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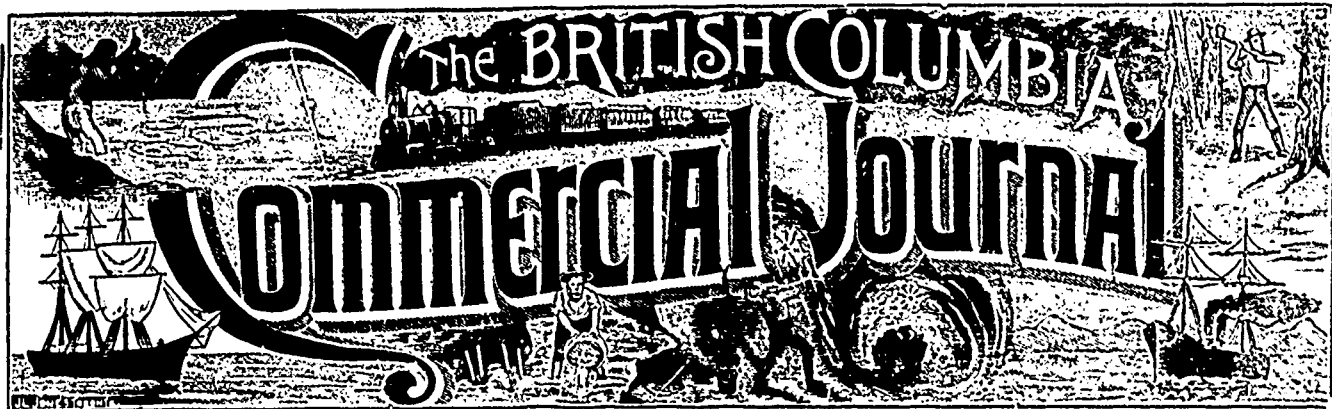
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Vol. III.

VICTORIA, B. C., TUESDAY, MARCH 14, 1893.

No. 1

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BRUSSELS,

VELVETS,

TAPESTRIES

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Capital Paid up..... (£800,000) \$3,000,000
Reserve Fund..... (£200,000) \$1,000,000

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Cornwall, O ster, B. C. Vancouver, BC
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Pioneer Steam Coffee and Spice Mills,

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James Watson & Co., Dundee.
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Etc., Etc., Etc.

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Manufacturers of

Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

Findlay, Durham & Brodie
COMMISSION MERCHANTS

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The British and Foreign Marine Insurance Company of Liverpool,

The Royal Mail Steam Packet Company of London,

The British Columbia Canning Company (Limited) of London.

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Bills discounted, Checks collected, Exchanges effected, Corporation Bonds, Mining Stock, Gas and all other Company Shares bought and sold, and every kind of Broking Business transacted.

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Union Insurance Society of Canton (Marine)
Connecticut Fire Insurance Co. of Hartford.
Lancashire Fire Insurance Co.
Moodyville Land and Saw Mill Co., Ltd.
Mercantile Development Co., Ltd., London.
Hamburg-American Packet Co.**Wulffsohn & Bewicke, Ltd.**

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Railway Supplies.

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California Wine Company,
[LIMITED.]

Wholesale Dealers.

AGENTS FOR THE CELEBRATED CORONADO
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Pure California Wine a Specialty.

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ISLAND LUMBER AND SPARS.

Importer and Dealer in

Doors, Windows and all kinds of
Dressed Lumber, Etc.

CONSTANTLY ON HAND A GOOD SUPPLY
OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at
Short Notice.

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

Giant Powder Co., Works: Caddboro Bay, all grades of Giant Powder an
Judson Powder manufactured and kept on hand.

Columbia Flouring Mill Co. of Enderby.

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

ROBERT WARD & COMPANY,

LIMITED LIABILITY.

(Incorporated under the Companies Act 1890.)

Commission - Merchants - and - Importers,

VICTORIA B. C.,

Represented in London by H. J. Gardiner & Co., Gresham Buildings, E. C.

ROYAL SWEDISH AND NORWEGIAN CONSULATE.

Indents executed for every description of British and Foreign Merchandise, Lumber,
Timber, Spars, Fish and other Provincial products.

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CHARTERS EFFECTED.

GENERAL AGENTS:

- Royal Insurance Company,
- London & Lancashire Fire Insurance Co.
- Standard Life Assurance Co.
- London and Provincial Marine Insurance Co. Ltd.
- Western Assurance Co., (Marine)
- London Assurance Corporation. (Marine.)
- Agents for the British Columbia Corporation, Ltd
- Mortgages, Debentures, Trusts, &c.

SOLE AGENTS:

- Curtis' & Harvey's Sporting and Blasting Powder
- Joseph Kirkman & Son's Gold Medal, Inven-
tions Exhibition, 1885. Pianofortes.
- J. & W. Stuart's Patent Double-Knotted Mesh
Fishing Nets, Twines, Etc.
- Importers of Havana Cigars, Oilmen's Stores,
Tin Plates, Portland Cement, Etc.
- British Columbia Salmon:-Ewen & Co., "Lion."
"Bonnie Dundee"; Bon Accord Fishery Co.,
"Consul"; A. J. McLellan's "Express."

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, March, 11.
VICTORIA.

Business continues about the same, with no changes of importance to note. The spring trade cannot be said to have opened up yet and until it does there cannot be any marked improvement looked for. Collections are about the same; no improvement is noted. The prospects for the lumber trade this season are certainly not very bright. The market is entirely bare of orders at present. The Fraser River sawmills are seeking to find a market in England. Parties there have been making inquiries about the navigation of the Fraser, and, as they have received satisfactory assurances concerning it, a number of cargoes may be shipped to the U. K. on mill account. The freight market is at present very low. Grain freights are reported as weakening and the tonnage lying idle at San Francisco is by no means decreasing. From all accounts, the situation in British Columbia bears a very satisfactory comparison with that of the other Pacific coast districts.

FRUITS AND VEGETABLES.

The following are the receipts of California fruits and vegetables from San Francisco by steamship Walla Walla March 13, for Victoria: 103 cs oranges, 8 cs lemons; 12 cs bananas, 42 crts cabbage, 9 crts cauliflower, 2 cs pine apples, 4 cs asparagus, 6 bxs apples, 3 cs rhubarb, 1 cs celery. Oregon Silverskin onions are much higher in price. Apples are very scarce and there is a steady demand for them. Oregon apples in boxes are selling at about \$2.50 per box. Canadian apples are growing in favor on this market and are quoted from \$7 to \$7.50 per bbl. An importation of one hundred tons of potatoes was received Monday by local jobbers, from Whitby Island, Wash. These are of very fair quality and are quoted at \$30 per ton. Bananas continue scarce, a ship load has recently arrived in San Francisco but were generally too green to ship by Walla Walla, although a few cases were received. They will be in fine condition to ship by the next steamer. rhubarb and asparagus are now on the market.

Jobbers' quotations for fruits are as follows:—

Oranges—Navels, common to good	3 50 @	1 00
" fancy	1 25 @	0 00
Highland Seedlings	2 75 @	0 00
Riverside Seedlings	2 00 @	2 25
" fancy	2 35 @	2 50
Los Angeles	2 00 @	2 25
Lemons—California	1 50 @	5 00
Sicily	5 50 @	0 00
Apples—Red	2 50 @	0 00
Bananas	3 55 @	0 00

Vegetables are quoted:

Potatoes—Local	per ton	30 00 @	35 00
California Reds		30 00 @	30 00
" Early Rose		35 00 @	00 00
Onions—Red California		2 1/2 @	3
Oregon Silverskins		3 @	3 1/2
Cabbage		2 @	
Asparagus	per lb	2 @	00
Rhubarb		13 @	00

GROCERIES AND PROVISIONS.

The following are the receipts of California butter from San Francisco, by ss. Walla Walla, March 13, for Victoria. 27 cs, 3,070 lbs; 3 kegs, 350 lbs; 10 pails, 250 lbs;

total 3,070 lbs. Receipts March 6, 1,705 lbs; Feb., 27, 2,175 lbs; Feb., 20, 2,705 lbs. The price of California butter has slightly declined since last week. Extra choice rolls have dropped from 2c to 3c per lb., and squares 1c per lb. Supplies are arriving quite freely in San Francisco. There are no Eastern eggs in this market, and importations are being made from San Francisco and Oregon to supply the demand.

A Portland advice says that eggs are becoming scarce there. There are a good many on the market, but big orders are pouring in from all parts and the probabilities are that there will be a scarcity within a week.

Oregon eggs are quoted at 29c to 30c per doz. by jobbers. Cured meats are, on the whole, unchanged. Armour's Gold Band hams have advanced 1 1/2c per lb. and breakfast bacon 1/2c per lb. The packers' prices of roast, corned and lunch beef have slightly declined. The sugar situation remains unchanged.

American canned meats, staples, are quoted to the jobbers in bond as follows. Roast corned and lunch beef, 1's per doz., \$1.15; do. 2's per doz., \$1.85; lunch tongues, 1's per doz. \$3.35; do. 2's, \$5.90. Armour's white label conserved soups in 2 lb. tins are quoted at \$3 per doz.

