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Vol. V.

VICTORIA, B. C., TUESDAY MAY 7, 1895.

No. 9

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 Baby Carriages with Hood and Canopy
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 Liberty Art Serges for Curtains and Portiers in New Patterns and Shadings.
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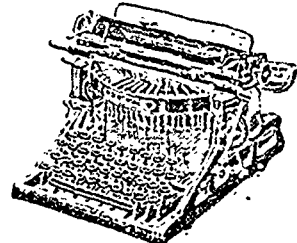
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The One Great Standard Authority, so writes Hon. D. J. Brewer, Justice U. S. Supreme Court.

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Fruit
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FRASER RIVER:

- Delta Canning Co's Maple Leaf Brand.
- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Harlock Brand.

NORTHERN AND SKEENA RIVER:

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

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

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ESQUIMALT & NANAIMO R'Y

TIME TABLE NO. 24.

To take effect at 8.00 a.m. on Friday, April 5th, 1895. Trains run on Pacific Standard Time.

STATIONS.	SOUTH BOUND—HEAD UP.		No. 1 Pass Daily	No. 3 Pass Fri. Sat. Su
	Ar.	De.		
Victoria	12:29 pm	8:30 pm		
Russell	12:46	8:45		
Esquimalt	12:53	8:52		
3/4 way S.	12:56	8:55		
Parson's Bridge	12:59	8:58		
Langford	1:02	9:01		
Goldstream	1:05	9:04		
Summit Siding	1:08	9:07		
Shawnigan Lake	1:11	9:10		
Cobbie Hill	1:14	9:13		
McPherson's	1:17	9:16		
Koksilah	1:20	9:19		
Duncan's	1:23	9:22		
Somenos	1:26	9:25		
Westholme	1:29	9:28		
Chemalms	1:32	9:31		
Oyster Bay Siding	1:35	9:34		
Nanaimo	1:38	9:37		
Wellington	1:41	9:40		
			De.	8:50 am
			De.	8:00 pm

STATIONS.	NORTH BOUND—HEAD DOWN		No. 2 Pass Daily	No. 4 Pass Fri. Sat. Su
	De.	Ar.		
Victoria	8:00 am	1:50 pm		
Russell	8:11	2:01		
Esquimalt	8:22	2:12		
3/4 way S.	8:33	2:23		
Parson's Bridge	8:44	2:34		
Langford	8:55	2:45		
Goldstream	9:06	2:56		
Summit Siding	9:17	3:07		
Shawnigan Lake	9:28	3:18		
Cobbie Hill	9:39	3:29		
McPherson's	9:50	3:40		
Koksilah	10:01	3:51		
Duncan's	10:12	4:02		
Somenos	10:23	4:13		
Westholme	10:34	4:24		
Chemalms	10:45	4:35		
Oyster Bay Siding	10:56	4:46		
Nanaimo	11:07	4:57		
Wellington	11:18	5:08		
	Ar.	12:00 pm	Ar.	8:25

On Fridays, Saturdays and Sundays.

Return tickets will be issued between all points for a fare and a quarter, good for return not later than Sunday.

Return tickets for one and a half ordinary fare may be purchased daily to all points, good for seven days including day of issue.

No return tickets issued for a fare and a quarter where the single fare is twenty five cents.

Through rates between Victoria & Comox. Mileage and Commutation tickets can be obtained on application to the Ticket Agent, Victoria, Duncan's and Nanaimo Stations.

A. DUNSMUIR, President. JOSEPH HUNTER, Gen. Supt.
H. K. PRIOR, Gen. Freight and Passenger Agt.

prices owing to the strength of the market. Flour is reported to have advanced 75c per bbl. at Montreal during the past month.

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

Ogilvie's Hungarian.....	\$1 90
" Strong Bakers.....	1 60

The Victoria Roller Mills quote Victoria flour in 10-bbl. lots at the mills as follows:

Delta.....	\$3 50
Victoria XXX.....	3 50
Superflour.....	3 00

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 3 50 @	0 00
Lion.....	3 50 @	0 00
Victoria XXX.....	3 50 @	0 00
Superflour.....	3 25 @	0 00
Premier, Eng.....	0 00 @	0 00
XXX.....	0 00 @	0 00
XX.....	0 00 @	0 00
Sup.....	0 00 @	0 00
Ogil.....	4 00 @	5 25
" " g Bak.....	0 60 @	5 00
H. B. C. Fort Garry Hungarian..	5 25 @	0 00
" " Strong Bakers.....	5 00 @	0 00
Regina Hungarian.....	5 25 @	0 00
" Strong Bakers.....	5 00 @	0 00
Benton County, Oregon.....	3 75 @	0 00
Olympic.....	1 25 @	0 00
Big Bend.....	3 60 @	3 75
Superb.....	3 60 @	0 00
Plansifter.....	3 80 @	0 00
Gem.....	3 70 @	0 00
Alliance.....	3 50 @	0 00
White Lilly.....	3 50 @	0 00
Snowflake.....	3 75 @	0 00
Wheat, per ton, feed.....	27 50 @	00 00
Oats.....	28 00 @	32 00
Oil cake meal.....	33 00 @	15 00
Chop feed—California.....	27 50 @	00 00
" Washington.....	20 00 @	23 00
Shorts.....	18 00 @	23 00
Bran.....	16 00 @	20 00
National Mills oatmeal.....	3 50 @	0 00
" " rolled oats (90-lbsks).....	3 50 @	0 00
" " " 10 7s, baled.....	3 00 @	0 00
" " split peas.....	3 50 @	0 00
" " pearl barley.....	4 75 @	0 00
" " Chop feed.....	20 00 @	25 00
California oatmeal.....	3 85 @	0 00
California rolled oats.....	4 15 @	0 00
Corn, whole..... per ton	35 00 @	00 00
Peas, field..... per ton	40 00 @	00 00
Cornmeal.....	2 85 @	2 90
Cornmeal-feed..... per ton	40 00 @	00 00
Cracked corn.....	37 00 @	00 00
Hay, per ton.....	10 00 @	18 00
Straw, per bale.....	1 00 @	0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$ 80 00 @	90 00
" " (polished).....	90 00 @	100 00
Best China rice.....	80 00 @	100 00
Chinarice No. 1 " (mats).....	65 00 @	00 00
" " (sacks).....	63 00 @	00 00
Rice flour.....	70 00	
Broken rice.....	30 00	
Rice Meal.....	17 50	

LUMBER.

The schr. Lucy sailed April 30, for San Pedro with a cargo of about 400,000 feet valued at \$2,551. The schr. Falcon sailed May 2, for San Francisco with 301,300 feet rough lumber and 48,700 laths, valued at \$2,158. The Mary Winkelman sailed May 4 for San Francisco with 562,386 feet fir and spruce and 165,100 laths valued at \$4,102. The

Wrestler is expected to commence loading shortly at Brunetto Mills for Shanghai at 46s. A Sydney cargo is also reported on order at the same mills. The Am. schr. Puritan, 584 tons, is on her way to load at Mgodvillo, for Tientsen, at 55s. The German bark Artemis is also reported on the way from Valparaiso to Vancouver to load at Hastings Mill. Overland car shipments are reported fair. Red cedar lumber and shingles are in good demand in the Northwest and Ontario.

