. Van Houten continues.

Kirchberg & Landsberg, pawnbrokers, Victoria, have dissolved. Frederick Laudsberg continues.

The furnishings of the Victoria Hotel, Nelson, have been sold under execution for arrears in rent.

A. A. Book, insurance and real estate, Vancouver, has admitted D. A. Leithbridge into partnership.

S. Monahan, late of New Westminster, and J. B. LeRemouille have started a brickyard at Kamloops.

The assignee of the estate of T. J. Trapp & Co., hardware, New Westminster, is advertising for tenders for the stock and fixtures valued at about \$18,500 as a going concern.

The quarterly meeting of the directors of the Horticultural Society and Fruit Growers Association of British Columbia will be held at Mission City, on Tuesday, May 1st, at 2 o'clock p. m. Members and others interested are invited to attend or send questions for discussion. Mr. Hutcherson, of Ladner's, will read a paper on "Prunes," and Mr. Palmer one on "Pests."

Gold Commissioner Brown, of Cariboo, has been interviewed by a San Francisco reporter, and is reported as saying that the annual output from the Cariboo district is about \$200,000. "Quite an influx of miners from California and Colorado is now taking place," said Mr. Brown, "and we look to see a great development. When the British Pacific railway is constructed, which will run from Victoria, on Vancouver Island, some distance to the north and cross to the mainland where the waters narrow, thence proceeding in an easterly direction, we shall have rail connection with the rest of the world. The gold is found in placers and largely mined by the hydraulic process. Miners, even with the old-fashioned rockers, made from \$2.50 a day upward. Much English and American capital is going into the district. Miners in the employ of companies are paid \$4 a day. There are about 2,000 miners in the district, many of whom are old Californians who went to the Fraser river excitement in 1858."

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BRITISH TRADE RETURNS.

The London *Financial Times* says: The Board of Trade returns for the past month show considerable improvement. Imports exhibit an advance of £1,221,000, and exports one of £586,000. These results bring the increase in imports for the two months up to £9,556,000, or nearly 15 per cent. and that in exports to £712,000. The most encouraging feature in the import schedule for the month is the large increase, amounting to £2,815,000, in our purchases of raw materials for textile manufactures. Apart from this the most important advance is in articles of food, which have increased by £1,037,000. This is the more remarkable, as there was a decline of nearly a quarter of a million in the value of the wheat imports. We obtained more wheat from Russia, India and the Argentine, but the value of our purchases in this line from the United States fell off about 80 per cent. We imported, however, a much larger quantity of Indian corn, barley, oats, shop eggs, and etc. There was also a satisfactory advance in purchases of raw materials for sundry manufactures. As the working days last month were the same in number as for February last year, the comparison is a fair one, and certainly points to a considerable revival of trade during the month.

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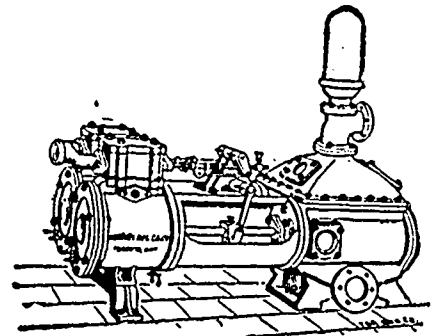
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FACTS ABOUT SUGAR.

When we know that only four centuries ago, during 1497, appeared the first authentic account of sugar being introduced into England, we cannot but marvel at its cheapness of production and universal use by all classes and peoples.

Like many other things in everyday use, its early history is very vague; and though ancient Jews are credited with having knowledge concerning it, yet no mention of sugar whatever is found in the Scriptures. All writers seem to agree that the candied or granulated particles, resulting from boiling the juice of a reed or grass—sorgho, now known as sorghum or Chinese sugar cane, *sorghum nigrum*—were first used in the Celestial Empire, and date back prior to all records, and was in use many centuries before it was in use in India or Arabia. Among the Grecians, at a very early date, it was used in medicine, and spoken of as the very costly drug "Indian salt."

Later on, sugar confections were received from Arabia and Persia, at Rome and Greece, but were held at so high a value that they were only used on very rare occasions by the most wealthy citizens. It is said Nearchus, one of Alexander the Great's admirals, while in the East Indies, 325 B. C., discovered large quantities of sugar, which he brought over with him.

Pliny also mentioned sugar, in his writings, as "a kind of honey from cane," and many curious stories have come to us regarding the penetrating into the jungles of Arabia and by the early explorers, in the hope of finding "honey grass."

As early as A. D. 625, sugar was brought from Asia, and in 1150 it is mentioned as being received in larger quantities in Europe. It is supposed that about in 1138 seed cane was introduced into Sicily, and in 1420 cultivation was attempted in Spain and Madeira. Early following the discovery of America, seed cane was sent to San Domingo, where it was successfully raised, and in 1510 plantings were sent to Brazil and to the Barbadoes.

The introduction of sugar cane into the United States, or that part of it known as Louisiana, must be credited to the Jesuit priests who came from San Domingo in 1751. In 1738 the first plantation and sugar mill was established on the present site of the city of New Orleans by Monsieur Du Breul.

