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Butter Crocks, from 1 to 8 gallons
Liquor Jugs, (imperial measure) 1 to 4 gallons.

Bean Pots, 1 qt, 2 qt and 1 gallon.
Preserve Jars, 2 qt, 1 gal. and 2 gal.
Cupsidors.
Spittoons.

Also some nice

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Everybody interested in above should send list of requirements and write for prices. We will save you money.

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25, 27 & 29 YATES ST.,

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Premier	\$3 00
XXX	3 75
Strong Bakers or XX	3 30
Superfine	3 05
The Victoria Roller Mills quote Victoria flour in 10-bbl. lots at the mills as follows :		
Delta	.....	\$1 00
Victoria XXX	.....	1 00
Jobbers' quotations to the trade are :		
Delta, Victoria mills	.....	\$ 4 25 @ 0 00
Lion, " "	.....	4 25 @ 0 00
XXX	.....	4 25 @ 0 00
Premier, Enderby mills	.....	4 25 @ 0 00
XXX, " "	.....	4 10 @ 0 00
XX, " "	.....	3 65 @ 0 00
Superfine, " "	.....	3 40 @ 0 00
Ogilvie's Hungarian	.....	4 00 @ 0 00
Strong Bakers	.....	4 45 @ 0 00
B. C. Fort Garry Hungarian	.....	4 30 @ 0 00
Strong Bakers	.....	4 45 @ 0 00
Oak Lake Patent Hungarian	.....	4 60 @ 0 00
Strong Bakers	.....	4 45 @ 0 00
Regina Hungarian	.....	4 60 @ 0 00
Strong Bakers	.....	4 45 @ 0 00
Benton County, Oregon	.....	3 85 @ 0 00
Portland Roller	.....	3 85 @ 0 00
Snowflake	.....	3 75 @ 0 00
Wheat, per ton	.....	26 00 @ 30 00
Oats	.....	39 00 @ 32 50
Oil cake meal	.....	35 00 @ 40 00
Chop feed	.....	25 00 @ 30 00
Shorts	.....	22 00 @ 28 00
Bran	.....	20 00 @ 25 00
National Mills oatmeal	.....	3 50 @ 0 00
" " rolled oats	.....	3 00 @ 0 00
" " split peas	.....	3 50 @ 0 00
" " pearl barley	.....	4 50 @ 0 00
" " Chop feed	.....	23 00 @ 25 00
" " Special chop feed	.....	20 00 @ 20 00
California oatmeal	.....	3 75 @ 0 00
California rolled oats	.....	3 75 @ 0 00
Corn, whole	.....per ton	37 50 @ 40 00
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

RICE.

The Victoria Rice Mills quote whole-ale :

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

DRY GOODS.

The Toronto *Empire* says: "The arrival of the Easter holidays finds the wholesale dry goods merchants in good temper. The mild warm weather of the past three weeks has influenced a free movement in spring fabrics, notwithstanding tariff uncertainties and other adverse conditions. The trade is unanimous in stating that the sales during March this season have been ahead of those during the first three weeks of March last year, and by general consent the reason for the improvement is assigned to the early seasonable weather. Up to the present the season's trade is behind that of last year, owing to the light placing of orders, but the evidence is growing stronger week by week that a more active sorting trade will off-set the light buying at the beginning of the season. House sales have been restricted owing to the holiday. Orders from travellers and by mail, however, have been fair. An agent who canvassed the trade during the week stated to-day that all of the houses were doing a nice business. The principal movement at present is in dress goods, dress trimming, silks, laces, parasols, spring suitings and overcoatings, men's furnishings, carpets and house-

furnishings. The representatives of the Canadian mills are now booking orders for fall deliveries in such goods as flannels, blankets, etc. Jobbers pronounce the samples to show an improvement on those of last year, in make and finish, while the prices are fully as close. The home manufacturers are thus entrenching themselves in view of possible changes in the tariff. The woollen mills report orders for fall delivery to the clothing trade as being quite satisfactory and sorting orders for this spring's trade are coming in well. The wholesale houses, however, are acting cautiously and orders for blankets and flannels are not so large as usual at this season of the year. Doubt is expressed as to whether some of the smaller mills will be able to complete their orders. Sales have been made at very low prices, and as yet some of them have not submitted samples of the goods they propose to deliver. Orders for shirts and drawers, underwear and top shirts are fair. One reason, perhaps, while wholesale houses are hesitating about placing orders for flannels is to be found in the cut in prices inaugurated by a large commission house in Montreal. Prices, however, seem to be so low that any movement should be in an upward direction."

LUMBER.

There have been two arrivals of vessels to load lumber—the British ship Astoria, 1,335 tons, Capt. Dagwell, arrived at Victoria March 29 from Liverpool with general cargo. She is under charter to load at the Hastings Mills for Cork, U. K., for orders. The Chilean ship Hindostan, 1,542 tons, Capt. Walsh, arrived at Moodyville March 30 from Valparaiso in ballast, and will load a return cargo on owners' account. The American barkentine Modoc, 452 tons, Capt. Bosch, is now on the way from San Francisco to load a cargo of mining props at Mill Bay, Cowichan, for Santa Rosalia on account of Robt. Ward & Co., Ltd.

The export mills of British Columbia and Puget Sound are making an arrangement to generally advance prices. To this end, meetings have already been held at Victoria, Vancouver, Puget Sound points and San Francisco. The low figures that have been ruling in the export trade for some time have resulted in losses to the mills that cut lumber. It is now freely confessed that the mill owners are heartily sick of cutting, and are all anxious to establish quotations for the export trade on a fair and profitable basis. The final negotiations will probably be completed by a representative of the British Columbia milling interests who is now in San Francisco, during the present week. Inquiry for export is said to be showing improvement. There are several orders on the market, but suitable vessels are difficult to procure. Vessel owners are asking higher rates of freight in consequence of the demand for tonnage.