Commission agents quote American meats f. o. b. Victoria, duty paid as follows: Medium hams, 17 1/2c per lb; heavy hams, 17c; choice breakfast bacon, 18c; short clear sides, 11 1/2c, and dry salt clear sides, 11c. Armour's white label pure lard, 10 lb. pails, 19 1/2c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 20 1/2c, breakfast bacon, 20 1/2c.

California evaporated fruits are quoted as follows:—Apples, evaporated, 50 lb. boxes, 14c per lb., 25 lb. boxes 13 1/2c; apricots, 25 lb. boxes, 20c; prunes, 25 lb. boxes, 14c; plums, 25 lb. boxes, 14 1/2c to 14 3/4c; peaches, 50 lb. boxes, 16c, 25 lb. boxes 17c. Canadian evaporated apples, 50 lb boxes, 8 1/2 to 9c.

The British Columbia Sugar Refining Co. L'td., quote as follows in their weekly price list: Powdered icing and bar, 6 1/2c; Paris lumps, 6 1/2c; granulated 5 1/2c; extra C. 5c; fancy yellow, 4 1/2c; yellow 4 1/2c; golden C. 1 1/2c. Above prices are for barrels or bags; half-barrels and 100 pound kegs, 1/2c; more, boxes 1/2c more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows: Finest golden, in 30 gal. bls. 2 1/2c; ditto. in 10 gal. kegs. 3c; ditto. in 5 gal. kegs, \$2.25 each; ditto, in 1 gal. tins, \$1.50 per case of 10; ditto in 1/2 gal. tins, \$6 per case of 20. Prices cover delivery in Vancouver, and at Victoria, New Westminster and Nanaimo, and are subject to a discount of 2 1/2 per cent. for cash in fourteen days. All prices subject to change without notice.

The Montreal Trade Bulletin says: "Butter receipts during the past week were 911 pkgs., against 1,806 pkgs., for the week previous. We see no reason to alter our quotations, which are steady under a fair local demand. The Lenten demand has been very good, and a large quantity of butter has gone into con-

sumption. Still there is enough left for all current needs, and we expect prices to rule steady, for the balance of the season. Had it not been for the duty, we should undoubtedly have had Australian butter in this market before now; and should prices go much lower on the other side, we may see it here yet. Jobbers have pretty well picked over all the desirable lots of dairy butter, and anyone wanting a choice tub of butter are compelled to go upon the creamery. Western has been sold in jobbing lots to Bonsecours cutters at 20c to 21c. Creamery choice late made, 22c to 23c; Creamery good to fine, 21c to 22c. About 1c to 1 1/2c may be added to above prices for selections of single tubs. A very nice lot of Western rolls in barrels was sold yesterday at 20c and we quote 20c to 21c. An ordinary lot in boxes and cases sold at 19c. Cheese receipts during the past week were 20 boxes. The market in England has not exhibited the firmness that was so confidently expected, owing probably to the Australian imports, and the bad state of trade in the cotton districts caused by strikes and other causes, where great distress prevails among the working classes. There is comparatively little cheese left in Canada, so that the market here will not be much affected. The Liverpool public cable was down 6d yesterday, to 55s 6d. Here prices are purely nominal at 11 1/2c to 11 3/4c. We stated last week that it would not be long before new fodder cheese was on the market, and we find that already a Brockville factory has commenced."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27 1/2 @	23
Manitoba Dairy choice	18 @	22
California rolls, extra choice	25 @	27
" squares, "	23 @	00
Cheese—Canadian, lb.	12 @	14 1/2
California	16 @	00
Eggs, case, per doz	29 @	30

Smoked meats and lard are quoted:

Hams	15 @	18
Breakfast bacon	17 @	18
Short rolls	14 @	15
Long rolls	15 @	16
Dry Salt, long clear	13 @	14
Pure Lard, 50lbs.	16 @	17
" 20lbs.	17 @	17 1/2
Lard Compound	15 1/2 @	16

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

Dry Granulated	5 1/2
Extra C.	5 1/2
Fancy Yellow	5 1/2
Yellow	5
Golden C	4 1/2
Syrups, per lb.	3
" 1 gal. tins, American	6 50
" " " " " "	6 00
" 1 " Vancouver	5 50
" 1 1/2 " " "	7 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	\$ 77 50
Best China rice	100 00
China rice No. 1	70 00
Rice flour	70 00
Chit rice	25 00
Rice Meal	17 50

FLOUR AND FEED.

Prices remain unchanged. Outside of a steady consumptive demand there are no features worthy of mention.

The Oxtvie Milling Co. quote their standard brands of Manitoba flour, in car

lots only, at Victoria, Vancouver and Westminster as follows:

Ogilvie's Hungarian, per bbl.....	\$1 95
" Strong Bakers.....	4 45

The Columbia Flouring Mills quote Enderby flour in carload lots at Victoria, Vancouver and New Westminster:

Premier.....	\$1 95
XXX.....	1 75
Strong Bakers or XX.....	1 50
Superfino.....	3 75

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4 75 @ 0 00
Lion, ".....	4 75 @ 0 00
Premier, Enderby mills.....	5 25 @ 0 00
XXX, ".....	5 00 @ 0 00
XX, ".....	4 75 @ 0 00
Superfino, ".....	4 00 @ 1 25
Ogilvie's Hungarian.....	5 25 @ 0 00
" Strong Bakers.....	5 00 @ 0 00
H. B. C. Fort Garry Hungarian.....	5 25 @ 0 00
" Strong Bakers.....	5 00 @ 0 00
Oak Lake Patent 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.....	4 85 @ 0 00
Portland Roller.....	4 90 @ 5 00
Snowflake.....	1 90 @ 0 00
Royal.....	4 75 @ 0 00
Wheat, per ton.....	28 00 @ 35 00
Oats.....	25 00 @ 30 00
Oil cake meal.....	40 00 @ 45 00
Chop feed.....	28 00 @ 30 00
Shorts.....	26 00 @ 28 00
Bran.....	23 50 @ 25 00
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	26 00 @ 28 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	3 75 @ 5 00
Corn, whole..... per ton	37 50 @ 40 00
Cornmeal.....	2 75 @ 3 00
Cornmeal-feed..... per ton	40 00 @ 00 00
Cracked corn.....	40 00 @ 00 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 0 00

LUMBER.

There are no new charters or arrivals or clearances to report since last week. The John Ena sailed from San Francisco March 12, for to load lumber at Cowichan, for Port Pirie. This is the first vessel to load for the new Port Pirie contract. The former contract with the Pacific Pine Timber Co., is not quite filled yet. The Beaconsfield, 1,450 tons, Hawaiian Isles, 2,027 tons, and Hiawatha, 1,498 tons, are under charter and will completely finish up the old contract. There has been quite a small boom in Port Pirie freights lately, which has however collapsed. The former contractors were jealous of Messrs. Robt. Ward & Co., securing the new contract, so they manipulated and maintained freights up to the recent published charters by paying vessels more than the actual market rate to prevent the new contractors securing vessels except at high rates. An amicable arrangement has been reached and the freights have dropped. There is no demand for Australia outside of the Port Pirie order. The trade there is in very bad shape. A cargo has been lying at Sydney for three months, and advertised for sale, to be delivered to any port in Australia, but there is no demand, and the cargo cannot be disposed of. Australian trade is reported dreadfully dull and the financial market from encouraging. The lumber outlook quiet and orders are scarce. There is are present five vessels loading

at British Columbia ports for foreign. At Burrard Inlet—Br. ship County of Yarmouth, 2,151 tons, for U. K. f. o.; Chil. ship Hindostan, 1,512 tons, for Valparaiso; Am. bark Semiole, 1,439 tons, for Santa Rosalia; Am. ship Ivy, 1,181 tons, for Wilmington, Del.; Br. bark Assel, 795 tons for Antofagasta.

Quotations for Douglas Fir Lumber, in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association:

Rough Merchantable, ordinary sizes, in lengths to 10 feet inclusive, per M feet.....	\$ 8 50
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	17 00
Pickets, rough per M.....	9 00
Laths, 1 feet, per M.....	00

Local selling prices are quoted as follows: Rough lumber per M feet, \$7.00; shiplap, \$8.00; 1x1 t and g flooring, No. 1, \$14.00; do, No. 2, \$12.00; 1x6 t and g flooring, No. 1, \$12.00; do, No. 2, \$10.00; rustic, same as 6-inch flooring Nos. 1 and 2; laths, \$1.50; shingles, \$1.50.

PROVINCIAL TRADE NOTES.

The New Vancouver Coal Company's output on Tuesday and Wednesday was the largest for two years, amounting each day to 2,100 tons.

The British Columbia members at Ottawa have been asking Minister Paterson to establish a volunteer mounted infantry corps for the interior of the Province. There is not much chance of them succeeding.

White, Hammill & Co., of the B. C. and Ontario Lumber Co., are reported as now sawing lumber at their Sydney mill for the erection of a sawmill at Alberni this spring. They have about 30,000 acres of timber limits in the surrounding districts.

A joint stock company is being formed in this city, to be known as the Victoria Woodenware Manufacturing Co., (Ltd). It is proposed to turn out jam, pickle, candy, spice and every class of domestic pails, butter tubs, domestic tubs, wash boards, clothes pins, brooms, brushes, packing cases, etc., etc.