No material progress was made until 1791, when the revolution in San Domingo brought to Louisiana a number of refugee planters and their slaves, and with them a superior species of cane, known as the Creole, which was only grown in the French Islands. To these men we owe the first progressive movement in this industry.

In 1805 plantings of sugar cane were made in Georgia by General Oglethorpe, whose success drew the attention of planters throughout his State and Florida.

The name "sugar" is Eastern in its origin, as shown by: Persian, shakar; Hindostanee, schukar; Arabic, sakaar, sokkar.

At the time of its early introduction



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into England, sugar was written *sugre*. True sugar is largely produced from sugar cane—*saccharum officinarum*; sorghum, *sorghum-nigrum*; sugar beet or mangel-wurzel, *beta-vulgaris*; sugar maple, *acer-saccharinum*.

We use the term "true sugar" in distinction to the chemical results produced from many different materials, as, for instance, starch, changed by and to a sweet substance, and called glucos or grape sugar, and others known as sugar of lead, sugar of milk, sugar of malt, sugar of manna, etc.

The growing sugar cane in the Southern States is not unlike the common field corn, with its tall stalks and long, waving green leaves. It is planted in rows about four to six feet apart, from cuttings of the cane—not from seed.

During the last part of October, the cane is ready for harvesting; then the exciting period of a sugar plantation life begins, for as frost is expected at any moment, and as it kills the cane as far as sugar-making is concerned, all work is done with a rush. At daybreak, swarms of negroes enter the fields, each armed with a sharp, cleaver-like knife; with its back they break off the tough leaves, and then, with a quick stroke, the stock is cut close to the roots and thrown to the ground, where it is picked up by the women, whose duty it is to gather and to carry it to the teams, which wheel it away to the grinding mills. The grinding consists in running the stalks of cane between huge iron rollers, and is conveyed through pipes to the boiling rooms, where the first process of sugar-making is begun.

From the time the first cane is cut and until all has been carted in, there is a fever of excitement among the workers,

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THE DRY GOODS REVIEW,

TORONTO.

which seems even to stir into action the sleepy mules. Every one is happy, the sick and convalescent, both white and black, all throng to the boiling room to drink the sweet, delicious juice of the cane and also the warm syrup liquid from the kettles, which is supposed to kill all the ills that are known to be.

ROBERT MITCHELL FLOYD.

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VICTORIA, TUESDAY, APRIL 21, 1899.

THE RICE INDUSTRY.

In answer to the representations, we presume, which were forwarded to him, supplemented by the explanations of the members from this Province, the Minister of Finance has materially changed his tariff resolutions as applied to the rice industry, which is one of the comparatively few manufacturing enterprises which we so far possess. Under the tariff, as proposed to be amended, the import duty on uncleaned rice was placed at five tenths of a cent per pound, the rice of ordinary commerce, or the cleaned article, being dutiable to the extent of one per cent per pound, thus giving only five tenths of a cent protection. It was conclusively shown that unless the margin were made wider rice mills would be compelled to close, while as a whole the bulk of the consumers of the article were Chinese, who were in scarcely any other way contributors to the revenue. The result has been that the import tax on unhulled rice or paddy has been fixed at three tenths of a cent, the duty on the cleaned article being put at the former figure, 1½ cents per pound. It is worthy of note that the Opposition strongly objected to the change, being well content to strangle a British Columbia industry that is one of some magnitude and importance.

HARBOR IMPROVEMENTS.

It is to be hoped that it will not be long before something is done—no matter who is responsible for the work—with a view to improving the approaches to the wharves of the city of Victoria. As the outer wharf, private enterprise, aided by a Government grant, has done a very great deal, it being now possible for the largest vessel to come alongside the piers. However, the inner harbor is what should now receive special attention. Doubtless, the Dominion authorities and the owners of certain of the wharf properties are responsible. Take for instance the wharf at which the Sound steamers are accustomed to tie every day. The City of Kingston is a steamer of by no means heavy draught, but the amount of backing and that kind of thing which she is obliged to do in order to get in is very great, and no doubt is the cause of alarm to vessel owners other than those who control the Seattle and Kingston. Not unnaturally they are inclined to think that, this being one of the first berths, vessels which are obliged to go higher up in-

cur considerable risks. The City of Seattle, we notice, hesitates to come right into port, and this being her condition, of sicered and piloted by the men who used to run the Kingston, surely there is here an argument that ought to commend itself.

REAL ESTATE SPECULATION.

In view of certain legislation pending before the Ontario Parliament, a certain amount of discussion is going on in the papers on the subject of the respective responsibilities of borrowers and lenders for the collapse of the late boom in real estate in the city of Toronto and the depression that followed. Some of the controversialists blame the borrowers; others, the lenders. The fact is that both were to blame. The borrowers having got the idea that there were millions in it, went crazy over landed property, and, in order to obtain possession, borrowed funds at most outrageous rates of interest. Those who had the money, tempted by the high price that it was possible to get, were not slow to loosen the strings of their purses, and thus between the two the thing was done.