The following vessels are loading lumber at British Columbia ports for foreign: At Moodyville Mill—Am. schr. Aida, 507 tons, for Shanghai; Chil. barque India, 953 tons, for Valparaiso; Chil. ship Hindostan, 1,542 tons, for Valparaiso. At Brunette Mill—Br. bark Thermopylae, 948 tons, for Shanghai. Total, 3,950 tons.

The following are the current city quotations, net in yard: Rough, \$8.00 per

Mft; rough clear. \$14; ship lap, \$10; tongue and groove flooring, 4 in. No. 1, \$16; do. 4 in. No. 2, \$12; do. 6 in. No. 1, \$15; do. 6 in. No. 2, \$11; rustic, No. 1, \$15; do. No. 2, \$11; surfaced, \$15; shingles, \$2; lath, \$1.75.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchants' lo. ordinary sizes, in lengths to 40 feet inclusive, per M feet. \$ 8 00 Deck plank, rough, average length, 35 feet per M..... 19 00 Dressed T. and G. flooring, per M..... 15 00 Pickets, rough per M..... 8 00 Laths, 4 feet 6 in, per M..... 1 90

BUSINESS CHANGES.

A. J. Venn, boots and shoes, has opened at Kamloops.

J. H. Gosnell, boots and shoes, Victoria, has closed out.

S. M. Wharton, is erecting a sawmill at New Denver.

Patrick Murphy, hotel, Donald, contemplates selling out.

Langman & Co., are opening a general store at Chilliwack.

John Boyd & Co., metal brokers, are opening at Vancouver.

Olson, Clark & Leitch, furniture, Vancouver, have dissolved.

J. D. Rae, grocer, New Westminster, is reported admitting a partner.

E. Hunt & Co., have succeeded Mrs. Hunt, general store, Steveston.

W. Maxwell Smith & Co., teas, coffees, spices, etc., are opening at Vancouver.

Steward & Mills, electrical agents, Vancouver, have dissolved. W. T. Steward continues.

McDowell & Co., druggists, Vancouver, have sold out Westminster avenue branch store to John K. Sutherland.

R. Grant and L. Mounce, sawmill, Wellington, have amalgamated with the Shawnigan Lake Lumber Co.

W. J. Marvin, Victoria, has been appointed agent for Alex. McPherson & Son, general hardware merchants, Montreal.

The Stanley House, dry goods stock, Victoria, has been sold by mortgagee to F. T. Childs, who advertises bankrupt sale.

J. J. Banfield, Vancouver, has been appointed general agent of the National Assurance Company of Ireland, for the mainland.

Messrs. Philip & Mitchell, real estate and insurance agents, have removed to Dupont Block, Columbia street, New Westminster.

The Provincial Building and Loan Association, (foreign) has been registered; capital stock, \$5,000,000. Victoria is the place of business.

The Victoria Iron Works Co., (Ltd.) will be wound up by order of the court, under the Winding-up Act. Wm. Monteith was appointed official liquidator.

Postill Bros. and T. W. Williams, butchers, Vancouver, trading as the Okanagan Cattle Co., have dissolved. T. W. Williams retiring. Postill Bros. continue under the old style.

SAVE FUEL

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COVERING

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**Steam Pipes,
Boilers**

AND ALL

Heated Surfaces

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WOOL****Sectional Covering.**

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OF EVERY DESCRIPTION.

**CANADIAN
MINERAL WOOL CO.,
LIMITED.****118 BAY STREET,
TORONTO.**M. STROUSS, Victoria, sole agent
for British Columbia.**U. S. TRADE RECUPERATION DE-
LAYED.**

There are doubtless good and sufficient reasons why there is no such revival in general trade as we have been led to expect would occur before this season of the year. All such delays are charged against the failure to enact a new tariff, but while this is a plausible excuse, it does not go to the root of the matter, which is that the country is impoverished and has not the money to buy goods that are required, beyond anything more than the prime necessities of life, and with many consumers scarcely enough for that. While the tariff is doubtless an element of great disturbance, there is no assurance that trade will recuperate promptly when it is settled, nor is there any strong probability that such settlement may be expected in the early future, although it certainly does seem reasonable to expect that the radical difference among members of the Senate may be harmonized, so that the bill will pass that body, but then it has to run the gauntlet of the House again, and perhaps be greatly modified by a conference committee, so that it is impossible to predict, with any certainty what its final provisions will be; it is even suggested that the bill will fail altogether, which would leave the old tariff in force, but that is not probable, and even if this should be the case there would be no assurance that it would long remain undisturbed, and that uncertainty would still hang over the markets with all of its demoralizing effect.

There are some well authenticated reports of an increase in business in some lines, but these are mainly for medium and low priced goods for immediate consumption, while there is no gain in confidence that there will be an early recovery in the general demand for commodities or that the future wants of the market will justify an increased production. When compared with a year ago the evidence is overwhelming that trade in almost any branch of business is far short of what it then was: that some of this is attributable to the lower prices prevailing, which makes it possible to buy more goods for the same money is doubtless true, but when full allowance is made for this it is evident that there is a deficiency to be accounted for that is anything but satisfactory or encouraging. Few men in manufacturing or in distributing merchandise are making any considerable profits, and not a few find their current expenses exceed their income.—*Cincinnati Price Current.*

Mr. Robert Wright has retired from the treasurership of the Grand Trunk Railway owing to ill health, and is succeeded by Mr. Charles Percy. Mr. J. J. Lanning is promoted to Mr. Percy's position as assistant to General Manager Sargeant.