Messrs. Corbould and Barnard have been notified that in view of the fact that there is no place to keep whitefish on their arrival in British Columbia, it is proposed to defer sending out salmon, trout and other fry to this province until next year, when a big consignment will be despatched. Meanwhile the Fraser River hatchery will be prepared for hatching whitefish.

There were collected at Nanaimo last month Customs' dues amounting to \$3,701.22, as against \$5,339.16, for the same period of 1892. Of last month's amount \$3,458.74, represented duty and \$242.48 miscellaneous receipt. There was thus at Nanaimo, as at each of our other ports, a large falling off. Nanaimo in February imported \$19,965 worth of dutiable goods, \$1,300 worth of duty free articles, besides leaf tobacco, excise \$355, and other articles for duty, excise warehouse, \$314.

Lachapelle & Co., dry goods merchants, Montreal, have assigned, with liabilities about of \$12,000.

BUSINESS CHANGES.

Hugh Madden, hotel, Nakusp, has sold out to Thos. Madden.

W. J. Spear, Nanaimo, will probably open a music store shortly.

Nelson & Unwin, hotel, Kamloops, have dissolved. F. H. Nelson continues.

J. M. Pearson, from Manitoba, contemplates starting a creamery in the Fraser valley.

Arthur & McCrimmon, steam laundry, Victoria, have dissolved. Alex. R. McCrimmon continues.

W. J. Weems, fruits and cigars, Nanaimo, has left town, owing \$800. The bailiff is in possession.

The B. C. Tannery and boot and shoe manufacturing plant at Nanaimo will be sold at auction on March 23.

Capt. H. A. Mellon, of Vancouver, has been appointed agent and surveyor for the Bureau Veritas for British Columbia.

Z. G. Goldberg, clothing, etc., Vancouver, has purchased the stock of Calderwood & Co., men's furnishings, of same city.

A. J. Bell, harness, Chilliwack, has sold out to Robinson & McKee, who have also taken over the business of Amos Robinson.

J. W. Grace & Co., of San Francisco, are the agents for B. J. Short, of Steveston, who will start a salmon cannery this season on the Fraser.

Callbraith, Grant & Cook, general traders, Cassiar, have dissolved; J. C. Callbraith and Geo. W. Cook continue the business, John Grant retiring.

A Portland firm has recently bonded a large iron claim on Uculet Harbor, Barclay Sound, and contemplate the erection of furnaces for smelting.

The Anglo Columbian Company, with headquarters in London, England, has established a branch at Vancouver, with Mr. G. D. Mackay as managing director.

Jos. Phoenix, groceries and provisions, Victoria, was burnt out last Tuesday night. The stock was valued at \$6,500, on which there are \$1,000 insurance, also \$1,500 on the building. The business will probably be started again shortly.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending March 4:—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
28.	Montserrat, str., San Francisco..	1,119
28.	Wanderer, str., Port Townsend.....	47
1.	Wilna, bark, San Pedro.....	2,333
1.	Pioneer, str., Port Townsend.....	25
4.	Wautlerer, str., Port Townsend.....	34
Total.....		3,908

The following are the shipments for the week ending March 11:—

5.	Haitian Republic, str., Portland	120
6.	Mogul, str., Port Townsend.....	41
7.	Romulus, str., San Diego.....	1,107
7.	Holyoke, str., Port Townsend.....	26
7.	Coryphene, bark, San Francisco.....	1,119
9.	Sea Lion, str., Port Townsend.....	22
9.	Tacoma, str., Port Townsend.....	28
10.	Kennebec, ship, San Pedro.....	3,295
10.	Tyce, str., Port Townsend.....	103
Total.....		8,864

The second company, the Liverpool, London & Globe, has given notice of withdrawal from the insurance combine in the maritime provinces.

Duluth!

Situated at the Entrance to Seymour Narrows, the Terminus of the Canada Western Railway, in connection with the Ferry to the Mainland.

LOTS IN THE ORIGINAL
TOWNSITE.

Lots in the Original Townsite can be had at present prices until January 1st. when prices will be raised 25 per cent.

The above statement was made in December last, and in conformity with same prices have been raised 25 per cent.

The first payment of \$100,000 of the subscription to the stock of the Railway Co. has been made.

The Lots owned by the Canada Western Railway Co. in Duluth are NOT FOR SALE.

HENRY CROFT, 72 Government St.

DALBY & CLAXTON PAINTS, VARNISHES, ETC.,Real Estate, Insurance,
Mining & Financial**AGENTS.**

-AGENTS FOR-

The Yorkshire Guarantee and Securities Corporation, England.
Alliance Assurance Company (Fire), England
The British Columbia Fire Insurance Company, Victoria.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Company, Claxton, Skeena River.

64 YATES ST., VICTORIA.**MISTAKES IN SHIPMENTS.**

Seldom a day passes but some jobbing house must explain to a dealer why there was an error in filling his order. In very few instances, however, are the jobbers really to blame, for their system is such that mistakes are not probable, if not practically impossible. The trouble is oftentimes with the dealer himself, who is careless, when in a hurry about making out the order. Here are some rules which are worthy of consideration, if not study. They are as follows:

Write plainly and legibly.

Give exact shipping directions in each and every order.

Write only one item on a line.

Devote a separate sheet to correspondence.

If ordering from a catalogue, give exact number, description, and price, stating number or month of catalogue from which your order is taken.

Put your samples in an envelope marked "samples."

Don't forget to sign your name. Many do.

HUNGARIAN MILLING.

Taken altogether, 1892 was a bad year for Hungarian merchant millers. Several causes conspired to this end. To begin with, during the first three months of the year, the Budapest wheat market was in an inflated condition relatively to the prices ruling in the rest of the world's exchanges. The great fall in the price of the principal cereal which took place at the end of 1891, as soon as it became clear that America was in a position to more than make up for the deficiency of Russia, did not, for some reason or other, extend to Budapest. This refusal to recognize facts cost the Budapest and large country millers very dear, as, paying extravagant prices for their raw material, they were naturally in no condition to compete with the millers of the United States, who, as far as prices go, are nearly always at an advantage.

It is noteworthy that, whereas in 1888 the mills of the Hungarian capital exported 770,000 metercentners of 220.46 pounds to Great Britain, their exports last year had shrunk to some 410,000 metercentners; the same items in the exports of France are written as 170,000 and 100,000 metercentners respectively; in the exports to other lands another fall is observable, the former item being 415,000 as compared

MIXED PAINTS, DRY COLORS, CALSOMINES,Coach Colors in oil and
japan, Coach Varnishes,
Window Glass, Plate GlassOrnamental Glass and
all kinds of Painters' and
Artists' Requisites.**A. RAMSAY & SON.**ESTABLISHED
1812.**MONTREAL.**

with 150,000 metercentners. The closing of the foreign markets was to a certain extent, compensated by a brisk demand from Austria, in which other half of the empire a long continued drought had put many mills out of "the running," as the saying is. Doubtless it is due to this exceptional home demand that the last month of 1892 closed at Budapest with relatively low stocks of all the higher grades of flour. The loss of the British market is keenly felt, and strenuous efforts are being made to induce the Government, who owns the railroads, to assist the mills in winning back the ground lost in the United Kingdom by such a reduction of rates as shall enable the agents of Hungarian mills to undersell at any rate the American patent flours. Whether the authorities will see their way of carrying goods at a loss is, of course, another matter.

WHY LOST PEOPLE WALK IN CIRCLES.

The fact that people lost on a desert or in a forest invariably walk in a circle is due to slight inequality in the length of the legs. Careful measurements of a series of skeletons have shown that only 10 per cent. had the lower limbs equal in length; 35 per cent. had the right limb longer than the left, while in the other 55 per cent. the left leg was the longer. The result of one leg being longer than the other will naturally be that a person will, unconsciously, take a longer step with the longer limb, and consequently will trend to the right or to the left, according as the left or the right leg is the longer, unless the tendency to deviation is corrected by the eye.

The left leg being more frequently the longer, as evidenced by measurement of the skeleton, the inclination should take place more frequently to the right than to the left, and this conclusion is quite borne out by observations made on a number of persons when walking blindfolded. Further, on measurement of the arms, it is found that in 72 per cent. the right arm is longer than the left, while in 24 per cent. the left arm is the longer, showing that a considerable majority of persons are right handed and left handed. The inequality in the length of the limbs is not confined to any particular sex or race, but seems to be universal in all respects.

HOW TO OBTAIN DRY STEAM.

When putting up a steam pipe between boiler and engine, it should be made to slope slightly towards the engine, so that

all the water and condensed steam will be carried forward, as it can not be made to run back against the flow of steam, for water once in the pipe must move forward, and if no other outlet is provided, it must travel through the cylinder of the engine. The water can be kept from the engine by putting a separator or water catcher in the horizontal pipe, near the last end before it reaches the engine. A small pipe will lead from this back to the boiler, trapping the water before it reaches the cylinder. By the use of this simple arrangement the steam supplied to the cylinder will be much dryer and give better results in doing the work; it will also remove the danger of injury to the engine on account of entrained water. The pipe leading back to the boiler need not be larger than $\frac{3}{4}$ or 1 inch in diameter for engines of 100 horse-power or less.