The following vessels are loading lumber at British Columbia ports for foreign: At Vancouver: Br. ship Earl of Hope town, 1,770 tons, for Adelaide—Chil. bark Lake Lehman, 1,035 tons, for Valparaiso for orders. Br. ship Blairgowrie, 1564 tons, for Cape Town and Delagoa Bay, South Africa. Am. schr. Volunteer, 571 tons, for Shanghai, Am. schr. Compeer, 330 tons, for San Francisco; Br. ship City of Florence, 1,246 tons, for U. K.; Br. ship Aigburth, 1,798 tons, for Valparaiso. Total, 7 vessels; 8,314 tons.

BUSINESS NOTES.

L. R. Harrison has opened a law office at Revelstoke.

Geo. W. Holmes, nursery, Nanaimo, disclaimed for rent.

Manley Bros. are erecting a blacksmith shop at Grand Forks.

Mr. Folger will shortly erect a large hotel at Grand Forks.

Mrs. Kirschberg is opening in groceries at Kings Road, Victoria.

Savage & Dale, saloon, Victoria, have dissolved; David Dale continues.

C. McCalman, plumber, Vancouver, stock advertised for sale by tender.

William Postill, rancher, Okanagan, intends removing to Calgary, Alberta.

Findley Bros., soapmakers, Victoria, are arranging to remove to Vancouver.

R. E. Lemon, general merchant, Nelson, is asking for an extension of time.

Maurice Salmon, is opening in clothing, jewelry, crockery, etc., at Nanaimo.

W. R. Roberts, watchmaker and jewelers, Nanaimo, is selling out by auction.

C. S. Purkis has opened in furniture, both new and secondhand, at Wellington.

Gustav Hauck, general store, Ladner's Landing, is reported moving to Union Mines.

W. A. Bisset, hotel, Sidney, has sold out to R. Jackson and F. G. Norris, of Victoria.

Bourne Bros., general merchants, Revelstoke, have opened a branch store at Burton City, or Cariboo Creek. This will be the fourth store of the firm and the third one of their branches, all located in West Kootenay.

Forbes & McDonald, wood dealer, Vancouver, have dissolved. A. M. Forbes continues.

S. Petersky & Co., fruits, etc., Vancouver, are opening a general store at Steveston.

J. A. Cohen, feed and produce, Victoria, has closed out and opened in provisions, fruit &c.

Mr. Fraser contemplates erecting a cheese factory at Salmon Arm, with Milton Craye as manager.

Daniel A. Lamey, general store, Ladreau, has assigned to J. J. Carment. Creditors meeting May 13.

It is reported that McKenzie & McDonald, blacksmiths, Courtney, have sold out to Geo. B. Leighton.

The Kootenay Hydraulic Mining Co., Ltd., (foreign) has been registered—Rochester, N. Y., is head office.

H. L. Gulline, patentee of the Pneumatic horse collar, has opened an office in the Adolphia block, Victoria.

The Colonist Printing & Publishing Co., Ltd., announce that they have taken over the book bindery heretofore carried on by R. T. Williams.

The merchants of Rossland out of regard for Sunday, or because they want a half day's rest in the week, will close their stores Sunday noon.

A. H. Troupe, proprietor of the Loomiston Journal, has removed his plant to Ashcroft, where he will publish a weekly paper—Seattle P.-I.

A meeting of the shareholders of the Texas Lake Ice & Cold Storage Co., Ltd., will be held at Vancouver on May 25th, to increase the capital stock of the company to \$50,000.

Hardress Clarke has opened a retail grocery in the Jewell Block, corner of Yates and Douglas streets. Mr. Clarke proposes to conduct the business on strictly cash lines.

The Brackman & Ker Milling Company have received the diploma and medal awarded to them for their exhibit of National rolled oats and oatmeal at the California Midwinter Fair, where they received first prize.

The enforcement of the long dormant Canadian customs laws has decided the Alaska Commercial Co., to purchase in Victoria the supplies it will send in future in the Canadian Yukon country. These were formerly brought from San Francisco.

Charles F. Folliott, purchasing agent for Foley Bros. & Guthrie, contractors for the Kaslo & Slocan railway, purchased three carloads of groceries and provisions from S. Leiser & Co., on Saturday. The shipment will go via the Great Northern railway to Kootenay.

THE OKELL & MORRIS

FRUIT PRESERVING & CONFECTIONERY CO. (Ltd).

Gold Medal, Victoria, 1892; Gold Medal, British Colonial Exhibition 1894; Special Award, London, 1894; New Westminster, 1st Prize, 1894 besides 10 Diplomas and Highest Awards.

<p>Victoria Agents: R. P. Rithet & Co, Wilson Bros, Hudson's Bay Co J. H. Todd & Son, S. Leiser & Co. Turner Beeton & Co</p>	<p>Our Jams and Marmalade have always met with the greatest success. We hold the only Gold Medal awarded in British Columbia, for excellence of flavor in jams. We have commenced the manufacture of Candies. Grocers will find them equal to anything ever made, and we ask for a trial order, as we are sure their keeping qualities will ensure satisfaction.</p>	<p>HOW to be successful and how TO make trade is one thing. To MAKE a name and also to make MONEY is another. It is our EXPERIENCE that a cheap article IS dear at any price, it is almost NECESSARY to stock goods which are cheap. But no one ever got satisfaction from cheap goods. Preserves to be good, must be made of full flavored fruit, pure sugar, and only the highest skill employed in its manufacture. There are so many vile compositions being sold for jam that we have no hesitation in claiming that our preserves are the purest and the best flavored in the market. To stock these goods is to please your customers and make money yourselves.</p>	<p>Wholesale: G. F. and J. Galt Thompson God- ville & Co.</p>
	<p>Our Marmalade is equal to the finest imported. It is made from the noted Sevil'e Orange, and we believe it to be the best ever made in Canada. We ask a trial for our Lemon Peels. They are pronounced as mellow as a pear and fine colored, and put up in a style which is bound to please those that stock and buy them.</p>		

The Above Proves the Excellence of Our Goods

Send for Price Lists of the Manufactures made by

THE OKELL & MORRIS

FRUIT PRESERVING AND CONFECTIONERY CO (LTD).

VICTORIA - BRITISH COLUMBIA

GRAPE FRUIT.

The growing demand for grape fruit is causing many retail grocers outside of the large cities to ask: What is grape fruit? It is commonly known in California as the pomelo. For many years it has been grown as a shade tree and its fruits viewed simply as a curiosity. Its medicinal qualities, however, have suddenly brought it into great favor, and there is every prospect that the demand for it will be permanent. Some very interesting facts are given regarding this peculiar fruit in a recent report made to the California State Board of Horticulture. It says:

The pomelo is a variety of the shaddock. There are many varieties in cultivation, and of late they have met with great favor in the eastern markets. They vary greatly in size, but are generally large and weigh all the way from half a pound to five pounds. In color they resemble a citron. The skin is very smooth and the pulp is subacid. The tree is very ornamental, has large, deep green foliage, is semi-dwarf, and a native of China and Japan. There is practically only one variety so far known in the market, and that is the sour, bitter-rind variety.