The banks and moneyed men created and carried speculators who overbuilt the city. The loan companies lessened the value of their own securities by encouraging mushroom capitalists to build up the waste places and increase the supply of houses and stores faster than the natural growth of the city was increasing the demand for houses and stores. We had an experience of this sort in Victoria, the result being that property rose to a fictitious value with the consequent increase in the rentals of buildings. From this, there has been a heavy drop, and it is scarcely likely, we are inclined to think, that values will ever again make the same or a similar approach to inflation.

GREEN, WORLOCK'S BANK.

We must confess that we are rather sorry for Mr. Beaven and those friends of his who were anxious that he should be made one of the liquidators of Green, Worlock & Co's bank. The liquidators in their letter seem to regard Mr. Beaven and the endorsement of his friends in the light of employers of labor who when an application for a position is made to them reply that they are sorry they have no vacancy for the present but should anything turn up will not overlook the claims of the applicant. They set forth in their letter that legally they are unable to augment the number of liquidators, and as the *Times* put it "the assignees are very probably right in their interpretation of the law. The creditors' meeting, it may be, asked the assignees to do something which they had not the power to do. Nevertheless, the object of the creditors was quite apparent, and as they claim to represent a majority in amount of the creditors of the bank, their wishes ought to be respected. We believe the majority should rule, and that by acceding to the wishes of that majority the assignees would be giving the strongest proof possible that the high opinion entertained for them personally is well founded. There is no necessity

for litigation, and in the interest of the depositors and of all concerned, it ought to be resorted to only as a last recourse." We trust there will be no litigation; it is unnecessary, and can only result in the squandering in law of the assets of the institution with the result that none of the real creditors will get anything.

BRITISH COLUMBIA AND THE TARIFF.

We notice that, in a recent speech at Ottawa, Col. Prior came down flat-footedly in favor of protection. He admitted that under a protective as well as under a free trade tariff some individual industries must suffer, but we do not notice that he specially referred to the particular ways in which, for reasons many a time mentioned in these columns, British Columbia has been forced to suffer. He is reported as having said, "Though they pay about three times as much per head as the Ontario men, still all they (the British Columbians) ask is that they should have a proper and equitable return made to them in the shape of useful and necessary public works and subsidies. They know that in a new country like this—a country of great possibilities; aye, of great certainties—before the country can take its proper position, industries must be built up and fostered and the natural resources of the country now lying dormant at our doors must be made of use."

Col. Prior declared that but for the protective policy of the country, we could not carry on and build up the industries we now have. He added that were it not for protection, our manufactories would be forced to close up. But he failed to show how small is the local benefit received by the Province compared with the triply heavy burdens which the British Columbia consumer has to bear. The Colonel, in his speech, appeared to endorse the Government's policy almost through and through; but would, we hold, have done the Province much better service had he taken pains to show in what way the fiscal policy of the country together with the expenditures of public money might have been made more equitable towards a community whose people pay per head three times as much as do those of Ontario.

There are some people who hold that Mr. Van Horne's suggested predictions as to the price of wheat within the next eighteen months are to a large extent based upon the action that will be taken by his company in regard to the transportation of the crop to the places of distribution. It has been suggested that probably he and his associates are looking forward to a corner in the staple, to the success of which it may be possible for them to materially contribute by withholding from the Northwest grain growers the means of getting their products to market until fictitious values have been created. We may scoff at Mr. Van Horne when he assumes the role of a prophet; but, for what we know, he may actually hold the key to the situation, particularly if he can impress upon the farmers the idea that they may make greater gross profits by growing a smaller quantity of wheat.

THE LAW OF LIBEL.

Many long-suffering newspaper men will be glad to know that Hon. Mr. Harcourt has at present before the Ontario Legislature a bill respecting the law of libel, which is represented as calculated to protect newspapers from the personal spleen of opponents, and also from irresponsible parties who want to levy blackmail. It also allows newspapers to join as parties to the defence persons who supply them with the information complained of. The leader of the Opposition, Mr. Meredith, supported the Bill, at the same time deprecating what he termed guttersnipe journalism. As far as we understand it, we are in favor of such a measure as the one proposed, the law of libel in the different provinces of the Dominion being unnecessarily hard on the journalist who in almost nine cases out of ten when he offends against the law is victimized by some one into whose statements unfortunately for him he has not been able to make full inquiries. The law in the case of libel may almost be said to presuppose the journalist to be guilty till he has proven himself to be innocent. We wish to see the press made as free as possible; we do not ask for license; but, as it is under the present system, it is possible for people to hurry an editor into the courts for the mere purpose of closing his mouth, which is most effectually done by the heavy bills of costs that it is possible to pile up in connection with preliminary proceedings.

SEALING MATTERS.

An Imperial order renewing the agreement with Russia for a neutral zone round the Commander Islands has been gazetted. Hon. C. H. Tupper has announced that the damages due to Canadian sealers for unwarranted seizures would be fixed as soon as the means of assessing the damages were provided. He also said that though he had seen in the press that the British Columbia sealers intended holding a meeting to protest against the conditions of the award, he did not believe that such a meeting had been held. As a matter of fact the largest sealing fleet known on the British coast had gone to sea this season. The fleet was the same as last year, and this was the largest in the history of Canadian seal fishing. Master "Charlie" Tupper is a trifle "too fresh" at times. Some of his statements are not warranted by the facts. The possibility that it should have been said both in the Imperial parliament and at Ottawa that no claims had been made on behalf of British Columbia sealers for damages done them in the last three or four years shows, too, that he and his department have been wilfully neglectful of their duty, or have by "inadvertence" pigeon-holed the representations that have time and again been made to them on this subject. It should be a positive condition of Canada's being bound by any engagements entered into between Great Britain and Russia and Great Britain and the United States, that a settlement of the sealers' claims be first considered and adjusted. If this be not the case, of what use is it to be British subjects?