If a water glass forms a portion of the return pipe, it will show that a surprising amount of water is returned from the steam pipe to the boiler. This water would otherwise have gone through the cylinder, requiring a greater amount of lubrication, assisting or causing leaks, and presenting a possibility of great danger to the engine.

In boiler tests, the steam which is condensed in the pipe and the water carried off by priming, is often credited to the coal, when a large portion of it is due to priming effects. The condensation of steam in the steam pipe is much greater than is generally supposed, and is always so much that greater economy in fuel would be obtained if the pipes were covered with some good non-ducting substance.

The different forms of separators employed in steam pipes serve an excellent purpose in providing dry steam only, to the engine, but if steam pipes were well covered, the work required of the separator would be reduced, in many cases, much more than one-half.—*Stationary Engineer.*

The Montreal spice mills of S. A. and A. H. Ewing & Co., was injured by fire to the extent of \$4,000; partly covered by insurance.

The Ontario Legislature is to be asked to give power to Toronto to spend \$10,000 in advertising at the World's Fair.

At a meeting of the bankers' Association of Winnipeg, it was decided that American silver would be received by banks at the following rates of discount after 1st April:—the silver dollar, eighty cents; half dollar, forty cents; quarter, twenty cents; and dimes, five cents.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY EDITOR
L. G. HENDERSON - BUSINESS MANAGER.
Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, MARCH 11, 1893.

VOLUME III.

With this issue THE BRITISH COLUMBIA COMMERCIAL JOURNAL enters upon its third year of publication. We begin the new year as we began the last, with the resolution of doing our best to promote the commercial welfare of the Province of British Columbia. Looking back over the past we see but little to regret, and in no instance do we feel constrained to recall one expression of opinion relating to any important matter discussed in these columns. Our opinions have at various times undergone slight changes, but only in the direction of stronger conviction in the reforms we advocated. That we have fulfilled our mission is borne out by the fact that notwithstanding the general stagnation of trade during the year, we have received the hearty and liberal support of the commercial community. We are thankful that in the main our policy has been endorsed by men of influence and standing in the Province. THE COMMERCIAL JOURNAL begins the new year of its existence with the firm determination of maintaining our position as one of the leading exponents of commercial progress in the Dominion of Canada.

THE CANADA WESTERN.

In some quarters there appears to be an impression that because THE COMMERCIAL JOURNAL has deemed it to be its duty to suggest several questions to and to make certain remarks concerning the Canada Western Railway, it is opposed to the enterprise. On the contrary, so far from being opposed to it the project itself has had no warmer advocacy than it has had in these columns, but as a friend and as a friend only—desiring that the undertaking should not prove abortive we have pointed out, wherein, in our opinion, greater satisfaction could be afforded all parties concerned and if that were possible the hands of the promoters strengthened. This is why and why only our course has been that to which exception has been taken.

CONCERNING TENDERS.

In spite of the fact that they had advertised for tenders for the collection of the city taxes and were bound to award the contract to the lowest properly qualified tenderer, the members of the city council seem to have been afraid to do what was their manifest duty. They should, on opening the tenders, have been prepared

to vote on them man fashion, instead of which they acted in the most unheard of manner in connection with such matters, the result being that the objects of tendering were altogether lost sight of, and the highest offer was accepted. Besides, instead of voting, they ballotted, as if afraid of their action. Was this a business proceeding, and can it on any grounds be justified? The parties to it will have to explain themselves and the sooner the better, the opinion in many quarters being that they had made up their minds before hand and only wanted some way of getting round a difficulty which they fully recognized.

THE VANCOUVER ELECTION.

It has not been announced whether or not Mayor Haslam would accept the nomination which has been tendered him by the Nanaimo miners for the coming election for the political district of Vancouver. It seems to us that no matter who the candidate may be who comes out under their auspices, no time should be lost in putting forward and emphasizing his claims, as already a vigorous canvass is being made by a gentleman, whom the miners as a body would regard as the one who, of all others, has the least possible claim on their sympathy and support. Moreover, as the paid employee and political representative of one of the provincial monopolies he would appear to be in no sense the man who should be returned as a member of the Dominion Parliament.

COMMERCIAL CONVENTION.

Last year, at the thirty-second annual meeting of the Association of Chambers of Commerce of the United Kingdom, British Columbia had a representative in the person of Mr. Robert Ward, while other parts of Canada and some of the other colonies, including New South Wales, in the person of its premier, Sir George Dibbs, were heard from. Then matters of Imperial trade importance were discussed, and upon several topics a by no means unimportant deliverance was made from this province. The thirty third annual meeting of the Association comes off in London on the 21st, 22nd and 23rd instant. Among the topics on the order paper is the following resolution adopted by the Dominion Parliament: "That if and when, the Parliament of Great Britain and Ireland admits Canadian products to the markets of the United Kingdom upon more favorable terms than it accords to the products of foreign countries, the Parliament of Canada will be prepared to accord corresponding advantages by a substantial reduction in the duties which it imposes upon British manufactured goods."

This resolution is given special prominence by the Birmingham Chamber of Commerce which, in reference to it, sets forth "that inasmuch as in the opinion of this meeting the future prosperity of British commerce must increasingly depend on our commercial relations with our colonies . . . we hereby urge upon the Government the necessity of taking Canada's invitation

into their immediate and most serious consideration." No doubt Sir Charles Tupper will take occasion to be present and supplement the resolution and recommendation which is also endorsed by the Chamber of Commerce of Middlesborough; but we trust his "boy" will not presume to obtrude himself, lest he might—as he frequently does—put his foot in it and do more harm than good. We should be glad to hear of the Premier attending, as there are other problems to come forward in whose ultimate solution we are materially interested. Among these are landlords' preferential claims for rent, the bankrupt law and the decimal system.

OUR MINERAL RESOURCES.

Handel's Museum having stated that Russia is the only source of supply for platinum Matheson & Grant, of London, Eng., have written the *Chamber of Commerce Journal*, that such is not the case, they having a sample of the article from mines in British Columbia, which are in full operation, and from which a considerable quantity has been sold in London during the last two years, as much as 1,000 to 1,500 ozs. having been annually produced since 1886, all from placer mining. It is added, "from the present hydraulic mining the production, it is anticipated, will be considerably increased." This incident shows the advisability of the utmost possible publicity being given to the resources of the Province, of which but few even of our own people have any adequate idea. In connection with this matter, we are pleased to notice that the Provincial Government have undertaken to collect and compile all the information that has been obtained by the long series of exploratory and zoological surveys made under the auspices of the Dominion Government as well as by the expeditions commissioned by the Province, and all possible information that has been secured and is obtainable from private sources.

The work is one of no small magnitude but, as Surveyor General Kains has announced in his recommendation, it will, with the aid of a map and other reliable data with which it is proposed to supplement it, clearly set forth all the natural production of each district. The task has been entrusted to Mr. A. L. Poudrier, who has in the past conducted a number of important provincial surveys. The plan proposed according to the semi-official announcement is "to take up first the various districts and to describe them as to topography, timber, and so on. The watersheds, rivers, and basins will be shown at the various locations of minerals. The minerals will afterwards be treated in a separate chapter, they being classified under gold, silver, coal, etc., with particulars as to where they are found, and references as to the districts of which general information is given."

No doubt the volume or volumes will form a work of considerable magnitude and will cost a large sum to produce, although even that will be comparatively small as compared with what it might have been were it not possible for the province to take advantage of what has been done under the auspices of the Dominion Geological survey by such men as Messrs.

Olwyn, Dawson, Richardson, Macoun and McConnell. It will, we are convinced, be worth to the province all it may happen to cost. We would suggest, however, that the edition be not made too limited in numbers, as we are all of us hoping to attract the world's attention much more than we have ever done previously. We have our "natural wares" to sell and require for them the most extensive market possible.

EVADING THE LICENSE LAW.

An important principle is at present under the consideration of the Victoria License Commissioners, and that is whether or not licenses to sell liquor are to be granted to the parties who own premises instead of to the tenants who occupy them, their transference—in the latter case, should occasion call for anything of that kind—being subject to the approval of the commissioners. There are now two applications for licenses made by property-owners—who they are is not, or should not be, material to the issue.

Under the law there are certain conditions regarding the parties to enjoy the benefit of the license which have to be complied with, failing in which the parties are ineligible. The applications to which we refer practically remove the parties by whom the conditions of the license are to be carried out from the purview of the Board. In the cases in question the owner of the property applies for the license. He may or may not have sufficient influence among the ratepayers to secure the necessary number of signatures to obtain what he seeks and to prevent the necessary number of names being affixed to the counter presentment.

Supposing then the owner obtains what he asks. Whether this is through personal or political influence is beside the question. The idea is to prevent the individual for whose practical enjoyment the license is to be issued coming directly under the scrutiny of the people whose right and whose prerogative it is to say whether or not the applicant's character is in their estimation such as to warrant his being entrusted with a franchise about whose conference the law is exceedingly careful and strict. Then, too, the Licensing Board are to be quite as much ignored their real business being non-existent.