A few years ago there was no sale for this fruit, and it was permitted to go to waste. Now it sells readily from \$2 to \$5 per box, with a steady demand.

The pomelo was used for many years in hot climates to correct acidity of the stomach and other troubles of the digestive organs. For several years past physicians have prescribed it for invalids with disordered stomachs, and in many cases it is a specific.

The great medicinal value of the grape fruit is not generally known outside of Florida, where it is largely grown, although in some of the larger cities the sale is quite large and increasing. Its use cures dyspeptic troubles, constipation and other diseases of the stomach and bowels. The daily use of grape fruit for a month will cure the most obstinate case of indigestion.

Some people do not like it at first, but that is because they do not know how to prepare it for eating. The fruit should be cut in half and the juice squeezed out into a tumbler. In this way the bitter taste of the rind is avoided. They are always refreshing, and the demand is greater than the supply, prices running better than for oranges. They are also made more palatable by seasoning the pulp with sugar or sweet wine.

The name grape-fruit is said to come from the form the fruit takes on the tree, being produced in clusters, often twenty or more of the fruit in a bunch.

Many people find the great number of seeds contained in them a great objection, and long-continued efforts have been

- WHITE LEAD -

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

CRESCENT STAR



TRADE MARK

MANUFACTURED ONLY BY

A. RAMSAY & SON, MONTREAL

Resident Agents: JOHN BOYD & CO., Victoria and Vancouver

IN THE STUD. COCKER SPANIELS.

Reggie (A.K.C.S.B. 34,383.) Tinker (A.K.C.S.B. 34,672.) Fee, \$15.

Fee to accompany bitches. Poul guaranteed. For further particulars, apply to

WANDERING KENNEL

The Willows,

H. H. WRIGHT, Manager

made to procure a seedless variety. It is claimed that this has been accomplished by C. M. Marsh, of Lakeland, Fla. Mr. Marsh, it is said, has now young trees, of the new variety that are bearing abundantly, and all true to the strain. The pulp is somewhat darker than the ordinary grape-fruit, but the rind has that peculiar, bitter flavor which is so highly esteemed for medicinal purposes.

It is a wonderfully prolific bearer, and the tree matures its fruits in the second and third year. It has never been grown on a large scale for commercial purposes, its cultivation in the past having been mainly for ornamental use. Few people become fond of it at once, its popularity being due to an acquired taste. Once, however, the taste has been cultivated for it it remains.—*California Fruit Grower.*

LOCAL TRADE RECIPROCITY.

I heard a good story this week about reciprocity in trade. It was of local application, but there was a good deal involved in the principle, says a writer in *Minneapolis Bulletin and Trade*. A local soap manufacturer had been making a canvas of local stores for the purpose of introducing his goods to local buyers. He placed a supply of soap on the shelves of one of the grocers, but in calling around later he observed that it had been removed and an Eastern soap was in its place. He inquired as to the reason of the change, and the grocer told him one of his prominent customers would not buy the Minneapolis soap because he had always used the Eastern soap, and, as he could not afford to displease her, he had placed the other on his shelf, and given the Minneapolis soap a back seat.

"Who was the lady?" asked the soap maker.

"She was the wife of one of the bankers," replied the dealer.

"What banker?" persisted the soap maker.

The dealer gave him the name, and her husband proved to be the president of the bank where the soap maker did business.

The latter left the store and went to the bank, and to the cashier, and told him he would like to balance his account with them.

"Why, how is this? Haven't we always treated you well?" inquired the cashier.

"Yes, but I thought I would transfer my account to Chicago."

"And why do you go out of town? Why not stand by the home banks?"

"Because the home banks do not stand by me," was the soap maker's reply. "The president of this bank does not use my soap in his family, and his wife says she wants an Eastern soap, because she has always used it."

The cashier saw the point. He told the soap maker to wait a moment, and he went to the president. The result of the interview was the president himself appeared on the spot and informed the soap maker that thereafter his wife would use his soap; he had never paid attention to reciprocity and he never thought it could be brought home so pointedly. The account remained in that bank.

Many advantages are claimed for the Pohle "Air lift" pump which is being introduced by the Ingersoll-Sergeant Drill Co., of Montreal. It has been estimated by competent experts, that under favorable conditions and large diameters of water and air pipes, 1,000,000 gallons of water can be raised 100 feet high with one and a half tons of good coal. Sand, silt, gravel and bowlders in water form no obstacles to interfere with the action of the pump, which has no valves and its adaptability for dredging is suggested.

THE BRITISH COLUMBIA
COMMERCIAL JOURNAL

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VICTORIA, TUESDAY, MAY 7, 1895.

A BOGUS COMMISSIONER.

Canadian exhibitors at the California Midwinter Fair are considerably exercised over the fact that one H. B. Hardt, of Portland, Oregon, who claimed to be Canadian Commissioner at the Fair at San Francisco has secured the medals and diplomas which were awarded to them and refuses to surrender them except on the payment of certain fees which he demands. There would appear to have been much laxness on the part of the Dominion authorities in making and carrying out the arrangements for their exhibit. Mr. Hardt, who would appear to be an enterprising sort of individual, claims to have assisted Mr. James Anderson, the Canadian Commissioner in an honorary capacity. He assumed the title of acting commissioner and when the fair was over secured the prizes, to the owners of which he sent bills of charges running from \$3 to as high as \$5.50 on payment of which alone would the awards be transmitted.

It seems, according to correspondence between the authorities at Ottawa and the Fair Commissioners at San Francisco, that sometime before the Fair was opened Mr. Hardt presented to the exhibition authorities a list of intending exhibitors from Canada and after he had secured space he assumed the title of commissioner for Canada. This was recognized by the management. After the fair considerable delay occurred in getting the awards ready for distribution, and it was finally decided to give exhibitors a diplo-

ma and bronze medal free of charge, instead of the gold and silver medals originally awarded, and if the parties desired gold or silver medals they could buy them from the committee on awards. The secretary of the committee on awards sent the diplomas to Mr. Hardt at Portland without consultation with those connected with the Canadian exhibit, and in that way this adventurer got possession of the property of the exhibitors, which in his last connection he said must be secured soon, as he intended to leave for the Mexican International Fair at the city of Mexico by May 10. The whole business appears to have been badly bungled, and moreover, there was something decidedly loose about the arrangements of the commissioners, or why, after awarding gold medals in some cases, should the intimation have been made that the committees only gave bronze medals, but that if the parties desired to have them in gold they could get them on payment of \$82 or some such amount.

LAND FOR THE UNEMPLOYED.