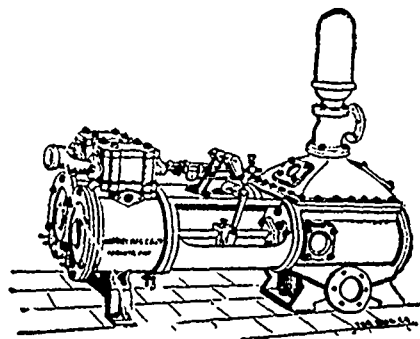
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Chartered Accountant and Auditor,

113 COLUMBIA ST., NEW WESTMINSTER.

—AND—

P. O. Box 636, VANCOUVER.

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Merchants.****75 WHARF STREET, VICTORIA.****SOLE AGENTS**Clover Leaf Brand of Cream-
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the medal and diploma at the
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MACHINERY.****DUPLEX OR SINGLE****WRITE FOR PRICES.****NORTHEY M'FG CO.
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SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports March 24, as follows: "During the week there have been the following arrivals: From the Northern mines, 27,600 tons; from Swansea, 3,600 tons. Trade in this line is very quiet except in the jobbing and retail branches. Importers complain bitterly of lack of cargo orders, only such sales are being made that absolute requirements call for. Prices favor the buyer, and apparently very seductive offers do not lead to business; evidently still lower values are anticipated. Why is a query, as higher outward grain freights might cause lower coal freights and their predictions might be verified, but facts and figures do not warrant any early improvement in grain. The change in the coal tariff is now pretty well established; viz., 40 cts. per ton, which will go into effect very shortly after the passage of the bill. The change will be a benefit to us, but our interests would have been better subserved if those most deeply interested had acted more advisedly. Instead of making an aggressive fight, we were too tepid and indifferent. Unfortunately these are becoming local characteristics in all branches of trade."

MARKETING FROZEN ORANGES.

The Southern California fruit exchanges have marketed a good many frozen oranges this season, under brands indicating sound fruit. If a dry goods or other merchant should sell his wares under a false brand, he would be denounced, and properly so, too, as a dishonest scoundrel. We do not charge the fruit exchanges with intentional fraud, but they have certainly been guilty of gross negligence. The grower or packer of such fruit, however, or both of them, must have known that the fruit was not what the marks on the box called for, and hence deliberately chose to defraud the buyer of such fruit. If these practices had occurred only to the extent of a few boxes of fruit, it might be overlooked on the score of error; but when the frauds run up into solid carloads, the veil of charity must be withdrawn and the rascality exposed. All this business should and must be stopped, if orange growers of Riverside and other sections expect to remain in business. The exchanges owe it to themselves, as well as the public, to deal with such dishonest growers or packers in a very vigorous manner. We have abstained from too close attention to this matter heretofore, believing that self-interest, if not common honesty, would have stopped the fraudulent practices long ago.

The exchanges can remedy this in short order, if they go about it. Let every box of fruit that is shipped to any market bear the marks of the exchange and an honest statement of its grade. Also let the sub-exchange from which the fruit was received be plainly lettered on the box, and also the name and post office address of the grower. Let the exchange refuse to receive all fruit not so branded. This course would put the people connected with every stage of the business on record, and frauds could be easily traced to their source. It is manifestly impossible for

A. RAMSAY & SON, MONTREAL



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RUSSIAN PURE LEAD
UNICORN PURE LEAD
UNICORN VARNISHES
CRESCENT STAR VARNISHES, ETC., ETC.
WINDOW GLASS, ART GLASS MIRROR
PLATES, ETC.

Special freight rates made for British Columbia.

THE CANADA PAINT COMPANY, LTD

Well-known brands of Paints, Varnishes, White Lead, Dry Colors, etc., etc.:

FERGUSSON, ALEXANDER & CO'S,
THE WILLIAM JOHNSON CO'S,
THE A. G. PEUCHEN CO'S,

Are all made by the CANADA PAINT CO, in Victoria on the old formulae. Come and see our well equipped Paint and Varnish Works, on the Janion Wharf, off Store Street, Victoria.

Factories in Montreal, Toronto and Victoria. Branch—Hastings Street, Vancouver.

Montreal Smelting and Refining Works.

G. Langwell's Babbit Metal.

This Babbit, or anti-friction metal, is the best that is manufactured, and is made in numbered grades, containing certain percentages of copper, tin, antimony, etc. Every block is stamped, "G. LANGWELL'S BABBIT."
A trial will convince users of its superiority.

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any inspector to know the character of the fruit that goes into each box. By the methods we propose, no special inspectors outside of the sub-exchanges would be needed, for with all the sub-exchanges in open competition, an honest pack would result, and much of the fruit that has come to the San Francisco market under the alluring brand, "Riverside Fancy Navels," would be plowed under the ground in the orchard to help fertilize the next crop.

Now, let us hear less about the "dishonest commission man" for a while, and let some of the men who have been so ready to accuse others take a look at themselves in the glass, to see how a genuine rascal really looks.—California Fruit Grower.

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D. M. CARLEY EDITOR-IN-CHIEF.
L. G. HENDERSON . . . BUSINESS MANAGER.

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VICTORIA TUESDAY, APRIL 3, 1894.

UTILIZING WASTE LANDS.

There are large quantities of waste land in this Province that are not fitted for very much from the point of view of agricultural production. There are, however, as we all know, innumerable spots where wheat, hay, roots and other products can be raised to a large extent, the soil being as fertile and productive as it is elsewhere, and their extent and capabilities are every day being better understood, and, in consequence, will be more largely availed of and developed. With these, it is only a work of time, and our possibilities, so soon as they are fully understood, will be turned to advantage by many experienced people who are at the present time desirous of finding locations where they can turn their energies and their capital to better advantage than they are now able to do.

Cattle men, too, are becoming better satisfied with their prospects and, with the amended and improved laws regarding their special industry, they will be inclined to more vigorously carry on their own particular avocation. We can raise and feed almost an unlimited quantity of cattle, and bring them to the highest state of perfection. When, then, we have proper cold storage appliances provided and are in a position to slaughter our beeves when at their best and hold their carcasses without deterioration until they are actually required for consumption, then will the range owner derive the highest benefit from his enterprise, and the people, who are the consumers, will be correspondingly advantaged. We have looked forward to this for a long time, and now that Sound capitalists and men of experience have signified their willingness to establish cold storage warehouses at New Westminster, we doubt not that this anticipation will be realized at no distant date.