One at least of the premises sought to be licensed in this patent way of acting up to the letter, but violating the spirit, of the law, had by no means the most immaculate of reputations under a previous tenancy. This by the way, except to suggest the inquiry of what it may not be impossible for the future to bring forth.

We will now suppose that a license be granted to any owner of property to sell or have liquor sold upon his premises. That enhances or is supposed to enhance its value for purposes of rental and by so much injure the prospects of the business and chances of other persons who, as tenants, may seek to be placed in a similar position. The property owner who possesses the license has the choice of his tenant and may instal in the position of a vendor of intoxicating liquors the vilest scoundrel to be found on the Pacific coast in any other district, or he may transfer

the premises to the lowest and most abandoned harridan that may have been driven from those localities which even the slow going civic authorities deemed it expedient should be purged of their presence.

It will doubtless be said that it would not be to the interest of the property owner to act in this way. The authorities and the license commissioners would step in, the violator of the law would be fined and the license would be cancelled. But we might here inquire how many of the almost interminable delays of the law might intervene before this was accomplished? Meantime, the offending tenant, after his offences had become too glaring for even the least scrupulous of landlords and most easy going police authorities to put up with, might be replaced and the same course of things repeated, all the time demoralization increasing and the surrounding properties depreciating in value.

We do not regard this subject in any sense from a legal point of view. That is for the lawyers. But looking at the matter from a commercial and moral standpoint, we hold that the principle of licensing property owners as such, instead of the actual occupants, is in the highest degree contrary to all good principles. We would ask a business and a sentimental question and we have done. What dry goods man, grocer or boot and shoe dealer would care to have alongside of him an establishment which, even under the most remote contingencies, might be placed in a position, if it saw fit, if only temporarily, to set the law at defiance? What head of a household would care to have his family patronize a dry goods, grocery or boot and shoe house next door to such a concern as the one referred to? The line has to be drawn somewhere, and it is in a case like the present that we think it should be tightly drawn.

THE PRICE OF MEAT.

Consumers of meat may, it would appear, make up their minds that the value of the article is certain to materially increase and that within no distant date. The winter which has just been gone through in this province has played considerable havoc with stock, one accredited authority estimating that the loss will amount to as much as 60 per cent. on the value of the herds. It is learned by the United States cattle census which has just been completed that at the time of its taking there were 1,057,043 fewer cattle than a year ago, albeit there is an increase in values. This is taken by the official statistician to be but the beginning of an advance which promises still higher values for growers, in sympathy with the rise in the price of beeves ready for slaughter. In regard to hogs, there has been a decrease of about 12 per cent., the American nation possessing 6,303,212 fewer hogs than one year ago. In presence of the fact that Canadian cattle have been placed under the British schedule, it may be that values in some parts of the Dominion may not after all be so materially augmented, inasmuch as a market must be had upon the hoof, in carcase or in some other state of preparation, for the large herds which roam at

large in the Northwest and for those which from time to time the Ontario farmer weeds from his dairy stock. However that may be, the appearances are that the British Columbia consumer will be compelled to pay just as much as ever, as so far we have not been accustomed to grow and feed stock enough to supply the local demand. For the present, at any rate, dearer meat would appear to be in order, locally speaking, a circumstance which should lead our ranchmen to consider if they cannot in some way or other provide against the occasional years of famine that come along. If they did this, their returns of profit would on the general result be quite as great, if not greater than they now are, taking one year with another, while they would not be subjected to the vexation and annoyance caused by the loss of cattle upon the returns from which they had builded in their estimates of profit. We note that within the last few days the Fraser River steamers have carried up considerable quantities of feed for the starving animals on the ranches of the interior, where the policy followed does not appear to be as wise or as satisfactory to both the seller and buyer of meats as that which some of the farmers of Spence's Bridge followed. There they killed the animals when they were at their best and froze the carcasses. There is little or no difficulty about this and a material item, the cost of the winter's keep, is saved. Months ago, THE BRITISH COLUMBIA COMMERCIAL JOURNAL recommended the pursuance of this policy, it being pursued in the east though under different climatic conditions. However, those who have tried the experiment have only to report that it has proved satisfactory to themselves and the trade.

A CORRESPONDENT writes to express the hope that when they meet in Paris the Premier will not forget to discipline the "Boy, Tupper," for his petty and scandalous treatment of British Columbia in matters in which her special interests were directly concerned. The "Boy" may think himself a big fellow—and so he is from the point of view of the position he occupies, but it is not always advisable for the "bully" in a school to crowd the little fellows too much as they sometimes unite and give their tormentor a good licking. Teacher Thompson should remember this or some day he may find that the boys have united to "bar him out" for his tolerance of the "monitor's" misbehaviour.

THE City Health Officer, Dr. George Duncan, has, since his appointment to office, developed a degree of devotion to duty, backed up by thorough information on the subject, that does him the highest credit. He has, amongst other matters, undertaken and to a large extent carried out most energetically the work of sanitation in Chinatown and is now engaged upon what might almost be termed house to house vaccination in the same district, from which the most beneficial results may be expected. It is to be hoped that in every way the merchants and citizens generally will, in all possible ways, strengthen his hands. His plan is a systematic tour of the Chinese quarter, and the vaccination of every man, woman and child unable to show good and sufficient scars as evidence.

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of February, 1893:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids		\$ 30	\$ 16 91
Agricultural imple- ments		150	52 50
Ale, beer & port wgs	1,308	1,136	313 92
Animals		6,183	1,877 60
Books, pamph's, etc.		742	162 45
Brass & manuf's of..		193	447 59
Breadstuffs, etc, viz			
Grain, of all kinds			
Flour, brls.	492	536	51 25
Meal, "	1,273	4,266	952 62
Rice and all other breadstuffs	65	169	26 00
Candles, lbs	5,812	4,518	2,277 01
Chicory, lbs		338	134 50
Coal and coke, tons.	61,760	292	32 32
Coffee, from U.S. lbs	\$,617	1,795	265 55
Copper and m's of.		26	7 85
Cordage, all kinds...		251	54 96
Cotton, manuf's of		6,615	2,032 85
Drugs and medicines		11,091	4,021 31
Earthen, stone and China ware		1,283	433 20
Fancy goods		521	160 30
Fish		1,875	405 39
Fruit, dried		1,876	317 69
Green		3,412	672 53
Furs		36	9 01
Glass, glassware		805	234 75
Gunpdr, exp sub's		1,223	345 10
Hats, caps, bot nets.		2,310	702 00
Hops, lbs			10 60
Iron and steel m's of	11,932		3,759 63
Jewelry and watches and m's of gold and silver		\$1	18 80
Lead and manuf's of		390	74 15
Leather and m's of.		1,112	276 32
Marble and stone and manuf's of...		16	5 60
Malt, bush	710	534	111 00
Metals, composition and m's of		419	195 31
Musical instrum'ts		91	48 95
Oils, coal and kero- sene, gals	15,675	3,503	1,128 60
All other, gals	6,968	3,346	863 99
Paints and colors		292	120 45
Paper and m's of...		1,689	360 01
Perfumery		73	23 40
Provisions,			
Bacon hams, etc..	5,568		1,227 81
Salt, not from Great Britain or British possessions, or for fisheries, lbs.	30,915	314	22 71
Seeds		1,119	115 05
Silk, manuf's of		2,632	794 65
Soap of all kinds...		599	233 01
Spices of all kinds..		165	45 20
Starch, lbs	1,507	68	30 14
Spirits,			
Of all kinds, gals..	4,665	5,728	9,914 30
Wine, other than Sparkling, gals.	2,222	1,124	1,342 71
Wine sparkling doz	131	807	463 50

ARTICLES.	QUAN.	VALUE.	DUTY.
Sugar above No 14 lbs	59,788	2,438	478 25
Sugar syrups, cane juice, etc., lbs....	1,910	78	20 10
Sugar candy, etc, lbs	2,230	242	112 59
Molasses.....gals			
Tea, from U.S., lbs	820	202	20 20
Tobacco and cigars..	3,660	3,315	3,567 67
Wood and m'n's of.		1,675	443 55
Woolen m'n's.....		7,804	2,455 79
All other dutiable articles.....		23,977	5,674 47
Total dutiable goods		\$133,454	\$50,019 54
Free goods, all other		37,074	
Grand total.....		\$170,528	\$50,019 54

EXPORTS

From the port of Victoria, for the month of February, 1893—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal.....	891	\$ 4,455
Gold dust, nuggets, etc.....		4,719
THE FISHERIES.		
Fish of all descriptions		2
Fish oil.....gals	1,191	476
THE FOREST.		
Lumber—planks, boards, etc	14,000	304
ANIMALS AND THEIR PRODUCE.		
Other animals.....		20
Other articles.....		2,814
AGRICULTURAL PRODUCTS.		
Other articles.....		149
MANUFACTURES.		
Liquors, spirituous and malt, of all kinds.....	24	20
Wood—m's of all kinds....		8
Other articles.....		2,511
Miscellaneous articles.....		100
Grand total.....		\$ 15,608

Goods, not the product of Canada, for the month of February, 1893:

	QUANTITY.	VALUE.
Animals and their produce—		
Other articles.....		2,500
Agricultural products—		
Fruits—green.....		2
Manufactures—		
Cottons, woollens, etc		25
Iron—pig and scrap, cast- ingst hardware, etc		423
Boots and shoes.....		54
Liquors—spirituous and malt of all kinds....gals	10	42
Sewing machines.....	3	100
Wood m's of all kinds....		20
Other articles.....		2,922
Miscellaneous articles.....		351
Coin—gold.....		860
—silver.....		280
Grand total.....		\$ 7,579
Total exports of all kinds.....		\$ 23,187

will have 334 three-and-a-half-inch tubes. The boiler will be of five-eighth Bessemer steel. The main steam pipe will be sixteen inches in diameter, and of seamless steel tubing. The forward and back axles will be ten inches in diameter, and the smaller one eight inches. The journals will be mounted on forty-eight inch wheels. The wheels on the tender will be the same. It will be equipped with the latest styles of train signals and improved brakes and couplers. The engine when completed will stand twenty-two feet six inches from rail to top of the stack. In length it will be eighty-seven feet six inches. All woodwork will be of mahogany. The engineer's standing board will be twelve feet ten inches above the rails. The tank has a capacity of 4,800 gallons, which is 700 gallons more than those now in use. Its weight, when ready for service, will be ninety-four tons.