We have been talking about securing unoccupied lots in and about the city to provide for the requirements of the unemployed, and for a long time the Mayor has had an advertisement in the daily papers inviting people who had land which they would allow to be utilized in this way to communicate with him. We are not informed whether or not much has been done in this direction, but if there has been we are inclined to think that it would have been announced with a flourish of trumpets at the meetings of the city council at which so much is said and so little is really done. Last year the city of Detroit did a great deal in this direction. All the vacant land obtainable in and about the town was secured and turned over to the poor to work, and seed was also supplied

them. This enabled many families to produce sufficient vegetables to keep them during the winter, as it was found that a very small plot of ground was sufficient to produce an ample supply. The result was that vegetables to the value of not less than \$10,000 were obtained at a cost of \$2,500 to the city. The lesson is an obvious one for us, particularly as our climate and conditions are far more favorable than are theirs for a departure of this description.

COAST TRADE COMPETITION.

The steamer Farallon which has for some time been competing with the vessels of the Pacific Coast Steamship Company in the trade between Sound ports and San Francisco has been taken off the run. It has been stated that Captain Roberts had announced that were the venture successful a much larger vessel would be put on the run. As it is, however, the conclusion at which the company have arrived after giving the matter a full trial is to use the words of Captain Roberts, "The people will have to be taught a lesson before an opposition line will pay. The Puget Sound people do not deserve an opposition line. We have tried it and know. Of course, they were all sorry when they found the opposition boat was to be taken off, but while we were running the shippers patronized the other line every time a cut was made. Now the old rates will be restored, and I think it will be some time before the people up there get another company to make a fight for them. If the Farallon would not pay an ocean liner would be a load no company would want to carry long."

A TALKING COUNCIL.

One would have supposed that did the aldermen of Victoria lay the necessary stress upon what are admitted to be the require

ments of the city in the matter of filter beds, those long talked of works would long ago have been completed. All this time the members of the council have been discussing *ad nauseam* the respective merits of works done by contractors and by the day under the direction of the city's own officials. Much of this talk has been got up in order to cultivate the working man who all this time has been suffering personally and in his family because of the water which it has pleased the present Board of City fathers to provide them. We have heard it said that whatever their demerits may be—and they are many—this one is the best talking council Victoria has had for years. The members are manifestly utilizing their chamber as a school of debate.

NEWFOUNDLAND AND CANADA.

Commenting on the Newfoundland negotiations the *Imperial Institute Journal* says: "The alliance between Canada and Newfoundland cannot result in anything else but benefit to the latter, and we see no reason why such an alliance should not take place. That grave mistakes have been made is beyond question, but that is no reason why a right and firm policy should not even yet rectify them, late in the day as it is." This reference to "grave mistakes" is rather ambiguous. So far, on this subject we do not see that Canada has made any mistakes. It was the fault of the islanders alone that they did not enter into the Confederation, and judging from what has since occurred, we cannot but think that their unwillingness to join us may have been advantageous to the at present contemplated union. We trust however that the Dominion will not allow itself to make compromising concessions to the bankrupt colony whose maladministration and obstinacy has been the cause of all its troubles. For our part we are willing to take the

islanders in but not as a matter of charitable consideration or desire to round off the Dominion.

UNION WITH NEWFOUNDLAND.

It would, as a correspondent suggested, certainly be well for the Government to declare whether or not the Finance Minister, as has been reported, is to negotiate the new Provincial loan on the understanding and pledge that the Government of British Columbia will not become involved in further obligations and responsibilities. For our part we are not prepared to see the bonds of the administration tied up in this way in response to the clamors of partizan obstructionists. No province in the Dominion needs more development than does the one in which we live and something must be done to open it up. Until certain local and unreasoning prejudices were aroused the provincial credit stood A 1 in London and nothing that we are aware of has occurred since then to lower the value of our securities. British Columbia is an advancing province and we regret to see that a certain element should have so deliberately set to work to stop its progress.

EDITORIAL COMMENT.

The Canadian Pacific Railway Company is this year arranging to enlarge and improve its refrigerator car service to the Pacific Coast, thus affording ample opportunities for the safe handling of butter and other perishable commodities.

The advent of the whaleback was an important event in the history of the trade of the Pacific Coast. That class of vessel having been shown to be specially well adapted for the trade of the great lakes, a successful trial was made of these vessels in the coasting

trade of B. C., Puget Sound and a portion of the Pacific Coast. And now what is called a turret steamship which is regarded as the latest and best thing in that line is to be put on by the Messrs. Dunsmuir between the B. C. coal mines and San Francisco.

Under the new Tariff which the Finance Minister has brought down it is proposed to levy a half cent duty per pound on raw sugar and on the sugar at present dutiable an additional half cent per pound. The duty on spirits has also been increased twelve and a half cents per proof gallon. This it is expected will be the means of restoring the equilibrium between revenue and expenditure, the deficit this year being \$1,500,000 caused by the sweeping manner in which the customs duties have been reduced in the interest of the consumers.

The Victoria City Council are at present in a quandary, having before them the somewhat difficult task of determining what constitutes a wholesale and what a retail merchant. The city license levy on wholesalers is just double what it is on retailers and the complaint has been made that in collection the line has not been properly drawn. At the last meeting of the city fathers considerable eloquence was expended in the discussion, and after all the subject was shirked, the point being left for the city officials to decide. It is thus a case of as you were, no one being any more enlightened on the subject than he was before the subject was brought up. We may therefore expect the same amount of disputation and dissatisfaction as ever there was.

The employe who looks after his employer's interests as faithfully as if they were his own, won't have to wait always to have interests of his own to look after.

COMMERCIAL SUMMARY.

The alleged honor among thieves does not yield much profit to the honest man.

The merchant is popular with the children has a cinch on the old man's pocket-book.

The Echo de Paris advises Europe to form an economic and industrial defence against the United States.

The Buffalo News says "Canada has some of the finest manufacturing establishments on the continent."

Fate sometimes sends misfortunes to try your strength and learn how much prosperity you can stand.

The man who can work and not worry, rest and not rust, is not apt to be an object of interest to an undertaker.

The man who continually asserts that the country is going to hades in a hemlock coffin is generally headed that way himself.

One of the greatest curses of this country is the exorbitant tribute which trusts and combinations levy upon producer and consumer alike.—New York Tribune.

Some people think they are advertising when they send out circulars and postal card notices. This is absurd. Every merchant knows the fate of such stuff.

When you hear a man pass left-handed compliment upon a competitor you can set it down as true that that is the only competitor who is getting the best of him.

The immense increased demand for trolley wires, and especially for the heavier wires now demanded, seems likely to advance the cost of copper materially in the near future.

A Newark shoe dealer has an excellent drawing card in his "ladies" window. It simply reads, "Trimly feet fitted with neatness and economy." Fancy what a a pull that card would have in Chicago!

Stodious Boy—What is the meaning of "market value" and "intrinsic value?" Father—The "market value" is the price you pay for a thing; "intrinsic value" is what you get when you sell it to a second hand dealer.—Judge.