British Columbia hops have, we are well satisfied to know, especially commended themselves in the Mother Country, having realized the highest prices, from the fact of their flavor being the nearest approach possible to that of the far famed products of Kent. The experiments made in the Okanagan country have, we hear, fully realized the anticipations of those who have embarked in that enterprise, and there are no doubt numerous localities elsewhere whose climatic and other conditions are eminently suited to this branch of industry; and we must not forget that it is not upon manufactures and even mining alone that we must depend for the

future. The Island of Vancouver must do more for itself in the way of agriculture more than it has done, the centres of Victoria, Nanaimo and, we may say, Comox affording markets for all kinds of articles which at present come either from Eastern Canada or from the United States by way of the Sound. We have undoubtedly had some experience of what can be done in the way of fruit raising, and official reports have amply shown how well our canned as well as green products have commended themselves in Great Britain and elsewhere. Reports from the Experimental Farms have, time and again, demonstrated how this can best be accomplished, and these, we should suppose, would have been inwardly and, at the same time, satisfactorily digested by those who have read and marked them. Our fruit orchards have, however, been sadly neglected, the well known fruit pests having been allowed to ravage and play havoc with them. Thanks to the action of the Government and the work of the inspectors, it is to be hoped that ere long there will be a change for the better in this respect.

It is, however, to the utilization of the lands mentioned at the beginning of this article that we would desire the more specially to refer. There are vast quantities of territory which it is impossible to plough, because of the stones and boulders by which they are dotted. Between these, fine specimens of the British Columbia fir have grown. For the lumber and its products into which that fir might easily be turned, outside of that which can be consumed at home, it is possible for us to obtain markets abroad. Meantime, it is easy to make preparations to replace the trees as we remove them with others that have a high value when the time comes to turn them into an article of merchandise. Trees, as is well known, require years to reach their full growth, and already we can economize time by tree-planting, not only in localities that it is hard to cultivate, but in our pastures where shade trees are of immense benefit to cattle. We talk about manufactures, and we none of us expect that it will be long before we shall have a considerable home market for the products of lumber. Black walnut is one of the most fashionable woods, which is abundantly demonstrated by the vast quantity of household furnishings that are made of this product or its imitations. As it is, the real article is getting comparatively scarce.

We have reason to believe that the black walnut tree would attain a high degree of excellence in this Province. In some parts of the United States and of Eastern Canada, it has become an article of cultivation. Comparatively speaking, the walnut tree grows rapidly, and, if the nuts are sown in the ordinary way—say a couple of inches below the soil—those who follow this course would soon have young trees to plant in the shadow of those which are being removed to subsequently take their places or to fill up spots that cannot be put to better account.

The experiment is an inexpensive one, and is worth trying—there is no difficulty in obtaining the nuts, and then, if the experiment of walnut growing succeed, as there would appear to be no doubt, there

would, in the course of a few years, be large quantities of walnut lumber to supply the requirements of lumber mills and furniture factories. Moreover, as we have often remarked, in many quarters, since the ordinary farmer does not appear to be specially impressed with the advisability and profit of sheep raising, the individual who has anything like a predilection, in that way, can, after the young walnut trees have attained a growth with which the sheep could not interfere, have, at the same time, the opportunity of lumber growing and sheep farming upon lands that have really no practical value otherwise.

THE BANK STATEMENT.

The official bank report for February shows that balances due to the banks in the United Kingdom fell \$491,000. There was an increase of one and a half millions in discounts, and of \$770,000 in call loans. The funds for these increases were secured by withdrawals of about the same sum from American agencies, over one-half of the total withdrawals from those points being called in by the Bank of Montreal. During the month deposits decreased \$987,000, but as the Bank of Montreal parted with these funds to the extent of \$1,200,000, the other banks increased their deposits by \$300,000. The change in circulation for the same period was only \$30,000.

LABOR BUREAUS.

It is announced that a deputation representing the Toronto Board of Trade recently waited upon the Ontario government and urged the establishment of boards of conciliation and arbitration throughout the province. Sir Oliver Mowat could not say positively that such a measure would be passed this session, but the probability was that it would.

We notice that recently a bill was introduced in the U. S. House of Representatives to make the Department of Labor a full fledged executive department with a cabinet officer at its head instead of a commissioner as at present. Upon this Bradstreet's remarks:

"There are some weighty reasons against such a change being made at the present time, and they were set forth recently with much cogency by Commissioner Wright, who addressed the House Committee on Labor in opposition to the project. Mr. Wright said that to have the Commissioner of Labor in the cabinet he must be of the President's political party and must change with every administration, and the employees under him not in the classified service also must be changed. The independent scientific character of the bureau would be thereby impaired. Its aim had been to collect and present statistics without any political motives, without regard to their effect upon political movements, and without attempting to sustain or demolish any theories, and politics had never been considered in the personnel of the office. Making the bureau a government department with power to enforce laws would, he said, confer some advantages, but at the same time would destroy its efficiency as a collector of facts; for if it were to enforce laws it would incur the enmity of some manufacturers and interests from which the bureau was accustomed to gather statistics, and with which it was on friendly terms at present."

BRITISH COLUMBIA COAL.

In the course of one of a series of articles on "Canada," the London *Times* comments on a group of striking facts in connection with the coal of British Columbia. It observes that along the whole Pacific coast of South America no coal is found suited for steaming purposes and there is none along the coast of North America until we come to Puget Sound. At different points on the Sound mines are being worked on American territory, but the coal is all of a distinctly inferior quality and it is only when we cross the boundary line into Canadian territory, that in Vancouver Island, the site of Britain's only naval station on the western coast of America, that large deposits of good steaming coal are met with. The superiority of this is beyond all question. Even the U. S. authorities have found it better and more economical to employ it for war vessels on the Pacific station despite all the protests of the carpens against the use of anything that is not distinctively a United States product. Indeed, at the present moment a prominent official of the U. S. Navy yards at Mare Island is under commission to specially examine the coal at the Union mines, Comox, whose super-excellence the authorities have found it to be utterly impossible to ignore.