HOW DO THEY DO IT?

We fail to comprehend how some retailers, in the face of a constantly advancing market in nearly all lines of commodities usually to be found in grocery stores, manage to continue selling at the same prices as when goods were low, and some of them even appear to be selling at a less figure than they did before. Almost any person would naturally ask the question, "How do they do it?" And not one could give an answer that would set aside all further inquiry, as there must be something wrong somewhere. The goods offered can not be of the same grade or weight, or they must be adulterated or the quality reduced to an extent to be sufficient to recover the advance in prices. These are matters which, however, remain unexplained.

Some tradesman who pay close attention to their business, and who profit by information received from all sources relative to the condition of the market, probably managed to purchase a heavy stock of goods before the advance took place, and therefore can now sell their goods at less than manufacturers' prices, and still get a return of the original purchase price. But can such a course be called business? Is there any other branch of trade that adopts similar methods? Can a merchant who conducts his affairs upon such a basis be termed a business man, or is it possible for him to justify his course by any known method of business ethics?

What a folly it is for any merchant to thus throw away legitimate profits, simply to compel others to follow their unbusinesslike methods. While to a certain extent they injure the trade, the large share of injury falls to their lot, and not a few have failed by persisting in this practice for any length of time. Better to sell goods in accordance with the movements of the market. Then if it occurs that you are stocked on a falling market, and have to make a sacrifice to dispose of your goods, you will at some future time be in a position to make up your loss when you are stocked up on a rising market. It is the profits that a merchant makes that enables him to continue in business.—Retail Grocers' Journal.

IMMIGRATION AND GRAIN EXPORTATION.

The following comment is offered by the London *Miller*: The refusal of the Continent to buy California wheat is not merely a reluctance to pay the price. It is largely the result of Continental non-speculation and general disinclination to buy grain a long way ahead. North America may yet see State railways carrying grain across the Continent in a week, in which case the Continental wheat markets may be revolutionized even more than those of our own country. Are the States of the American Union in earnest about prohibiting immigration? If they are not, the export of grain is a very temporary question. Twenty years hence it will all be wanted at home. But if immigration is to be stopped from Europe as it has been from China, the American corn grower will have still, and

for an indefinite period, the European markets within his view.

A MONSTER LOCOMOTIVE.

The Central Hudson Railroad Company will within a short time place upon the road one of the largest, if not the largest, locomotive ever constructed. It is intended for exhibition at the World's Fair and after that will be put into active service. It has been decided to build the engine at New Albany, although all others of the large class have been built at Schenectady. It is proposed that the locomotive shall be superior in propelling power to any yet constructed. The best mechanical engineers are now at work on an engine of what is known as the Buchanan design, water arch. It is estimated that the new engine will maintain a speed of more than eighty-two miles an hour. This mammoth locomotive

THE CUTTER.

The Grocers' *Criterion* says: Many smart storekeepers think it is an enterprising piece of business to undersell their competitors, but we have an idea that more harm is done to the business of a town by this system of trading than profit is made out of it. The minute a merchant begins to cut prices it demoralizes the entire business of a town, for it compels the other merchants to fall in line and to also sell their goods at a reduction in order to hold the trade of their customers. In the aggregate they do not sell many more goods than they would otherwise have disposed of if price cutting had not prevailed, for as a rule customers do not buy more goods than they require for their wants and necessities. Price cutting produces ill feeling and leads to reckless rivalry and results in disaster.

Our advice to our readers is not to cut prices when it can possibly be avoided. If a rival in town inaugurates the system go and have a friendly talk with him and show him the folly of the course he is pursuing. There is neither sense nor reason in doing business without a profit, and the selling of goods below cost is frequently an act of downright dishonesty, for it not infrequently results in the defrauding of creditors and the closing out of an establishment at 10 and 20 cents on the dollar.

SALMON.

There is no change in the situation. There is no market to-day, for the very good reason that the stock is reduced to the smallest volume ever known at this time of the year, and it is now entirely in the hands of the jobbing trade, who as a rule are holding their small stocks very firmly regarding the local situation as a very strong one and considering salmon good stock to hold.

There could be no occasion for any alarm locally, however, for the reason that the stock here would hardly tide over until the opening of a new season. Just at the present moment, both locally and through the interior of the state, the distributive demand seems to be particularly active, and the present order of trade will just about exhaust the stock by the time the first net is set for salmon in April.

The prospect for the new season never was brighter than it is to day, and it is the general calculation of the industry that the season just opening will prove a memorable one in the history of salmon packing on this coast, and there is good reason for these sanguine expectations of a season of satisfactory accomplishments in the thorough organization of the industry which has been effected through the united and harmonious action of the packers.

The Alaska packers have been organized for several seasons, but this year they pursue a different plan from any that has been followed heretofore. They have organized a great stock company that includes all the Alaska packers, save one or two of the little ones who are not strong enough to interfere with the plans of the company, and in the coming season the Alaska pack will be made and handled

practically as if it were the product of a single cannery. Under this new arrangement, it is of course possible to very materially reduce the expense of packing and to largely increase the profits of the packers. There is good reason then for their hopeful anticipations.

The Columbia River packers have an organization that will attempt operations on the co-operative plan the first time this season. It will find success in its earliest efforts, and there is good reason now to say that the industry on the Columbia never again will fall into the condition into which it had lapsed a few years ago.

The British Columbia packers likewise are thoroughly organized. The three organizations will co-operate as far as they can in the coming season, and the practical effect of this course will be such a unification of industrial interests as never before has been seen. It is to be reasoned that a season of the most flattering order of experiences is just before us.—*S. F. Herald of Trade.*

COSTLY RAILROADS IN SOUTH AMERICA.

The Oroya railroad over the Andes, connecting Peru with the basin of the Amazon, will be open to traffic soon, according to the announcement. This road, although but 200 miles long, has cost about \$50,000,000, and it was begun twenty-six years ago by Henry Meiggs, the story of whose extraordinary career reads like a romance. Its construction was stopped by the ruin of Peru in the Chilean war, and it has finally been completed through the efforts of Michael Grace, brother of ex-Mayor Grace, of New York, who succeeded in "financiering" the enterprise in the English money market. The opening of this railroad is considered an event of very great commercial importance, inasmuch as the next century will witness an extraordinary development of South America. As a feat in railroad engineering, this road is perhaps the most wonderful on record.

HOW GOLD IS SHIPPED.

La Bretagne, which sailed from New York for France recently, carried as a part of her cargo over \$3,000,000 in gold. "In shipping gold," says the *New York Commercial Advertiser*, "apparently as little care is taken as in shipping oats. On the west side of the New York sub-Treasury building is the gold vault. This vault is divided into compartments for storing the precious metal, and the total capacity of this vault is \$72,000,000. When the coins are received at the Treasury they are put up in bags, each holding \$5,000, and when delivered to purchasers the gold is counted by the bag.

"The bankers who buy the gold for shipments do not count the coins; they take Uncle Sam's word for it that each bag contains its \$5,000.

"Barclay & Son, the truckmen who handle the gold for nearly all the shippers," continues the *Advertiser*, "had an ordinary open truck ready and the bags were carried from the Treasury doors and loaded up. Four or five armed men ride on the truck to the bank, where the bags are again counted and put in strong kegs

(not quite so large as nail kegs) which hold \$50,000 each. Then the kegs are sealed by the banks and the same truckmen take the kegs to the steamer, when they are placed in the strong room and a guard is kept over them night and day until the kegs are delivered into the hands of the consignees. This strong room is usually underneath the cabin in the centre of the ship, and is accessible only through the officers' quarters."

The gold shipped by La Bretagne, weighs about six and one-half tons. The cost of shipping it is very heavy. For cartage the cost is \$1 per keg, and for cooerage \$2 per keg. The rate charged by the steamships is one eighth of 1 per cent. of the value and the insurance is one-tenth of 1 per cent., which make the total cost of transportation about \$2,310 per \$1,000,000.