Some of the saloon keepers in Detroit have been using aluminium beer checks that bore the stars of the quarter dollar, and the figure five on one side. A Treasury agent has ordered them to destroy the checks because they are sufficiently like United States money to violate the law concerning counterfeiting.

The British bicycle trade is very flourishing, it is said that bad times even have helped this trade, as the wheel is displacing the horse as more economical. Russia is buying largely of these machines.

Much has been said about the extravagant advertising insurance companies, but it has been shown that the average is 17½ cents for this purpose for each \$100 of income. Not much extravagance in that!

It is alleged by those who have eaten quinces baked after removing the core and filling with sugar previous to baking, that the fruit thus treated is as delicious as the strawberry and not unlike it in flavor.

In all the business of life, reserves are necessary to safety. Banks must have reserves; Loan associations must have reserves; Life insurance companies must have reserves; and the individual must have reserves of mental and physical force, and unless he has cash or property reserves he is in exactly the same position as any of the institutions above named, i. e. on the average of bankruptcy, and liable at any time to disaster.

Here is the first imitation, through a newspaper advertisement, of tea being sold as a beverage. It is culled from the Mercurious Politician, of September 30th, 1658: "That excellent and by all physicians approved Chinese drink, called by Chinese Tcha, by other nations, Tay, alias Te, is sold at the Sultane's Head Coffee House in Sweeting's Rents, by the Royal Exchange, London."—New York Merchant's Review.

The International Sheathing Lath, says an exchange, is the result of patient study and demonstration. It required a long time to attain the desired result, namely: A lath that was at once cheap, durable, quickly applied, worm, and one that would hold the plaster more firmly than common lath. There is nothing, absolutely nothing, on the market that can in any way approach it. There's big money in it, and it requires no outlay in the way of new machinery. It can be made as you want it, on any common matcher or moulder.

The following from the Helper is a good suggestion and a warning to dealers to be prompt in answering business correspondence: A case was recently recorded where the failure of a retailer to answer a letter led to a suit, a constable's execution, and a heap of trouble generally. This would all have been avoided if on receipt of the wholesaler's letter the customer had taken the time to write two lines on a postal card. Common sense and common courtesy combine to enforce

the wisdom of prompt attention to business letters.

The *Stoves and Hardware Reporter's* New York correspondent writes of a coming panic. He says: I heard a suggestive remark the other day in Philadelphia from a leading manufacturer. "We are going to have a panic," he said. I looked at him with my whole face resolved into an interrogation mark. "But it will be of the right kind," he answered in explanation. "Goods are scarce, prices are moving up, business conditions are improving, and buyers are more active in the market. Yes, there will be a panic unless I am very much mistaken, but it will be about like the kind that people indulge in when they want something or other and can't get it—they'll rush after it and make other people lots of trouble." Further questioning on my part brought out the expressed belief that the present scarcity of stock in all branches of the iron trade, including even specialties, would of itself inspire a much larger demand when the facts in the case become fully recognized, and that the resulting rush for goods would first help business and then advance prices. I believe that this a correct view of the case. Candidly, there isn't any other way of looking at it, excepting from the standpoint of the growlers and howlers, and I am glad to say that these gentry's opinions are so far below par in the markets just now that no one who can see a dollar in front of him will take any stock in what they say.

THE COUNTRY MERCHANT'S BUSINESS READING.

Every country merchant should read, for business reasons at least. If his reading is not general he should at least read for business reasons two periodicals—the trade paper and the daily paper, where the latter can be secured daily.

The man who neglects these two mediums is not posted, and the business man who is not posted in these days is to be pitied. Why is it necessary for a business man to read a daily paper? He is out of touch with the world if he does not, and when he leaves home and comes in contact with business men who do read, they at once discover his cheapness. And the greatest mistake a business man can make is to advertise himself as a cheap man.

The writer noticed a bicycle rider the other day, the inside of whose wheel was painted blue. It looked cheap, and it is pretty safe to predict that the owner is a cheap man. He carries the inartistic advertisement with him and doesn't know it. The business man who doesn't read a trade paper and a daily paper regularly carries the advertisement of cheapness and unprogressiveness wherever he goes.—*Minneapolis Bulletin and Trade*.

BRITISH COLUMBIA SEALING FLEET, 1895.