SEALING REGULATIONS.

Progress is being made both in the Congress of the United States and the Imperial Parliament with the measures for legalizing and giving effect to the regulations recommended by the Behring Sea Commissioners at their sessions in Paris. The British Columbia sealing interest at the time of their formulation strongly objected to those rules which if legalized would it was claimed prove the destruction of the British Columbia sealing industry. A well known local sealer remarked that the commissioners had got matters somewhat mixed up, having fixed the close season at the wrong period of the year. There are, of course, some owners of schooners who made up their minds that there was little or no protection for their interests to be expected from the British Government when the imperative, not to say imperious, demands of a "first class power" were involved, and hence they sent their vessels over to Japan. Those of them who did not follow this course, have, it would appear, only the month of April during which to pursue their avocation, and, as has been remarked, what with climatic conditions and the British and American regulations, the seal can grow fat and laugh at the hunters. The seal, it has been remarked, may, under certain conditions, be killed with spears, but he has become so wary, it is said, that these weapons can no longer be used to the same advantage that they once were. The American and British measures to implement the findings of the Paris tribunals are making progress before the chambers responsible for their passage, and, so far as the sealers can see, are said to mean the destruction of the industry, in the interest of the speculators and politicians who have leased the Priby-

loff Islands from the American Government, unless the Japanese, authorities refuse as they have been urged to do to endorse the regulations, in which event the B. C. sealing fleet would be forced to sail under the Japanese or some other flag whose government is not a party to the convention. It has been well declared that the award of the Commissioners though in theory adverse to the Americans gives their government complete control of Behring Sea but at the same time does not interfere with the special privileges of the Commercial Company which it allows full swing in Behring Sea where the seals can be slaughtered almost without let or hindrance. In any event, the regulations should not go into effect this season, the vessels, not having been notified to the contrary, having already made their arrangements and started on their cruises.

THE PACIFIC CABLE.

The postal conference which has been in session at Wellington, New Zealand, has recommended for the magnetic telegraph under the Pacific ocean a route starting at Bundaberg, in Queensland, and proceeding to Samoa, Fanning island, Honolulu and Vancouver. On October 16 last, the initial stretch of this cable was completed, when Bundaberg and Noumea were put into communication, and the first message from Gov. Albert Picquie passed between New Caledonia and Queensland, a stretch of 792 miles toward a Pacific cable. It is proposed to extend the line first to a point in the Fijis, thence to Apia in Samoa, from there to Fanning island, of which the English some time ago took formal possession, and thereafter to Honolulu and Vancouver.

This is partly much the same route that was advocated by Mr. Sandford Fleming, and as it will be seen, has its northern terminus in this province. As we understand it, it is uncertain whether or not the cable will be landed on the Island of Vancouver and there continue across the straits, or whether it shall go direct to the mainland. The friends of the Victoria terminus say that it would be much more economical to have the Pacific cable terminate here, owing to the fact that the passage of the wires along the island would augment the accommodations given to the merchants of Victoria and Nanaimo, while at the same time it would give to the mainland exactly the same chance that it would otherwise have. Besides, it is said that there are peculiarities in the formation of the bed of the straits which, if traversed for a considerable distance, would increase the chances of interruptions that there would be by a mere traverse from land to land direct at the shortest point of crossing.

EDITORIAL COMMENT.

THERE is, says an eastern newspaper, war between the Canadian accident insurance companies and the Canadian Pacific Railway. Until a few days ago accident tickets of the Canadian companies were handled on the lines. Recently General Passenger Agent D. McNicoll ordered all ticket agents of the Canadian Pacific to

suspend the sale of Canadian insurance tickets, stating that arrangements had been made with the Travellers of Hartford, Conn., for a certain consideration to give them a monopoly of accident insurance on their lines, including the right to canvass the employees of the company for accident insurance.

THE missing crew of the derelict barque Archer have, with the exception of two men who were lost, turned up at San Francisco, having been rescued by the barque Potter, which bore down on them about half an hour after they left their vessel. The men, according to the statement made by the captain, had a pretty rough time of it, and there is no wonder that they abandoned their ship. In addition to the vessel having capsized, fire broke out in the cabin, while the difficulties encountered by the men in getting clear of their ship were very considerable, in fact, to read the story, one can readily imagine that they had a terrible battle for life.

DETAILED official statistics of U. S. importations show that the importations for the fiscal year 1893 amounted to \$530,379,052.53, of which articles to the value of \$400,069,658.48 were dutiable. The total duty collected was \$198,373,452.97, which, computing the average on dutiable values only, shows an average ad valorem rate of 49.58 per cent. The House Tariff bill gives a revenue of \$124,633,002.17 at an ad valorem rate of 35.52 per cent., while the Senate bill gives a revenue of \$165,903,771.45 at an average ad valorem rate of 34.19 per cent. The House bill thus reduces the revenue by \$73,690,448.80, while the reduction under the Senate bill amounts to only \$32,469,681.52.

THE Montreal *Gazette* says: "The fifth of the month (March) was a big day for maturing paper with the dry goods trade, and three big houses, whose connections extend from the Atlantic to the Pacific, state that 65 per cent of their paper was met. This is considered a very good showing. On the other hand the *Trade Bulletin* reports that the paper falling due on the 5th and 6th of the month was very poorly met, and renewals were the order of the day. In a number of instances country customers never even took the trouble to advise their Montreal correspondents that they were unable to protect their notes, much less to make arrangements for their retirement. It is expected, however, that remittances will be received from these makers in a few days.