A TORONTO DRUMMER'S NERVE.

A Toronto drummer had borrowed \$10 from a Dundas merchant, and for a year had been calmly destroying all the angry duns which the merchant sent. One day the Dundas man went to Toronto blazing with rage, and determined to order his winter goods from another firm.

He walked into the drummer's office with fire in his eyes. But it had no effect on the agent. The latter grasped his hand, and inquired about all the folks.

"That's all right," said the Dundas man, "but will I have to take my money out in bluff?"

"My dear fellow," said the agent, "I must confess I am ashamed of myself, but really the matter always seemed to slip my mind. I cannot tell you how badly I feel about it. Just step this way and I will get it for you."

Then going to the bookkeeper he said: "Just let Mr. J. have \$10, will you, Fred?"

The bookkeeper handed over the money without any trouble, and the Dundas man became very strongly of the opinion that he had made a mistake in forming such an unfavorable estimate of the agent. His manner changed, and, after talking awhile, the two became as close friends as ever. The Dundas man finally gave his order and went home, satisfied that he had made a mistake and atoned for it.

In due time the order arrived. With it came the bill. The Dundas man looked it over, and when he reached the last item opened his eyes very wide. This was the item:

To borrowed money.....\$10
The Dundas man now gets his orders filled elsewhere.

Saskatchewan settlers are agitating for the erection of that district into a province.

It is stated on the authority of an officer of the Reading Coal and Iron Company that coal is to be reduced from 25 cents to 50 cents a ton on April 1.

The London Board of Trade has joined in the agitation in favor of the Government assisting in the establishment of a fast Atlantic steamship line.

Dr. Norvin Green, the lately deceased president of the Western Union Telegraph Company, left a fortune of \$750,000 and no will. Under Kentucky law, one third of this goes to the widow, the balance being divided between his six children.

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SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark...	Martha Fisher	811	Meadowcroft.	Oct. 18	Victoria.....	Liverpool.....	34,002	\$163,454	
Br bark.	Glengarry	802	Davidson..	Nov. 3	Westminster..	Liverpool.....	57,352	186,760	
Br bark.	Chill.	678	McKenzie.	Dec. 12	Victoria.....	Liverpool.....	30,023	163,064	
Br bark.	River Ganges	642	Budge.....	Dec. 19	Victoria.....	London.....	29,461	147,305	
Br bark.	The Frederick	812	Simpson....	Dec. 18	Victoria.....	London.....	32,403	167,896	

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship...	Athlon.....	1371	Dexter.....	Jan. 5.....	Vancouver...	Adelaide....	1,435,123	8,265	March 18..	47s 6d
Nor ship...	Morning Light.	1316	Johansen..	Jan. 22.....	Vancouver...	Melbourne...	1,001,171	9,193	March 25..	60s
Am bark...	Hesper.....	604	Sodergren.	Feb. 20.....	Vancouver...	Shanghai....	754,224	7,781	April 23...	50s
Br ship...	Angerona....	1215	Anderson..	Feb. 26.....	Vancouver...	Valparaiso...	834,937	7,095	May 20....	42s 6d
Nor bark...	Czar.....	1324	Christophers'n	March 4.....	Vancouver...	Adelaide....	1,046,611	10,476	June 7....	57s 6d
Nor bark...	Agnes.....	841	Hofgaard..	Feb. 20.....	Chemainus...	Antofagasta..	602,509	6,413	June 11...	40s
Nor ship...	Kathinka....	1163	Klevenberg.	March 12....	Vancouver...	Melbourne...	1,228,225	9,251	May 28....	60s
Chil bark...	India.....	953	Funke.....	Feb. 22.....	Vancouver...	Valparaiso...	803,291	7,018	May 10....	owners ac
Br bark...	Glenbervie..	300	Groundwater	March 24....	Vancouver...	Iquiqui.....	631,810	7,683	June 8....	37s 6d
Br ship...	British India.	1199	Lines.....	March 31....	Vancouver...	Valparaiso...	863,866	9,315	July 11....	37s 6d
Am schr...	W. H. Talbot.	776	Bluhm.....	March 14....	Vancouver...	Tientsin....	1,024,876	10,272	May 28....	67s 6d
Am schr...	Reporter....	333	Dreyer.....	March 3.....	Chemainus...	San Pedro...	416,386	3,476	March.....	Private...
Br bark...	Riversdale..	1453	Finlayson..	April 25....	Vancouver...	Sydney.....	1,167,181	9,873	June 28....	47s 6d
Br bark...	Mistletoe...	821	Smith.....	April 21....	Vancouver...	Wilmington..	70,275	7,988	Aug. 31....	\$16 00
Br bark...	Craigend....	2218	Lewthwaite.	April 18....	Vancouver...	Iquiqui-Callao	1,808,000	19,351	July 11....	27s 6d & 30s
Br barktn.	Toboggan....	676	Porter.....	May 20.....	Vancouver...	Wilmington..	632,828	9,330	Sept. 11...	\$15.00
Br bark...	Thermopylae	948	Winchester.	June 2.....	Vancouver...	Yokohama...	328,576	8,949	July 22....	Private...
Nor bark...	Fritzoe.....	1078	Rolfson....	May 29.....	Chemainus...	Melbourne...	983,124	8,072	Aug. 9....	45s
Br ship...	Burmah.....	1617	Newcombe..	June 2.....	Moodyville...	Valparaiso...	1,289,359	9,883	Aug. 23....	35s
Br ship...	Crown of Denmark	2029	Smith.....	June 24....	Vancouver...	Melbourne...	1,850,725	15,435	Sept. 23....	37s 6d
Nor bark...	Ursus Minor.	305	Johnson..	June 1.....	New West'mr.	Sydney.....	491,214	4,393	Aug. 3....	37s 6d
Br ship...	Karl Granville	1149	Flack.....	June 16....	Cowichan....	London.....	853,937	12,393	Nov. 5....	62s 6d
Chil bark...	Antonietta..	929	Stack.....	June 27....	Chemainus...	Valparaiso...	836,358	9,015	Dec.....	owners ac
Ger bark...	Palawan....	967	Van Heuvel..	July 3.....	Vancouver...	Iquiqui.....	688,831	7,521	Sept. 27...	33s 9d
Chil bark...	Leonor.....	801	Jenatsch..	July 8.....	Moodyville...	Antofagasta..	637,375	6,520	Oct. 13....	owners ac
Chil bark...	Guinevere..	960	Glennie...	Aug. 6.....	Chemainus...	Valparaiso...	762,062	7,612	Oct. 28....	owners ac
Am bktn...	Robert Sudden	585	Uhlberg...	Aug. 3.....	Vancouver...	Valparaiso...	771,140	8,797	Nov. 26....	40s
Chil ship...	Hindustan..	1543	Walsh.....	Aug. 7.....	Moodyville...	Valparaiso...	1,232,386	11,471	Oct. 28....	owners ac
Br bark...	Zebina Gowdy	1057	Manning...	Sept. 5.....	Vancouver...	Wilmington..	833,218	10,125	Jan. 1....	\$13.00
Chil ship...	Atacama....	1245	Caballero..	Aug. 21....	Moodyville...	Valparaiso...	994,491	9,089	Nov. 1....	owners ac
Br ship...	City of Quebec	708	Carnegie...	Sept. 6.....	Vancouver...	Adelaide....	517,499	4,048	Nov. 30....	40s
Br bark...	Nineveh....	1174	Broadfoot..	Sept. 3.....	Vancouver...	Sydney.....	951,900	9,287	Nov. 8....	owners ac
Am schr...	Robert Searles	570	Piltz.....	Sept. 8.....	Vancouver...	Port Pirie...	815,321	5,962	Nov. 23....	41s 3d
Am ship...	George Skolfield	1276	Dunning...	Sept. 20....	Vancouver...	Valparaiso f.o.	931,346	81,781	Dec. 21....	40s
Chil bark...	Lake Lenan..	1035	Bozzo.....	Sept. 22....	Moodyville...	Valparaiso...	763,829	6,610	Dec. 18....	owners ac
Br bark...	Scammell Bros.	1218	McFarlane..	Oct. 15....	Vancouver...	Wilmington..	907,554	11,763	.....	\$11.00
Am schr...	Alice Cook...	732	Penhallow..	Oct. 5.....	Vancouver...	Sydney.....	919,800	8,338	Dec. 19....	30s
Nor ship...	Morning Light	1310	Johansen..	Nov. 3.....	Vancouver...	Liverpool....	929,133	10,000	.....	58s 9d
Br bark...	Columbus...	604	Melhuish..	Nov. 16....	Vancouver...	Adelaide....	565,720	4,539	.....	37s 6d
Am schr...	Lynnan D. Foster.	730	Dwyer.....	Nov. 5.....	Moodyville...	Sydney.....	822,858	7,809	Jan. 13....	30s
Nor bark...	Benj. Bangs.	1118	Bjonnness..	Dec. 20....	Vancouver...	Halifax.....	786,085	10,015	.....	48s 3d
Br bark...	Ferabank....	1338	Boyd.....	Nov. 25....	Moodyville...	Valparaiso f.o.	500,300	4,728	.....	36s 3d
Br bark...	Grasmere...	1246	Carter.....	Dec. 25....	Vancouver...	Valparaiso f.o.	911,688	10,370	.....	36s d
Am ship...	Edward O'Brien	1725	Taylor.....	Dec. 10....	Vancouver...	London.....	1,257,635	14,229	.....	50s
Nor bark...	Fortuna....	1332	Mikelsen..	Dec. 17....	Moodyville...	Valparaiso f.o.	1,265,729	12,088	.....	36s 3d
Br ship...	Abcona.....	979	Black.....	Dec. 29....	Vancouver...	Port Pirie...	775,140	6,425	.....	37s 6d