NAME.	TN.	MASTER.	CREW.			DST'NAT'N.	S'LD.	CATCH.	MEMORANDA.
			W.	IN.	OW'R. MGR. OW'R OR AG'T.				
Agnes McDonald	107	M. E. Cutler	25		J. Collier	Japan	Jan 10	March 6, arrived Yokohama, thence Mech. 20.	
Ahuoko	75	Heater	6	21	Capt. Wm. Grant	B. C. Coast	Jan. 26	51 Hesquot, thence March 1.	
Amateur	18	C. Jipson	2	16	C. Jipson	B. C. Coast	Jan. 28	65 April 30, returned to Victoria.	
Annie C. Moore	13	C. Hackett	9	30	Chas. Hackett	B. C. Coast	Jan. 23	Ahouses, thence March 11.	
Annie E. Paint	82	A. Bissett	26		E. B. Marvin & Co.	Japan	Jan. 8.	Feb. 1, put into Honolulu.	
Arieti	85	O	22		Wm. Munsie	Japan	Jan. 25	Feb. 1, put into Honolulu.	
Aurora	11	P. Harold	7	20	Thos. Harold	B. C. Coast	Feb. 1.	Kyuquot, thence.	
Beatrice	65	Macaulay	5	21	Capt. Wm. Grant	B. C. Coast	Jan. 19	77 March 16, spoken off Cape Cook by Katharine.	
Beatrice	49				Wrede & Doering			In port at Vancouver.	
Boreal	37	E. Robbins	21		Thos. Harold	Japan	Jan. 1.	March - Arrived Yokohama.	
Brenda	100	C. E. Locke	26		R. P. Rithet & Co. Ltd	Japan	Jan. 11	March 8, arrived Yokohama, thence Mech. 26.	
C. D. Stand	51	J. Whiteley	6	21	Robt. Ward & Co. Ltd	B. C. Coast	Jan. 15	Ahouses, thence March 11.	
Carlotta G. Cox	76	C. J. Harris	23		E. B. Marvin & Co.	Japan	Jan. 10	March 10, arrived Yokohama, thence Mech. 19.	
Casco	63	C. Le Blanc	19		Geo. Collins	Japan	Jan. 10	March 8, arrived Yokohama, thence Mech. 13.	
City of San Diego	16	S. Pike	17		Wm. Munsie	Japan	Jan. 1.	March 9, arrived Yokohama, thence Mech. 19.	
Diana	50	A. Nelson	19		Geo. Collins	Japan	Jan. 8.	March 8, arrived Yokohama, thence Mech. 13.	
Dora Seward	39	Seward	8	20	H. F. Seward	B. C. Coast	Jan. 19	325 March 18, spoken at Uluolu.	
E. B. Marvin	96	W. D. Byers	26		E. B. Marvin & Co.	Japan	Jan. 10	March 6, arrived Yokohama, thence Mech. 17.	
Enterprise	63	J. Daley	6	28	Robt. Ward & Co. Ltd	B. C. Coast	Feb. 7.	March 10, put into Ahouses.	
Favourite	26	L. McLean	7	36	R. P. Rithet & Co. Ltd	B. C. Coast	Feb. 4.	Kyuquot, thence.	
Fawn	30	M. Keefe	6	26	Thos. Earle	B. C. Coast	Jan. 20	Kyuquot, thence Feb. 13.	
Fisher Maid	21	Chippis	1	12	Chippis	B. C. Coast	Jan. 26	57 April 20, spoken at Port San Juan by Mischief	
Florence M. Smith	39	L. McGrath	9	36	C. J. Kelly, Marvin & Co	B. C. Coast	Feb. 14	53 March 12, spoken at Kyuquot by Mischief.	
Geneva	32	W. O'Leary	27		Hall, Goepel & Co.	Japan	Dec. 31	March 8, arrived Yokohama, thence Mech. 19.	
Henrietta	31				P. McQuade & Son			Laid up.	
Ida Etta, U. S.	61	W. O. Hughes	21		Robt. Ward & Co. Ltd	Yokohama	Jan. 21	March 6, arrived Yokohama, thence Mech. 22.	
Kate	59	O. Buckholz	6	21	Capt. Warren	B. C. Coast	Jan. 30	35 Mech. 16, reported in Friendly Cove by Mischief	
Katharine	81	L. Gould	6	21	Issac Gould	B. C. Coast	Jan. 23	37 April 3, put into Sitka.	
Kilmenny	18	K. Southby	3	12	F. A. Nicholson	B. C. Coast	Feb. 6.	Mech. 12, reported by ss Quadra in Dodges Cove	
Labrador	25	J. Williams	17		J. Williams	B. C. Coast	Feb. 1.	51 April 29, returned to Victoria.	
Lottie	35	F. Hackett	8	28	Chas. Hackett	B. C. Coast	Jan. 23	58 Ahouses, thence March 1.	
Louis Olsen, U. S.	21	S. Guillems	21		Robt. Ward & Co. Ltd	N. P. O.	Jan. 18		
Mary Ellen	63	G. R. Ferey	9	20	V. Jacobsen-Ward & Co	Japan	Jan. 11		
Mary Taylor	43	C. Lavender	18		A. Bechtel	B. C. Coast	Jan. 15	51 San Juan, thence Feb. 21.	
Mascot	10	E. Lorenz	7	16	H. F. Seward	Japan	Dec. 28	Feb. 23, put into Honolulu with rig'ng torn away	
Maud S	97	R. E. McKeil	8	36	J. P. Elford-Rithet & Co	B. C. Coast	Jan. 22	163 March 3, spoken by ss Maude.	
Moy Belle	58	A. Shields	7	21	Wm. Munsie	B. C. Coast	Jan. 21	50 Kyuquot, thence Feb. 27.	
Mermid	73	W. Whitley	21		Robt. Ward & Co. Ltd	Japan	Jan. 8.		
Minnie	16				V. Jacobsen-Ward & Co			To sail in June	
M. M. Morrill, U. S.	43	E. Cantillan	15		E. B. Marvin & Co.	Yokohama	Jan. 17	March 11, arrived Yokohama, thence Mech. 20.	
Mountain Chief	23	J. Nawassum	3	16	J. Nawassum	B. C. Coast	Feb. 4.	39 May 3, returned to Victoria.	
Ocean Belle	87	Pat'k. Martin	23		H. J. Goepel & Co.	Japan	Jan. 1.	March 8, arrived Yokohama, thence Mech. 20.	
Oscar and Hattie	81	T. Magnesen	6	31	Thos. Earle	B. C. Coast	Jan. 23	Ahouses, thence March 11.	
Otto	86	J. McLeod	8	28	Wm. Munsie	B. C. Coast	Jan. 21	Kyuquot, thence Feb. 27.	
Pachwellis	19	J. Nyctam	16		Jas. Nyctam	B. C. Coast	Feb. 4.	11 April 27, returned to Victoria.	
Penelope	70	Heater			Capt. Grant			To sail in June.	
Proncer	66	W. E. Baker	21		A. Bechtel	Japan	Jan. 11		
Rosie Olsen	39	A. Whidden	6	20	A. K. Munroe	Japan	Dec. 27.		
Sadie Turpel	56	J. Anderson	19		Donald Campbell	Japan	Jan. 19.	Mech. 19, arrived Yokohama, thence April 3.	
Sapphire	109	W. Cox	8	36	E. B. Marvin & Co.	B. C. Coast	Jan. 23	Mech. 12, arrived Yokohama, thence Mech. 17.	
San Jose	31	M. Foley	6	21	C. J. Kelly, Rithet & Co	B. C. Coast	Jan. 29	15 March 10, spoken at Clayoquot by ss Mischief.	
Saucy Lass	32	D. Martin	6	20	Alex. Ross	Japan	Jan. 11	Nootka Sound, thence March 9.	
Shelby	16	C. Claussen	10		Louis Wille	B. C. Coast	Feb. 13.	8 Nootka Sound, thence Feb.	
South Bend	21				F. Dillon			117 Put back to Becher Bay, thence sailed.	
Teresa	63	G. Meyer	7	21	Thos. Babbington	B. C. Coast	Feb. 1.	To sail in June	
Triumph	98	C. N. Cox	8	36	E. B. Marvin & Co	B. C. Coast	Jan. 23	102 April 26, returned to Victoria.	
Umbria	49	C. Campbell	25		R. P. Rithet & Co. Ltd	Japan	Jan. 11	74 March 10, spoken at Clayoquot by ss Mischief.	
Venture	48				D. Urquhart, Est			March, arrived Yokohama, thence Mech. 19.	
Vera	60	Wm. Shields	20		E. B. Marvin & Co.	Japan	Jan. 18	Laid up.	
Victoria	63	R. Balcom	5	25	S. Balcom-Marvin & Co	B. C. Coast	Jan. 29	March 1, arrived Yokohama, thence Mech. 19.	
Viva	92	M. Pike	23		Wm. Munsie	Japan	Jan. 4.	60 Mech. 12, reported by ss Quadra in Dodges Cove.	
Walter A. Earle	68	L. Magnesen	6	23	Thos. Earle	B. C. Coast	Feb. 16.	March 8, arrived Yokohama, thence Mech. 19.	
Walter L. Rich	76	S. Balcom	6	25	Geo. E. Munroe	B. C. Coast	Jan. 29	Becher Bay, thence February 22.	
Wanderer	25				H. Paxton-S. Leiser			Ahouses, thence March 11.	
W. P. Sayward	60				D. Urquhart, Est			To sail in June for Behring Sea.	
								Laid up.	

CHEAPER WRITING MACHINES.