At their last meeting, the council of the British Columbia Board of Trade discussed the question of the importation of rice and its relation to the milling industry, the result being the adoption, for immediate transmission to Ottawa, of a resolution strongly favoring the admission of "paddy" free, with such a duty on the cleaned article as would afford reasonable protection to the industry. The rice mills here are an institution of some importance, and when it is remembered that the consumption of rice is mainly by Chinamen who are practically outside the province of Dominion taxation, there ought to be no reason why this industry should not have all the protection it requires. It is to be hoped that the local Dominion members will be successful in their presentation of the case to the Finance Minister.

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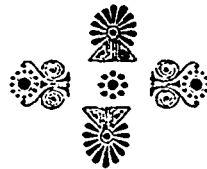
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THE FIRST IRISH POTATOES.

Sir Walter Raleigh was an unprincipled adventurer and failed as an administrator and colonizer, but he had a most commendable taste for planting and gardening, and in these branches of effort his influence remains potent. Three hundred years have passed since he lived in Ireland, in the county of Cork, on the vast estate which had been bestowed upon him, but the yellow wall flowers which he brought to Ireland from the Azores still

flourish and bloom in the very spot where he planted them.

Near by, at Youghal, near Cork, on the shores of the Blackwater estuary, stands the Affane cherry which he planted. Some cedars which he brought to Cork are still growing at a place called Tivoli. Four yew trees, whose branches have grown and interlaced into a sort of summer house, are pointed out as having sheltered Raleigh when he first smoked tobacco in his garden at Youghal. Raleigh tried to make tobacco grow in

Great Britain, but the climate was not found suitable to it. He succeeded, however, by introducing the habit of smoking it, in making it grow in plenty in other places.

More important to the world than the spot where Raleigh sat and smoked his Indian weed is another spot in his garden at Myrtle Grove, in this same Youghal. This spot is still bounded by the town wall of the thirteenth century. It was here that Raleigh first planted a curious tuber brought from America, which thrived vastly better than his tobacco plants did.

This tuber Raleigh insisted was good to eat, though common report for a long time pronounced it poisonous. Some roots from his vines he gave to other land owners in Munster. They cultivated them and spread them abroad from year to year.

This plant was the Irish potato. Before many generations, it became the staple food of the Irish people—almost the only food of a great many of them.

It was the "Irish potato" which came back to America and became the groundwork, so to speak, of the American farmer's and workingman's daily breakfast and dinner. Sir Walter's curious experiment in acclimatization became an economic step of the very first consequence, and the spot at Youghal which was its scene deserves marking with a monument much more than do the places where the blood of men has been shed in battle.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Routenbeck	930	Russell	October 9	C Victoria	Liverpool	38,800	\$201,875	
Ger ship.	Sirene	1437	Sauerlich	October 19	Victoria	London	56,558	282,790	
Br ss	Grandholm	871	Masson	October 19	Victoria	Liverpool	31,707	158,535	January 13
Br bark	Jessie Stowe	615	Blanche	October 14	New Westm'r	London	30,000	137,112	
Br bark	Ladstock	815	Williams	October 19	B New Westm'r	Liverpool	35,773	178,865	
Br bark	Formosa	915	Kain	November 18	Victoria	London	38,121	191,880	
Br bark	City of Carlisle	823	Hughes	November 21	Victoria	Liverpool	37,381	185,905	
Br ship	Candida	1222	Kee	December 22	Victoria	Liverpool	A 50,318	249,523	
Br ship	Harold	1307	King	January 18	New Westm'r	Liverpool	61,091	321,311	
Br bark	Primera	597	Gardner	December 17	Victoria	London	21,660	125,350	

A—Other cargo value \$4,346. B—Spoken Nov. 8 in lat. 23 deg. N., long. 121 deg. W. C—Spoken Jan. 5 lat. 53 deg. S., long. 56 deg. W.