Time and again for the mere sake of Imperial policy have we been seriously disadvantaged, and what have we received but neglect and rebuff?

OPPOSITION TRADE POLICY.

Gradual free trade seems to be the policy into which the Liberal party have at last subsided. It was at one time free trade pure and adulterated, whose praises they were accustomed to sing. Then came, on the part of what was then known as the Parti National of Quebec, certain demands for modified protection to local industries; but this did not meet with the views of Sir Richard Cartright, who persisted in a tariff for revenue only, with a leaning towards free trade on the British jugg-handled principle of giving everything to others and securing no equivalent concession in return. It was a case of all give. Then, as an offset to the National Policy, all they were disposed to offer was unrestricted reciprocity, and, this failing, Mr. Laurier has recently come out with a declaration that the policy of his party when it gets into power will be one of gradual free trade. So far, so good; but the public may rest assured that it will be the same old jug with only one handle, and that to be used by outsiders to the detriment of our own industrial and other interests. However, the Liberals, no matter what their talk, do not seem to think that, however it may be susceptible of modification in detail, the principles of the tariff will be changed for years to come.

EDITORIAL COMMENT.

THE Boundary Commissioners both of Canada and the United States are on the way to the scene of their labors, and, as past experience has shown—will be materially aided by the use of phototopography.

It is to be noted, and we do so with great pleasure, that the debentures of the city of Vancouver have recently been marketed at the good price of 102.56, which speaks well for the estimation in which the paper of the Terminal City is regarded by financiers.

THE tests of the Marine Railway which has been inaugurated at Esquimalt have been highly satisfactory and those connected with it express confidence that it will be the means of materially reducing the delays and expenditures incidental to treatment at the graving dock. Two representative vessels have already been handled, the work having been accomplished satisfactorily and expeditiously.

THE Behring Sea Bill has passed the United States Congress and has received the President's sanction, while its British counterpart is almost in as forward a condition. Still, however, it is to be hoped, there will have been such conditions to its passage arranged as shall prevent the possibility of official outrages being perpetrated upon sealers, as many people here know to their sorrow were the experiences of the past.

At a meeting recently held in Toronto, steps were taken by a number of gentlemen interested in mining, towards the formation of a Dominion association to cover the different branches of the industry. In Quebec and Nova Scotia there is considerable talk about federating and there is little doubt that the movement will be a successful one. Those who are concerned in the business in this Province would no doubt be advantaged by the departure.

THE Victoria City Health Officers did well, on the arrival here of the steamer Mogul to, as it were, ignore the certificate of good health given by the quarantine officer and subject her Asiatic passengers to a course of baths and disinfection at the suspect station. We cannot do too much to provide against small-pox and other Oriental diseases with which we are not unfrequently brought into contact by the arrival of vessels from countries where they almost always prevail to a greater or less extent.

WE observe that the Mutual Reserve Fund Life Association of New York, is again in the courts, the Imperial Bank having secured from the court at Toronto an order for the examination of President Harper and others of its officers. The bank holds a policy of \$10,000 on the life of John Black, of Fergus, who died in Liverpool in August, 1892. The company say he committed suicide and refuse to pay. The bank is bound to make the Mutual Reserve cash up, if there be any possibility of compelling this would-be recalcitrant to carry out its obligations.

It is worthy of note that the establishment of the Canadian Australian steamship line has proved to have been beneficial although it is not yet a year since it was inaugurated. In 1892, the exports from Canada to New South Wales—principally undressed lumber—amounted to £10,655. They reached during 1893, £33,706, while the imports from New South Wales to Canada, which in 1892 totalled £37, were in 1893, £8,374. And these are the figures from only one of the colonies. How much the expansion of trade with the other political divisions of the Australian continent and with all the islands of the seas will amount to, it is impossible to say; but they will no doubt prove to have been considerable.

MR. BRACKMAN, of the well known Brackman & Ker Milling Co., who has recently returned from Honolulu, has formed the idea that before long the Hawaiian Islands will be large consumers of British Columbia products, while sugar, coffee and sisal growing are becoming important branches of industrial development. There is no rope or twine, that we are aware of, made in this Province, and, did we obtain sisal from Hawaii, an industry of large proportions might be established among us. In this connection, we observe—though we are not in the vicinity of the great Canadian wheat fields—that the North Western Cordage Company, of St. Paul, Minn., proposes, if sufficient inducements are offered, to start at Winnipeg a binding twine and rope factory with \$50,000 capital and a capacity of 12,000 pounds of binding twine per day.

THE BRITISH COLUMBIA SUGAR REFINING COMPANY, L'D.

VANCOUVER.