The present year will see a big drop in writing machines. It is a surprise that prices were held up so long. The Remington typewriter sells at \$125, and the cost of manufacturing each machine is from \$14 to \$16, which gives the company a liberal profit.

A new concern, The Imperial Typewriter Co., with headquarters in Montreal, will have an improved machine on the market about July next, that can be sold for \$50, and which, it is said, will do as good work as the Remington or Caligraph. The principal on which it works is entirely different from any other machine, and the writing is visible. It will be known as "The Empire." That it is not a toy is evident from the names of the men who compose the directorate, there being among them Hon. George A. Drummond, Sir Donald Smith and J. D. Rolland. They have the patent-rights to manufacture for the entire British Empire.—*Bookseller and Stationer.*

RAILROAD AND FREIGHT NOTES.

Notice has been given by all the Central Traffic associations lines that, commencing April 22, eastbound rates on all classes of freights will be restored to tariff. So much freight has been contracted for at cut rates that it will take at least two weeks before it has all been forwarded. Until these contracts are disposed of, it is not likely that much cutting will be resorted to. As rates had to be cut during the last few months, when there was no lake competition, in order to secure business, it is fair to presume, when lake competition is in full blast, the railroads will not be able to get any business unless they do cut the rates.—*Chicago Grocer.*

Charles H. Taylor has invented a new system by which air is compressed by the direct action of falling water without the aid of any moving machinery, and practically without expense for maintenance or attendance after installation. It

is claimed for this system that any fall of water varying in working head may be utilized, and any pressure required can be produced and uniformly maintained up to the capacity of the water power, delivering the compressed air at the temperature of the water, and in a drier state than is possible by any known means of compression, thereby avoiding all loss by condensation or shrinkage by cooling of the air after compression. The fact that compressed air may be conveyed for miles without material loss of power, adds additional interest to this unique invention.

The watch factory which formerly did a poor business at Otay, San Diego county, California, is now said to be doing a fine business in Japan. The company can now manufacture watches at such prices as enable them to sell to San Deigans at former prices and still make much more money. Japanese cheap skill and labor does the business.

BRITISH COLUMBIA SALMON FLEET 1894.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASKS.	VALUR.	RATE.	ARRIVED.
Br ship	City of Glasgow	1168	Ferguson	October 2	Victoria	Liverpool	51,810	\$23,210	37s 6d	March 7
Br bark	Northernhay	1221	Primo	October 17	Victoria	Liverpool	55,750	24,066	32s 6d	March 16
Br ship	Chm Robertson	1510	Low	October 23	Fraser River	Liverpool	69,830	35,583	32s 9d	March 13
Br bark	Corryvechan	1293	Abbott	November 3	Victoria	London	55,311	27,570	36s 3d	March 25
Br bark	Santa	1037	Piemann	November 22	Fraser River	Liverpool	15,000	22,000	36s 3d	April 13
Br schr	Rimac	885	Warn	Jan. 8	Victoria	London	38,933	19,000	38s 9d	

B. C. LUMBER FLEET, 1894.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Am ship	Occidental	1470	Morse	Oct. 2	Victoria	Santa Rosalia	219,06	4,981	Private	Arrived
Am bark	Newsboy	559	Molsted	Sept. 11	Vancouver	Sydney	662,607	5,231	31s 3d	Nov 9
Ital bark	Cavour	1389	San Montor	Oct. 6	Vancouver	Callao	986,165	8,850	32s 6d	Arrived
Br ship	Bu Inchlufish	18	Gowley	Oct. 11	Moodyville	Valparaiso	1,537,216	12,500	32s 6d	July 7
Br ship	Lismore	1598	Ferguson	Oct. 30	Vancouver	Buenos Ayres	1,221,499	9,350	78s 6d	Jan. 23
Am bktn	Irangara	628	Schmidt	Oct. 6	Vancouver	Iquique	660,938	5,911	37s 6d	Dec. 23
Br bark	Alexandra	1297	Barfield	Nov. 12	Vancouver	Callao	1,026,328	15,520	63s 9d	April 23
Am schr	R. W. Bartlett	495	Olsen	Oct. 20	Vancouver	Santa Rosalia	501,628	1,000	Private	Jan. 20
Am brig	Genova	471	Paulsen	Nov. 10	Vancouver	Iquique	551,219	4,570	Private	Jan. 16
Am schr	Sadie	295	Smith	Oct. 30	Westminster	San Francisco	110,000	2,870	Private	Arrived
Chil. bark	India	953	Funk	Dec 27	Moodyville	Valparaiso	781,000	6,200	owners ac	
Am ss	Lakme	404	Bonfield	Nov 16	Vancouver	San Pedro	571,000	3,927	Private	Arrived
Am bark	Colorado	1039	H. E. Jones	Dec 29	Vancouver	Sydney	765,601	6,901	32s 6d	March 7
Am schr	Baulth	339	Johnson	Nov 23	Westminster	San Francisco	416,187	2,930	Private	Arrived
Am bktn	Marion	318	Gruner	Dec 23	Westminste	San Pedro	248,955	1,850	Private	Arrived
Am. ss	Cosmopolis	267	Dettmers	Dec 20	Westminster	San Fran f.o.	332,250	2,780	Private	Arrived