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,918	7,814	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 4	Vancouver	Plymouth	923,658	9,882	M. y 20	52s 6d
Nor bark	Fritzoe	1078	Rolfson	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	891,663	15,537	June 23	Private...
Chil. bark	India	453	Funke	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn.	Bittern	329	Stronach	Jan. 20	Vancouver	Fremantle, Au	302,950	4,201	May 16	owners ac
Ger ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br ship	County of Yarmouth	2151	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindustan	1432	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,242	July 14	owners ac
Am bark	Seminole	1430	Weeden	March 19	Moodyville	Santa Rosalia	1,010,313	7,964	April	Private...
Am ship	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 28	Private...
Br bark	Assel	735	Gilmour	March 6	Moodyville	Antofagasta	631,163	6,577	June 23	35s
Br ship	Nutina	1106	Grahn	April 20	Vancouver	Port Pirie	961,368	7,718	Sept. 22	42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark	John Ene	3600	Schnauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	Aug. 7	40s
Br bark	Blairhoyle	1221	Gray	June 1	Vancouver	Sydney	913,683	7,804	Aug. 16	31s 3d
Br bark	Mary Low	913	Robertson	May 24	Vancouver	Pisagua	663,000	5,296	Aug. 26	35s
Nor bark	Sigurd	1530	Aase	May 24	Vancouver	Port Pirie	1,126,000	10,638	Aug. 31	40s
Chil. ship	Atacama	1235	Caallero	May 13	Moodyville	Valparaiso	967,361	7,762	Aug. 19	owners ac
Br bark	Wythop	1248	Edwards	May 26	Vancouver	Sydney	1,019,667	8,305	Aug. 15	31s 3d
Br ship	Gryfe	1069	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	Nov. 29	50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,908	Oct. 4	55s
Br bark	Doetra	966	McJerrrow	June 26	Vancouver	Aduaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1799	Lawton	July 29	Vancouver	Callao	1,436,128	12,463	Oct. 29	30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,882	Oct. 14	38s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,043,008	7,896	Aug	Private...
Am schr.	Puritan	531	Warner	Aug. 4	Moodyville	Tientsin	725,954	6,625	Sept.	55s
Am bark	Sonoma	338	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289	Nov. 29	30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,831	Dec. 8	37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	921,554	10,300	Jan 20	52s 6d
Nor bark	Fortuna	1332	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,286,192	10,288		36s 3d
Br bark	Gainsborough	1885	McPhail	Sept. 7	Moodyville	Valparaiso f.o	792,153	5,521		33s 9d
Chil. bark	India	453	Funke	Sept. 10	Moodyville	Valparaiso	799,297	7,000	arrived	owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr.	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	911,716	5,916	Oct. 28	37s 6d
Am bktn.	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076	Nov. 25	Private...
Am bktn	Hilo	612	LeBallister	Sept. 24	Westminster	Sydney	688,652	6,649	Nov 18	28s
Am schr.	Lyman D. Foster	725	Dreyer	Oct. 14	Cowichan	Sydney	871,305	7,614	arrived	27s
Am bark	Hesper	661	Underwood	Oct. 12	Vancouver	Adelaide	779,308	5,886		37s
Am schr.	Wm. Bowden	728	Ejrem	Oct. 18	Victoria	Adelaide	861,622	6,031	arrived	37s 6d
Br bark	Elizabeth Graham	528	Anderson	Oct. 24	Moodyville	Melbourne	524,681	3,969		Private...
Am brig.	Geneva	471	Nelson	Oct. 15	Vancouver	Sydney	511,228	4,157	Dec. 19	27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	657,374	6,060	arrived	40s
Am bktn	Robert Sudden	585	Ulberg	Oct. 25	Vancouver	Port Pirie	711,808	4,616	Jan 23	37s 6d
Am schr.	Salvator	414	Wells	Oct. 29	Westminster	Port Pirie	527,000	4,216		37s 6d
Am schr	Louis	820	Hatch	Nov. 8	Vancouver	Iouiqui	863,415	8,604	Jan. 28	40s
Am schr	John D. Tallant	533	Henderson	Nov. 19	Victoria	Sydney	705,807	10,800	Jan 21	28s
Nor ship	Germanic	1269	Sunde	Dec. 29	Vancouver	Cork, U.K.f.o.	910,483	9,973		60s
Am schr	Reporter	333	Mackie	Nov. 24	Vancouver	Nagasaki	A 364,294	10,060	Feb. 12	Private
Am bark	Snow & Burgess	1578	Mortenson	Dec. 31	Vancouver	Santa Rosalia	1,075,000	7,113	Jan. 30	Private...
Am ship	Benj. Sewall	1361	Sewall	Dec. 28	Vancouver	Cork, U.K.f.o	1,021,624	13,135		55s
Am bark	Colorado	1460	Gibson	Jan. 1	Vancouver	Shanghai	707,000	5,656		37s 6d
Am bark	Templar	910	Lee	Dec. 26	Vancouver	Callao	567,001	4,911		35s
Am schr	W. H. Talbot	776	Bulfin	Dec. 28	Vancouver	Cape Colony	804,183	6,031		75s

A—Also 100 spars.

B. C. LUMBER FLEET, 1894.

Am ship.	Eclipse	1536	Peterson	Jan. 20	Vancouver	Greenock	1,072,820	10,720		60s
Nor ship	Beaconsfield	1150	Hastiansen	Feb. 5	Vancouver	Cork, U.K.f.o	1,035,411	13,491		Private...
Am schr	Pioneer	397	Hughes	Feb. 28	Victoria	Santa Rosalia, A	57,714	461		Private...
Am. schr	Aida	507	Anderson		Moodyville	Shanghai				40s
Chil. bark	India	453	Funke		Moodyville	Valparaiso				owners ac
Br bark	Thermopylae	918	Winchester		New Westm'r	Shanghai				37s 6d
Chil. ship	Hindustan	1512	Welsh		Moodyville	Valparaiso				owners ac
Br ship	Astoria	1335	Dagwell		Vancouver	Cork, U.K.f.o.				Private...

A—Also 68,043 lineal feet of props valued at \$1,020.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	Tons	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br-ship	Benmore	1160	Scott	Dec. 22	Liverpool	Victoria & Van	R. P. Rithet & Co. and B.C. Iron Works	102
Br-ship	Borrowdale	1197	Holderston	Dec. 22	Liverpool	Victoria & Van	Robert Ward & Co. and Evans, C. & E.	102
Br-ship	Bullachulish	1806	Gowder		Java	Vancouver	B. C. Sugar Refinery Co.	
Br-bark	Northernhay	1221	Miller	Dec 5	C Cardiff	Esquimalt	Naval Storekeeper	119
Br-ship	Astracna	1572	Jones	Dec. 21	London	Vancouver	Evans, Coleman & Evans	103
Br-ship	Eaton Hall	1779	Lowrison		K London	Vic and Van	Robt. Ward & Co., Ltd and Evans, C. & E.	
Br-ship	Lismore	1538	Ferguson	March 17	J London	Victoria & Van	Turner, Beeton & Co.	17
Chil ship	Atacama	2395	Caballero	Jan. 13	F Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	80
Br-ss	Empress of Japan	3093	Lee	March 21	M Hong Kong	Victoria & Van	C. P. S. Co.	12
Br-ss	Mogul	1827	Johnson	March 20	D Hong Kong	Victoria	Dodwell, Carlill & Co.	13
Br-ship	Clan Robertson	1625	Lane		H Hogo	Royal Roads		
Br-ss	Arawa	3268	Stewart	March 17	E Sydney	Victoria & Van	C. A. S. S. Co.	17
Br-ship	City of Glasgow	1163	Tannock	March 5	C Cardiff	Esquimalt	Naval Storekeeper	29
Br-schr	Grace Harwar	1750	Hunt		B Yokohama	Vancouver	Hastings Mill	
Br-bark	Nautique	960			H Honolulu	Vancouver	Hastings Mill	
Am bark	Medoc	452	Bosch		A San Francisco	Victoria	Robert Ward & Co., Ltd	
Br-bark	Coron	1325			B Yokohama	Royal Roads	for orders.	
Br-ss	Empress of China	3063	Archibald		G Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br-ss	Victoria	1992	Panton		H Hong Kong	Victoria	Dodwell, Carlill & Co.	