Manufacturers of

Refined Sugars and Syrups

Of the highest quality. Guaranteed absolutely pure, and superior to any others in the Province.

PRICE LIST.

SUGARS—Powdered, Icing and Bar, in bbls.....	5½c per lb.
Paris Lump, in bbls. or 100-lb. bags.....	5½c "
Granulated ".....	5½c "
Yellows according to quality ".....	3½c to 4½c "
100-lb. kegs, ½c more; Half-bbls., ½c more; boxes, ½c more.	
SYRUPS—30-gal. bbls.....	2½c per lb.
10-gal. kegs.....	2½c "
5-gal. kegs.....	\$2.00 each.
1-gal. tins.....	\$1.25 per case of 10.
½-gal. tins.....	5.75 per case of 20.

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

NO CHINESE EMPLOYED.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports April 14, as follows: "During the week, there have been the following arrivals: From the coast mines, 20,202 tons; from foreign ports, 300 tons. Business during the week has been very quiet for house purposes, as the summer weather always diminishes trade in that line; for steam uses there has been a fair demand. The very light arrivals of foreign fuel for the past thirty days has aided to clean up the stocks on hand of a number of grades, some of which are unprocurable at any price. Of course there is no coal for which a temporary substitute cannot be provided, so that consumers are only inconvenienced for the moment. The annual quadrilateral combination is again in force on Cumberland to remain until some argus-eyed participant discovers some short coming in one of his partners; when the smash comes, it is always 'the other fellow.' Cabled advices from Australia to-day report coal tonnage scarce and rates advancing, hence low priced coal from that section will not be forthcoming this year. Better figures are also quoted from Great Britain. There is also every evidence of still higher coal freights later in the season, as the outlook for grain carriers for next harvest is most discouraging. Our prospects are we shall have but little to ship and a poor market to send it to."

PANAMA CANAL.

It would appear that despite the setback which the enterprise received by the revelations of a short time ago, when bribery, corruption and stealing of the most flagrant description and on a wholesale scale were brought to light, the friends of

the enterprise are not disheartened. People representing 722,000 shares have, it is reported, recently met in Paris and resolved to entrust a syndicate of five with the completion of the undertaking. To this end, they have agreed to provide twenty millions of francs, or about four million dollars, as a starter, and, if the hand of the robber can be kept out of the treasury, there is yet hope that the great enterprise may yet be carried into successful and beneficial operation. We have said beneficial operation, for it is impossible to look otherwise upon any project, whether it be the one known as the Nicaragua or the Panama scheme, which can save so much time and expense in connection with voyages to the Pacific to almost every one—producer and consumer alike.

Not only is the passage round the Horn tedious, but it is one which involves the gravest of risks to life and property, and material savings in this direction cannot do other than greatly affect the item of cost of carriage. We say that the sooner something in this direction is done the better for Pacific Coast and, indeed, Southern Pacific trade. Canada and British Columbia are stretching out their hands in all directions in the hope of securing business, and every assistance that can be rendered in this way or any other should be gladly welcomed by our people.

COLOSSAL FORTUNES.

By a calculation made a year or two ago by an American statistician it seems that seventy citizens of the United States possessed among them an aggregate wealth of £510,000,000, says *Chamber's Journal*. This gives an average of about £7,500,000 apiece. To come to par-

ticulars: There was one estate—we refrain here from mentioning names—returned as worth no less than £30,000,000. There were five individuals valued at £20,000,000; one valued at £14,000,000; two valued at £12,000,000; six valued at 10,000,000; six valued at £8,000,000; four valued at £7,000,000; thirteen valued at £6,000,000; ten valued at £5,000,000; four valued at £1,500,000; and fifteen at £1,000,000.

The brain reels before such figures. They express measures of wealth which the ordinary mortal is powerless to grasp.

Besides these seventy colossal fortunes, there are fifty other persons in the northern states alone valued at over £2,000,000 each, thirty of them being valued in all at £90,000,000. There were some little time ago published lists of sixty-three millionaires in Pennsylvania possessing in the aggregate £60,000,000; and of sixty persons in three villages near New York whose wealth aggregate £100,000,000. In Boston fifty families pay taxes on annual incomes of about £200,000 each.

We have nothing to compare with such individual cases of wealth in Great Britain. Baron Rothschild and Lord Overstone each left about £3,500,000; the late Lord Dudley left £1,000,000; the late Duke of Buccleuch, estimated to be the richest Scotchman, left estates valued at £6,000,000. One living English duke is valued at £10,000,000; and another at £8,000,000; but not many names could be added to these, to place against the above list of American fortunes. In 1881 there were only 101 persons in the United Kingdom whose incomes from business profits were returned as over £50,000 a year. In 1886 there were only seventeen states which paid probate duty on about £250,000 each.

Mr. D. Gunn, of the well known firm of Messrs. Gunn, Flavelle & Co., pork packers of Toronto has been spending some days in the Province, with the fortunes and futures of which he appears most favorably impressed. Mr. Gunn was, however, much disappointed in the condition of the hog raising industry of the Province, especially in the lower parts where the coarser grains are so easily grown.