B. C. LUMBER FLEET, 1893.

Br bark...	Geo. Thompson	1128	Young.....	Jan. 13....	Westminster..	Sydney.....	806,938	7,844	.....	owners ac
Br bark...	Mark Curry..	1256	Liswell....	Jan. 4.....	Vancouver...	Quecnston UK	923,059	9,882	.....	52s 6d
Nor bark...	Fritzoe.....	1078	Rolfson....	Jan. 10....	Vancouver...	Valparaiso...	879,250	8,031	.....	36s 3d
Am bark...	Colorado....	1036	Gibson....	Jan. 19....	Cowichan....	Valparaiso f.o.	822,657	.....	.....	37s 6d
Br bark...	Highlands...	1236	Owen.....	Jan. 26....	Vancouver...	Montreal....	826,663	15,537	.....	Private...
Chil bark...	India.....	953	Funke.....	Jan. 11....	Moodyville...	Valparaiso...	738,782	7,169	.....	owners ac
Br bktn...	Bittern....	399	Stronach..	Jan. 20....	Vancouver...	Fremantle, Au	302,950	4,201	.....	owners ac
Ger ship...	Katharine...	1630	Spille....	Feb. 7.....	Moodyville...	Iquiqui.....	1,328,879	14,058	.....	35s
Pr. ship...	County of Yarmouth's	1514	Swanson..	.....	Vancouver...	U. K. f. o.	.....	.....	.....	50s
Chil ship...	Hindustan..	1512	Welsh.....	.....	Moodyville...	Valparaiso...	.....	.....	.....	owners ac
Am bark...	Seminole...	1439	Weeden....	.....	Moodyville...	Santa Rosalia.	.....	.....	.....	Private...
Am ship...	Ivy.....	1181	Lovell....	Vancouver...	Wilmington..
Br bark...	Assel.....	799	Gilmour...	Moodyville...	Antofagasta..	35s

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SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	DAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark	Mary Low.....	813	Robertson.....	Oct. 5.....	B Liverpool.	Victoria.	R. P. Rithet & Co., Ltd.....	159
Br ship	Kinkora.....	1799	Lawrence.....	Nov. 15.....	Liverpool.....	Victoria & Van	R. Ward & Co. & Bell-Irving & Paterson	119
Br ship	Morayshire.....	1423	Mowatt.....	Oct. 21.....	Q Java.....	Vancouver.	B. C. Sugar Refinery Co	144
Haw. schr.	Americana (new).....	839	Denny.....	Nov. 5.....	Liverpool.....	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	129
Br ship	Blair Athole.....	1697	Taylor.....	.....	R Java.....	Vancouver.....	B. C. Sugar Refinery Co.....	.....
Br bark	Doehra.....	1016	Scott.....	Dec. 19.....	G Liverpool.....	Victoria.....	Robert Ward & Co., Ltd.....	87
Chil bark.	Entella.....	693	Mangini.....	.....	Callao.....	Moodyville.....	Moodyville Sawmill.....	.....
Br ship	Gryfe.....	1069	Roberts.....	Nov. 21.....	Cardiff.....	Esquimalt.....	Naval Storekeeper.....	112
Br. ss	Empress of India.....	3003	Marshall.....	Feb. 22.....	E Hong Kong.....	Vancouver.....	C. P. R. S. S. Co.....	.....
Br bark	Formosa.....	915	Kain.....	March.....	H Liverpool.....	Victoria.....	R. P. Rithet & Co., Ltd.....	.....
Br ss	Tacoma.....	1662	Hill.....	Feb. 14.....	F Hong Kong.....	Victoria.....	Dodwell, Carill & Co.....	28
Am. bark	Hurry Morso.....	1313	Hughes.....	Feb. 25.....	A San Francisco	Moodyville.....	R. P. Rithet & Co., Ltd.....	17
Haw. bark	John Eua.....	2600	.....	March 12.....	C San Francisco	Cowichan.....	Robert Ward & Co., Ltd.....	2
Br ship	Natuna.....	1106	Grahn.....	.....	D Portland.....	Vancouver.....	Hastings Sawmill Co.....	.....
Nor. bark	Sigurd.....	1530	Anse.....	.....	I San Francisco	Vancouver.....	Robert Ward & Co., Ltd.....	.....
Br. ss.	Mogul.....	1827	Johnson.....	March 14.....	J Hong Hong.....	Victoria.....	Dodwell, Carill & Co.....	.....

B—Spoken Oct. 11, lat. 44° N., long. 15° W.; Nov. 5, lat 5° N., long. 21 W. Q—Cargo of 2,100 tons raw sugar. Chartered to load lumber at Vancouver. R—To sail in February with 2,300 tons raw sugar. E—Via Yokohama March 3. H—To sail before March 10. F—Via Yokohama Feb. 26. A—Chartered for lumber for Shanghai. C—Chartered for lumber from Cowichan to Port Pirie at 40s. D—Chartered for lumber to Port Pirie at 42s 6d. I—Chartered to load lumber for Port Pirie, April-May loading, at 40s. J—Via Yokohama March 26.

VESSELS IN PORT.

(March 13, 1893.)

VICTORIA.

Br. bark Java, 897 tons, Capt. McVicar, arrived March 9, from Cardiff with coal, for naval storekeeper.

VANCOUVER.

Br. ship County of Yarmouth, 2,151 tons, Capt. Swanson, arrived Jan. 23 to load lumber for U. K. for orders.

Chil. ship Hindostan, 1,542 tons, Capt. Welsh, arrived Feb. 13, loading lumber at Moodyville for Valparaiso.

Am. bark Seminole, 1,439 tons, Capt. Weeden, from Callao, loading lumber at Moodyville for Santa Rosalia.

Am. ship Ivy, 1,181 tons, Capt. Lovell, arrived Feb. 21, loading lumber for Wilmington, Del.

Br. bark Assel, 795 tons, Capt. Gilmour, loading lumber at Moodyville for Antofagasta.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship Occidental, 1,470 tons, Capt. Morse.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammens.

Am. bark Carrolton, 1,390 tons, Capt. Lewis.

Nic. ss. Montserrat, 810 tons, Capt. Blackburn.

Am. bark Gen. Fairchild, 1,358 tons,

Capt. Mescher, loading at Protection Island.

WELLINGTON SHIPPING.

Am. bark Gatherer, 1,509 tons, Capt. Nervick.

Am. bark Alex. McNeil, 1,088 tons, Capt. Sorman.

Am. ship C. F. Sargent, 1,638 tons, Capt. Snow.

Am. bark Detroit, 1,438 tons, Capt. Darrah.

Am. ship Glory of the Seas, 2,109 tons, Capt. Freeman.

Am. bark Highland Light, 1,265 tons, Capt. Hughes.

EAST WELLINGTON.

Am. bark Melrose, 941 tons, Capt. Kalb.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	1	897
Vancouver.....	5	7,111
Nanaimo.....	12	16,553
Total.....	18	24,561
Previous week.....	18	25,926
Correspond'g week last year 10		13,091

FREIGHTS.

Rates continue without material change. The only point worthy of notice is the collapse of the small boom in freights to Melbourne, Adelaide or Port Pirie. These were manipulated up to 41 3d; but now not more than 35s can be obtained.

Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 32 6d; to 35s; direct

port on West coast, South America 32s 6d; Sydney 30s; Melbourne, Adelaide or Port Pirie, 35s; United Kingdom, calling at Cork for orders, 50s; Shanghai, 45s; Yokohama, nominal.

Grain freights from San Francisco to U. K., Cork for orders, 18s 9d; and weak; September loading 25s; from Portland, 27s 6d; Tacoma, 25s. The last two are quite nominal.

Coal freights are quoted: Nanaimo or Departura Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

INLAND REVENUE RETURNS.

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

Victoria Division—Comprising all of Vancouver Island:

WAREHOUSED.		EX-WAREHOUSED.	
Spirits.....	6,691.73	p. gals	3,263.69
Malt.....	37,849	lbs	37,849
Tobacco.....	9,516½	lbs	8,964½
Raw.....	853	lbs	853
Cigars.....	13,000		27,500
Removed to Vancouver—Spirits.....	3,160.27	p gals	
" " Tobacco.....	591	lbs	
" " Raw.....	700	lbs	
Spirits exported.....			78.44 p gals

COLLECTIONS.

Spirits.....	\$ 4,805 48
Malt.....	756 98
Tobacco.....	2,241 12
Cigars.....	1,006 80
Petroleum inspection.....	190 10
Total.....	\$ 9,000 48



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