O—Spoken Sept. 13 lat. 13° N., long. 26° W. C—Dec. 11 put into Falmouth with loss of some sails; Dec. 30, sailed again. Spoken Jan. 22 lat. 3 deg. N., long. 26 deg. W. I—Dec. 23, passed Deal. Spoken Jan. 18 lat 3° N., long. 28° W. To load grain at Tacoma. K—Jan. and Feb. loading. L—Dec. 26 arrived at Holyhead. Jan. 3rd sailed. Spoken Feb. 9 lat. 4° S., long. 30° W. F—Jan. 15 returned to Valparaiso with spars damaged. To load a return cargo of lumber. M—Via Yokohama March 30. D—Via Yokohama March 31. E—Via Suva and Honolulu. B—Under charter to load lumber. A—Chartered to load cargo of mining props at Mill Bay for Santa Rosalia for lump sum. G—To sail April 12. Via Yokohama April 21. J—Passed Deal March 18; Dungeness March 21. H—To sail April 10. Via Yokohama April 21.

VESSELS IN PORT.

(April 2, 1891.)
VICTORIA.

Am. bark Wrestler, 417 tons, Capt. Bergman, went ashore during the gale.

Br. bark Therinopylae, 948 tons, Capt. Winchester, from Hong Kong with paddy, Victoria Rice Mills, consignees. Chartered to load lumber at New Westminster, for Shanghai.

Br ship Astoria, 1335 tons, Capt. Dagwell, arrived March 29, from Liverpool, with general cargo. Turner, Beeton & Co., consignees. Chartered to load lumber at Hastings Mills.

Br. schr Norma, 53 tons, Capt. Walker, arrived March from Penrhyn Islands, with cargo of cocoanuts. Will discharge on Puget Sound.

Br. bark Archer, 765 tons, derelict.

VANCOUVER.

Am. schr. Aida, 507 tons, Capt. Anderson, arrived March 9, loading lumber for Shanghai at Moodyville.

Br. steamship Empress of India, 3,033 tons, Capt. Marshall, arrived March 14.

Chil. bark India, 953 tons, Capt. Funke, arrived March 14, loading lumber at Moodyville for Valparaiso.

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

Br. ship Ainsdale, 1,725 tons, Captain Owens, arrived Feb. 26, from Liverpool, with general cargo. Chartered to load grain at Tacoma for Cork, U. K., f. o.

Ger. bark Gutenberg, 527 tons, Capt. Zepfen, arrived Feb. 28, from Glasgow. Discharged cargo and lying in stream unchartered.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
Am. ship J. B. Brown, 1473 tons, Capt. Magune; Am. ship Louis Walsh, 1497 tons, Capt. Gammons; Am. bark Wilna, 1409 tons, Capt. Slater; Am. bark Highland Light, 1265 tons, Capt. Hughes.

WELLINGTON SHIPPING.

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

Am. bark Kate Davenport, 1,104 tons, Capt. Reynolds.

Haw bark Leahi, 557 tons, Capt. Neilson.

Am. ship Raphael, 1,465 tons, Capt. Harkness.

Am. ss. Willamette, 1,605 tons, Capt. Hansen.

Am. ss. Empire, 526 tons, Capt. Jesser.

Am. ss. Al Ki, 888 tons, Capt. Smith.

Am. bark Sumatra, 1,015 tons, Capt. Olsen.

UNION SHIPPING.

Am. ship America, 1,952 tons, Capt. Harding.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	5	3,548
Vancouver	6	8,357
Nanaimo	13	16,578
Total	24	28,483
Previous week	11	12,398
Correspond'g week last year	22	31,563
" " 1892	14	19,872

FREIGHTS.

Freights are steady, nominally, at previous rates, but positively no business is passing. In San Francisco, however, there have been one or two charters to arrive at 27s 6d to Cork for orders with the usual options.

Lumber freights from B. C. or Puget

Sound are quoted as follows:—Valparaiso for orders, 37s; 6d; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie; 37s 6d; United Kingdom, calling at Cork for orders, 63s 9d; Shanghai, 38s; Tientsin 55s, nominal, South Africa 60s.

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

Work at the new Guichon cannery is now well advanced, and the premises will be ready in good time for the cannery season. It will have a capacity for from 15,000 to 20,000 cases.

The Montreal Canning Co. are hard at work on their new cannery building at Steveston, and they also hope to be in good order for canning work. They contemplate a pack of 20,000 cases.

A meeting of creditors of Green, Worlock & Co., representing \$200,000, was held Monday, and after considerable discussion it was resolved that none of the circulars in regard to payment of assignees be signed, until the result of a meeting between a committee appointed and the assignees be ascertained.

Messrs. Munn & Co. have leased the Bon Accord Cannery to Messrs. Wallace Bros. & McKenzie, of Kalama, Wash., to be used in the sturgeon freezing and packing business. This firm have already an established business on Columbia river. A large freezer capable of holding several car loads of fish will be erected. The Great Northern Railway have a siding at Bon Accord, which places Messrs. Wallace Bros. & McKenzie in a very favorable position for the transport of their catch to the eastern markets.

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

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MEN'S

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**BRITISH COLUMBIA SPRING TRADE, 1894**

*Newest Styles Selected for Spring Trade.*

AGENTS FOR WOODROW'S HATS.

WAREHOUSE:

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REGISTERED TRADE MARK.

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## LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Supervision of the Inland Revenue Dept.

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In all sizes and qualities and for every purpose. Jute or Cotton. Plain or Striped.

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AMERICAN GROCERIES,

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