The steamer Faraday, with a part of the Commercial Cable Company's new cable has sailed from England. The cable is to be laid from Waterville, Ireland, to Nova Scotia. The entire cable will be about 2,000 miles long. The Faraday, not having capacity enough to carry the whole cable, will drop shore sections about 500 miles first, and then lay the deep sea cable, which is smaller than the shore ends. The cable was manufactured by Siemens Bros. & Co., London, and is guaranteed to afford 33½ per cent. improvement in speed over the other cables in use by the Commercial Company. This will insure transmission at the rate of thirty words a minute. The cable is much larger than any ocean cable hitherto laid. The Nova Scotia end has been provided with additional protecting armor to prevent its being broken by the anchors of fishing vessels. Most of the copper used in the conducting part of the cable was supplied by the Roeblings of Trenton, N. J.

THE JAMES ROBERTSON COMPANY, LIMITED,

TORONTO.

Manufacturers of

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

Grinders of

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

Importers of and Dealers in

METALS, PAINTERS' PLUMBERS' & TINSMITHS' SUPPLIES

Sanitary specialties, Water Closets, Iron Pipe and Fittings.

Write for Prices and Catalogues.

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

ESTABLISHED 1877.

CAPITAL, \$250,000

INCORPORATED JUNE 16TH, 1893.

JAS. McMILLAN & CO.,

[INCORPORATED.]

PROPRS. OF THE

MINNEAPOLIS SHEEPSKIN TANNERY.

DEALERS IN

FURS AND SKINS.

39 LANGLEY STREET, VICTORIA.

MAIN HOUSE: MINNEAPOLIS, MINN.

J. A. BROWNE, Manager.

Consignments Solicited. Write for Circulars.

FASHIONABLE FABRICS.

An exchange forecasts the class of fabrics that will be fashionable next year. The future demand will be largely for goods having a sheared finish, in worsted for the most part, woollens being used to a small extent only, both slightly felted; and for rough-faced cloths, chiefly in cheviots in all grades of fineness, and a small portion of soft wool. Other articles will be used in smaller quantity. The colors used will be more varied than formerly—if not in

number, at least in appearance—by which we mean that to light and medium shades many more will be added of a darker hue. The monotonous appearance of existing designs will, it is hoped, be done away with, light and half tones being the prevailing effects. Among the features which appear worthy of notice is the probability of silk being used largely for figured designs. The best qualities will be used in the case of articles with a rase (sheared) appearance, either pure or twisted with wool or other material. Silk of secondary

quality (schappe or spun) will be more specially employed in rough-faced cheviots. The extensive employment of this description of silk yarn is due to various reasons. The principal one is its beauty, for the appearance it imparts to all goods is inimitable. Another reason for its extended use is to be found in its cheapness, which permits of its more frequent employment. It is not thought that artificial silk, can supplant preceding descriptions for all purposes, although some think that the trade in natural silk may be injured. Artificial silk is already being regarded as a novel acquisition to the range of materials from which the textile manufacturers can select, and some say that fibre is an assured success, and that producers may hope to make good use of it in various branches to the trade.

An exhibition will be held at the Imperial Institute, London, Eng., during the summer, of artistic and decorative pottery, china and glass manufactured in the United Kingdom, with which examples from India and the Colonies will be included. All exhibits, fittings, etc. must arrive at the Institute not later than the 9th of May next, and communications should be addressed to the secretary of the Pottery, China and Glass Exhibition (1893), Imperial Institute, London, S. W.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	930	Russell	October 9	C Victoria	Liverpool	38,800	\$201,875	March 25
Ger ship	Sirene	1437	Sauermaich	October 19	D Victoria	London	50,558	282,790	
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	645	Blanche	October 11	New Westm'r	London	30,000	137,112	
Br bark	Ladstock	816	Williams	October 19	B New Westm'r	Liverpool	35,773	178,865	March 20
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,125	191,880	
Br bark	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	
Br ship	Candida	1222	Keen	December 22	Victoria	Liverpool	A...50,318	249,523	
Br bark	Harold	1207	King	January 18	New Westm'r	Liverpool	61,091	321,541	
Br bark	Primera	397	Gardner	December 17	Victoria	London	24,666	123,350	

A—Other cargo value \$1,346. B—Spoken Nov. 8 in lat. 23 deg. N., long. 121 deg. W. C—Spoken Jan. 5 lat. 53 deg. S., long. 56 deg. W. D—Spoken March 20 lat. 19° N., long. 11° W.