B. C. LUMBER FLEET, 1895.

Am. schr	Aida	507	Anderson	Jan. 11	Moodyville	Shanghai	620,000	6,100	43s	Arrived
Br bark	Cudrow Forest	1068	McInnes	January 29	Vancouver	Melbourne	827,795	6,926	41s 3d	
Am. schr.	Glendale	251	Jorgenson	January 19	Vancouver	San Pedro	311,382	2,532	Private	Arrived
Am bark	Wm F. Witzemann	449	Olsen	January 31	Vancouver	San Pedro	493,000	4,718	Private	
Am. ss.	Lakme	404	Bonfield	January	Victoria	San Francisco	277,500	2,220	Private	
Am bktn	G. C. Funk	512	Glaser	January 21	Westminster	Los Angeles	606,617	4,250	Private	Arrived
Am. schr	Baulth	339	Johnson	January 23	Westminster	San Pedro	337,800	4,033	Private	
Chil. ship.	Hindustan	1512	Welsh	Feb. 22	Moodyville	Valparaiso	1,206,875	9,566	owners ac	
Nic. bark	Bundaleer	921	DeCampoe	Feb. 12	Vancouver	Santa Rosalia	716,930	5,467	58 00	March 30
Br bark	Carmoney	1255	Smyth	March 22	Vancouver	France	902,230	15,000	63s 3d	
Haw schr	Queen City	175	Bjerro	Feb. 11	Vancouver	Kobe, Japan	169,080	2,172	Private	April 13
Ger. bark.	Artemis	1407	Klock	March 22	Vancouver	Valparaiso	988,714	9,113	Private	Arrived
Am. bark.	Melrose	441	Peterson	April 12	Cowichan	Santa Rosalia	590,000	3,500	Private	
Am. schr.	Falcon	196	Challeston	March 8	Westminster	Oakland, Cal.	296,666		Private	
Am. schr.	Glendale	227	Jorgenson	March 11	Westminster	San Francisco		3,650	Private	Arrived
Br. bark.	Glanvor	1081	Williams	April 23	Vancouver	York U. K. fo	788,651	12,500	Private	
Br. ship	Olivobank	2517	Petrie	April 25	Vancouver	South Africa	2,323,631	15,450	Private	
Haw. bark	Leahli	557	Johnston	March 22	Westminster	San Francisco	508,333	3,383	Private	
Am. bk'ne	C. C. Funk	513	Glaser	April 1	Westminster	San Francisco	601,000		Private	April 17
Am. schr	Ola	471	Olsen	March 30	Westminster	California	598,450	3,830	Private	
Am. schr.	R. W. Bartlett	495	Olsen	April 17	Westminster	California	629,167		Private	
Nic bktn	Wrestler	447			Westminster	Shanghai				15s
Am. schr	Meteor	562	Volmer	April 26	Vancouver	California	633,695	6,006	Private	
Am bk'ne	Mary Winkelman	426	Nisse	May 4	Westminster	San Francisco	559,533	4,102	Private	
Br ship	Earl of Hopetoun	1770	Hab		Vancouver	Adelaide			43s	
Chil bark	Luce Lehman	1045	Bozzo		Vancouver	Valparaiso f.o.			Private	
Am. schr	Falcon	196	Challeston	May 2	Westminster	San Francisco	303,116	2,153	Private	
Am. schr.	Peerless	233	Tuft	April 21	Vancouver	San Pedro	365,000	1,500	Private	
Br. ship.	Blairgowrie	1561	Manson		Vancouver	South Africa			62s 6d	
Am. schr.	Volunteer	571	Marine		Moodyville	Shanghai			47s 6d	
Am. schr	Lucy	294	Peterson	April 30	Westminster	San Pedro	400,000	2,531	Private	
Brship.	City of Florence	1246	Leask		Vancouver	Cork U. K. fo.			Private	65s
Am. schr.	Compeer	330	Sorenson		Vancouver	San Francisco			Private	
Br. ship	Aigburth	1798	Jones		Vancouver	Valparaiso f.o			Private	11s 3d

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark	Wythop	1281	Edwards	Jan. 3	W Liverpool	Vic. Van & Tac	Evans, Coleman & Evans & B. G. & Co	125
Br. ship	Thomas Stephens	1169	Helding	Dec. 27	M Cardul	Esquimalt	Naval Storekeeper	132
Dutch bk.	Van Galon	1310	Maars	March 29	N Java	Vancouver	B. C. Sugar Refinery	39
Br bark	Shakespeare	767	Todd	Feb. 22	V Liverpool	Victoria	R. P. Rithet & Co. Ltd	71
Am. bk'ne	Jano L. Stanford	922	Johnson		G Honolulu	Cowichan	Robt. Ward & Co. Ltd	
Nor. ship.	Prince Amadeo	1581	Steen	Mich. 28	P Rio de Jan'ro	Vancouver	Hastings Saw Mill	10
Nor. ship.	Prince Frederick	1476	Cappelin		B Buenos Ayres	Vancouver	Hastings Saw Mill	
Ital bark	Cavour	1389	San Montor		S Callao	Vancouver	Hastings Saw Mill	
Br. ship.	Duke of Argyll	960	Goughley	Feb. 6	Q Newcastle	Vancouver	Hastings Saw Mill	20
Br. bark.	Silverho	1177	Dougall		E Liverpool	Victoria & Van	Evans, Coleman & Evans	
Am. bark.	olorado	1046	Wiltmore		T Newcastle	Royal Roads	Victoria Lumber & Manf'g Co	
Am. schr	Aida	507	Anderson	Mich. 30	H Shanghai	Moodyville	R. P. Rithet & Co. Ltd	33
Br ship	Ardmore	1042	White		U London	Victoria & Van	Robt Ward & Co. Ltd	
Br bark	Lada	1211	Nesenger		L Newcastle	Victoria	Turner, Beton & Co	
Br. bark.	Sardhana	1119	Porter	April 1	D Cardiff	Esquimalt	Naval storekeeper	33
Br. schr.	Carrio C. W	91	Fulton	Feb. 7	O Halifax	Victoria		81
Br ss	Miwara	1911	Stott	April 18	A Sydney	Victoria & Van	A. S. S. Co.	19
Br ss	Empress of India	3043	Marshall	May 1	X Hong Kong	Victoria & Van	C. P. S. S. Co	
Br. ss	Victoria	1922	Panton	May 1	X Hong Kong	Victoria & Van	Robt Ward & Co	6
Br. ss.	Chittawong	1241	Davey		F Hong Kong	Vic & Portland	F. C. Davidge & Co & Oregon R&N Co	
Am. bark.	Areturus	1007	Sloun	April 30	B San Francis o	Vancouver	Hastings Saw Mill	7
Am. schr.	Comet	403	Thornstium		J San Pedro	Westminster	Royal City Mills	
Br. bark	Thermopylae	918	Winchester		H Hong Kong	Victoria	Victoria Rice Mills	
Br. bark	Orthes	1171	McNeil		Y Yokohama			
Br. bark.	J hn Gambles	1027			K Java	Vancouver	B. C. Sugar Refinery	
Am. schr.	Uritan	531	Saxe	April 23	L San Francisco	Moodyville	Moodyville Saw Mill	11
Ger. bark.	Artemis	1107	Klock		R Valparaiso	Vancouver	Hastings Saw Mill	
Br ss	Progressist	1107	Pinkham	April 21	R Sunderland	Nanaimo	R. Dunsmuir & Sons	13
Br ss	Tacoma	1662	Hill		Y Hong Kong	Victoria & Tac	Dodwell, C. Hill & Co.	
Br ss	Empress of Japan	3003	Lee		Z Hong Kong	Victoria & Van	C. P. S. S. Co.	

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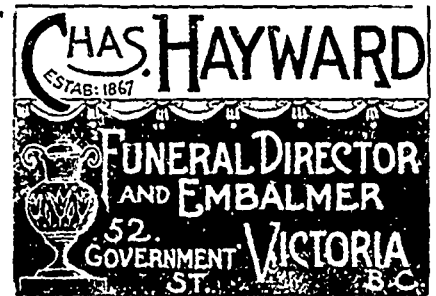
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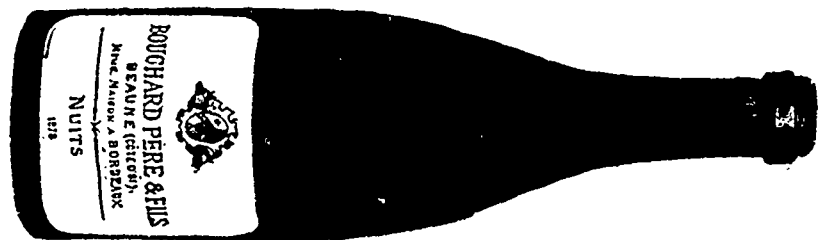
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