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,938	7,844	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 4	Vancouver	Plymouth	924,038	9,882	May 20	52s 6d
Nor bark	Fritzo	1078	Holfsen	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private
Chil bark	India	953	Funke	Jan. 11	Moodyville	Valparaiso	738,782	7,169	March 30	owners ac
Br bktn	Bittern	389	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,540	4,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br ship	County of Yarmouth	2154	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil ship	Hindustan	1512	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,242	July 14	owners ac
Am bark	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,010,913	7,966	April	Private
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 28	Private
Br bark	Assel	793	Gilmour	March 6	Moodyville	Autofagasta	631,165	6,577	June 23	35s
Br ship	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	964,868	7,718	Sept. 22	42s 6d
Am bark	Herry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw bark	John Ema	2600	Schnauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blairhoyle	1220	Gray	June 1	Vancouver	Sydney	915,685	7,804	Aug. 16	31s 3d
Br bark	Mary Low	513	Robertson	May 21	Vancouver	Pisagua	663,000	5,296	Aug. 26	35s
Nor bark	Sigurd	1390	Anse	May 21	Vancouver	Port Pirie	1,426,000	10,698	Aug. 31	40s
Chil ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	Aug. 15	31s 3d
Br ship	Gryfe	1069	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,337	4,968	Oct. 4	55s
Br bark	Doehra	966	McLerrow	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,136,128	12,465	Oct. 29	30s
Am schr	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,982	Oct. 14	39s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,015,008	7,896	Aug	Private
Am schr	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,951	8,625	Sept.	55s
Am bark	Sonoma	988	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 2	30s
Br ship	Gunford	2168	Wier	Sept. 6	Vancouver	Port Pirie	1,973,050	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	924,554	10,300	Jan. 20	52s 6d
Nor bark	Fortuna	1352	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,296,192	10,288	Nov. 17	36s 3d
Br bark	Gainborough	985	McPhail	Sept. 7	Moodyville	Valparaiso f.o.	792,153	5,524	Dec.	33s 9d
Chil bark	India	953	Funke	Sept. 10	Moodyville	Valparaiso	799,297	7,000	Dec.	owners ac
Chil bark	Elisa	915	Harken	Sept. 2	Moodyville	Autofagasta	577,294	6,000		owners ac
Am schr	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	911,716	5,918	Nov. 23	37s 6d
Am bktn	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Oct. 25	Private
Am bktn	Hilo	612	LeBallister	Sept. 23	Westminster	Sydney	688,652	6,649	Nov. 18	28s
Am schr	Lynan D. Foster	725	Dreyer	Oct. 14	Cowichan	Sydney	871,305	7,614	Jan.	27s
Am bark	Hesper	661	Underwood	Oct. 12	Vancouver	Adelaide	779,398	5,886	arrived	37s
Am schr	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,692	6,031	arrived	37s 6d
Br bark	Elizabeth Graham	328	Anderson	Oct. 21	Moodyville	Melbourne	524,681	3,989	Jan. 6	Private
Am brig	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	541,228	4,157	Dec. 19	27s 6d
Am schr	Aida	507	Anderson	Oct. 11	Moodyville	Shanghai	657,974	6,060	Dec. 14	40s
Am bktn	Robert Sudden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	714,908	4,646	Jan. 23	37s 6d
Am schr	Salvator	414	Wells	Oct. 29	Westminster	Port Pirie	527,000	4,216	arrived	37s 6d
Am schr	Louis	820	Hatch	Nov. 8	Vancouver	Iquiqui	863,415	8,601	Jan. 28	40s
Am schr	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,802	5,992	Jan. 21	28s
Nor ship	Germanic	1269	Sunde	Dec. 29	Vancouver	Cork, U.K. f.o.	910,483	9,973		60s
Am schr	Reporter	333	Mackie	Nov. 24	Vancouver	Nagaaski	A...369,294	10,000	Feb. 12	Private
Am bark	Snow & Burgess	1578	Mortenson	Dec. 30	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U.K. f.o.	1,021,624	13,135		55s
Am bark	Colorado	1360	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656	arrived	37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911		35s
Am schr	W. H. Talbot	776	Huhm	Dec. 23	Vancouver	Cape Colony	804,183	6,031		75s

A—Also 100 spars.

B. C. LUMBER FLEET, 1894.

Am ship	Eclipse	1536	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720		60s
Nor ship	Beaconsfield	1150	Bastiansen	Feb. 5	Vancouver	Cork, U.K. f.o.	1,055,411	13,491		Private
Am schr	Pioneer	377	Hughes	Feb. 28	Victoria	Santa Rosalia	A...57,714	461		Private
Am schr	Aida	507	Anderson	March 25	Moodyville	Shanghai	686,562	6,562		40s
Chil bark	India	953	Funke	April	Moodyville	Valparaiso				owners ac
Br bark	Thermopylae	918	Winchester		New Westm'r	Shanghai				37s 6d
Chil ship	Hindustan	1512	Welsh		Moodyville	Valparaiso				owners ac
Br ship	Astoria	1335	Dagwell		Vancouver	Queenstown fo				63s 9d
Ger bark	Gutenberg	627	Zepfen		Moodyville	Valparaiso f.o.				42s 6d
Am bktn	Modoc	452	Bosch		Victoria	Santa Rosalia				Private
Am bktn	Katie Flickinger	419	Mellae		Vancouver	Santa Rosalia				Private
Br ship	Eastcroft	1312	Rimmer		Moodyville	Valparaiso f.o.				40s
Br ship	Benmore	1160	Scott		Victoria	Adelaide				40s
Br schr	Grace Harwar	1750	Hunt		Vancouver	Queenstown fo				Private
Br bktn	Nantippe	1300	Falconer		Vancouver	Queenstown fo				Private

A—Also 68,943 lineal feet of props valued at \$1,020.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship	Borrowdale.....	1197	Bolderston	Dec. 22	L. Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	123
Br ship	Ballachulish.....	1806	Gowdev	March 19	Pasadenon	Vancouver	B. C. Sugar Refinery Co.	36
Br bark	Northernhay.....	1231	Miller	Dec 5	C. Cardiff	Esquimalt	Naval Storekeeper	140
Br ship	Astracana.....	1572	Jones	Dec. 21	L. London	Vancouver	Evans, Coleman & Evans	124
Br ship	Eaton Hall.....	1779	Lourison	April 2	K. London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	22
Br ship	Lismore.....	1598	Ferguson	March 17	J. London	Victoria & Van	Turner, Beeton & Co.	38
Chil. ship	Alacama.....	1235	Caballero	Jan. 13	F. Valparaiso	Moodyville	H. P. Rithet & Co., Ltd	101
Br ship	Clan Robertson.....	1625	Lane		H. Hogo	Royal Roads		
Br ship	City of Glasgow.....	1168	Tannock	March 5	A. Cardiff	Esquimalt	Naval Storekeeper	50
Br ship	Corolla.....	1264	Frazer		H. Yokohama	Royal Roads	for orders	
Br ss	Empress of China.....	3003	Archibald	April 11	G. Hong Kong	Victoria & Van	C. P. S. S. Co.	13
Br ss	Victoria.....	1992	Panton	April 10	H. Hong Kong	Victoria	Dodwell, Carrill & Co.	14
Br ss	Warrimoo.....	1857	Perry	April 8	E. Sydney	Victoria & Van	C. A. S. S. Co.	6
Am bktne.	Chehalis.....	656	Watts		M. Portland	Vancouver	Hastings Mill	
Nic bark	Don Carlos.....	694	Tobey		D. San Francisco	Vancouver	Hastings Mill	
Br ss	Empress of India.....	3003	Marshall		N. Hong Kong	Victoria & Van	C. P. S. S. Co.	

O—Spoken Sept. 13 lat. 13° N., long. 26° W. C—Dec. 14 put into Fatmouth with loss of some sails; Dec. 30, sailed again. Spoken Jan. 22 lat. 3 deg. N., long. 26 deg. W. I—Dec. 23, passed Deal. Spoken Jan. 18 lat 3° N., long. 28° W. To load grain at Tacoma. K—April 6 passed Dungeness; April 8 passed Brixham. L—Dec. 26 arrived at Holyhead. Jan. 3rd sailed. Spoken Feb. 9 lat. 4° S., long. 30° W. F—Jan. 15 returned to Valparaiso with spars damaged. To load a return cargo of lumber. G—Via Yokohama April 21. J—Passed Deal March 18; Dungeness March 21; Prawle Point March 22. H—Via Yokohama April 21. A—Spoken March 20 lat. 49° N., long. 9° W. E—Via Suva and Honolulu April 30. M—Chartered to load lumber for Adelaide at 40s. D—Chartered to load lumber for Noumea, New Caledonia at 40s. N—To sail May 2. Via Yokohama May 11.

FREIGHTS.

Freights are steady, and although one wheat charter has been made at 23s 9d from San Francisco to Cork f.o. it may be taken as an exception, the current rate being 25s. There is practically nothing doing.

Lumber freights from B. C. or Puget Sound are quoted as follows:—Valparaiso for orders, 40s Sydney, 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 33s 9d to 40s; United Kingdom, calling at Cork for orders, 63s 9d; Shanghai, 40s to 43s 6d; Tientsin 55s, nominal, South Africa 60s; Noumea, 40s.

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

VESSELS IN PORT.

(April 23, 1891.)

VICTORIA.

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

Br. bark Archer, 765 tons, derelict.

Br. ship Benmore, 1,400 tons, Capt. Scott, arrived April 17 from Liverpool with general cargo, R. P. Rithet & Co., Ltd.,

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

COWICHAN.

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

VANCOUVER.

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

Ger. bark Gutenberg, 627 tons, Capt. Zeplein, arrived Feb. 23, from Glasgow, loading lumber at Moodyville for Valparaiso, f.o. at 42s 6d.

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

Am. bktne Katie Flickinger, 449 tons, Capt. McRae, arrived April 13, loading lumber for Santa Rosalia.

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

Br. bktne Xantippe, 900 tons, Capt. Falconer, arrived April 21, loading lumber for Queenstown f. o.

Br. schr. Grace Harwar, 1,750 tons, Capt.

Hunt, arrived April 22, loading lumber for Queenstown f. o.

NEW WESTMINSTER.

Br. bark Thermopylae, 948 tons, Capt. Winchester, loading lumber for Shanghai.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Nic. bark Bundaleer, 921 tons, Capt. De Campos.

UNION SHIPPING.

Am. ship J. D. Peters, 1,031 tons, Capt. Snow.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	3	2,672
Vancouver.....	7	7,924
Westminster.....	1	948
Nanaimo.....	2	2,222
Cowichan.....	1	452
Total.....	14	14,218
Previous week.....	15	20,010
Correspond'g week last year.....	14	20,079
“ 1892.....	14	19,771

The Bear Lake Consolidated Mining Co., Ltd, Victoria, has been incorporated with a capital stock of \$500,000. Trustees—Geo. Riley, Gustav Leiser and Gordon Hunter.

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