

## THE CALIFORNIA FRUIT CANNERIES

The incorporated company known as the California Fruit Canneries seems to have been just the one thing necessary to the comfort of the gossiping element in the industry, and ever since the announcement of the formation of the company they have been having a good time in the discussion of the purposes of organization and the intentions of the board of directors of the company.

We are informed on application at the office of the secretary of the new company that not a word has been made public as to the intentions of the company, and that there is no means of information as to its plans available to anybody other than the articles of incorporation required by law to be filed with the County Clerk.

These articles do not disclose anything as to the company's intentions other than to state in the most general way that it is the company's intention to engage in the manufacturing, buying and selling of canned goods and dried fruit, to buy and sell canneries and do everything necessary in the conduct of their business.

How anybody can infer from this that it is the intention to create a trust or a combination is beyond our comprehension. None of the cannery companies now in existence are mentioned at all. It is true that the members of the new company are all largely identified with our cannery interests and that they now are all interested in canneries. So far as we have been able to learn, the canneries are operated to-day and will be operated during the coming season as they always have been—as individual enterprises.

There are ten thousand things which the California Fruit Canneries might undertake to do under its articles of incorporation, and there are likewise a great many things which, by the laws of the state it is positively prohibited from doing under the penalty of a forfeiture of its franchise. It must not attempt to combine for the purpose of limiting production, creating an artificial scarcity or advancing prices. It must confine itself to the letter of its purpose as prescribed in the articles of incorporation. There should be nothing further said about the California Fruit Canneries until something can be judged of its intentions by its works.—*S. F. Herald of Trade.*

## CITIES OF AUSTRALIA.

The prevailing state socialism is filling the larger towns with good things—excellent museums, splendid libraries, free reading rooms, parks, botanical gardens, manifold places of interest or amusement. These are for the multitude, and the multitude in Australia is unquestionably becoming southern in its taste for excitement and amusements, says a writer in the *Century*. For the rich are music, the theater and clubs as expensive and almost as luxurious as those of Pall Mall or Piccadilly. For the children of all, excellent schools and universities. So rich and poor alike crowd into the towns, which become large without becoming crowded, so wide is the room for expansion, so perfect the appliances of tram rail and boat for the suburban residence. Thus the cities have acquired not only an excess of population,

but also a social and political dominance which is neither British or American, and for which only a continental parallel can be found. To an outside observer the resulting condition of things seems artificial and not without grave dangers, but curiously interesting, as illustrating new forms of national growth, possibly incidental to extreme democratic development. The concentration of population has enabled the artisan class to secure unequaled present advantages, but there is justification for the view entertained by many Australians that it will sap the foundations of permanent prosperity, unless a check can be found. The gravest problem before Australia is apparently how to get a sufficient agricultural population to stay upon the land. The temper of the country is not favorable to the patient industry of the farm, with its remote results and slow accumulation. Within the last few years, the curious phenomenon has occasionally presented itself of a serious dearth of labor in country places, while in the towns masses of unemployed were beseging the government offices with demands for relief works. Sent, sometimes at government expense, to the rural districts, the "unemployed" soon drift back to the mingled wants and delights of city life.

## BUSINESS MANAGEMENT.

There are many people who regard the position as manager of a great manufacturing industry or commercial business as a sinecure, a position with a handsome salary attached and very little to do. Some say that the men who fill these responsible positions are lucky; that circumstances enable them to reach the top round in their respective avocations. Many assert that the average manager secured his exalted position owing to his wealth and influence, or through favoritism. This may be true in some cases, but not in the majority, argues the *Canadian Grocer*. The manager of any great industry or business earns every cent of the salary he receives, no matter how large it may be. He is the fountain head from which springs the very life-blood of the business in his charge. Managers of very large firms do not, as a rule, personally inspect or supervise the detail work, but they know, if they are thoroughly competent, everything that is going on in the respective branches and departments. They not only know in a general way, but have the details constantly before them, and the powers they exercise, though sometimes indirect, is what keeps the business moving. The care and responsibility of the manager never ceases from the time he assumes the responsible position until he finally resigns it for all time to come. In working hours he is found at his desk, and while the average employe is thinking of anything but work or business, the manager is planning for the future. Men who are paid salaries ranging from \$5,000 to \$20,000 per annum, with but very few exceptions, have no time for rest and recreation. In many instances the strain is so great that at the age when they should be in the prime of life, their hair is well besprinkled with gray, and the tell-tale crow's feet have crept about their eyes in large numbers. Life is a struggle for place, position and wealth, but the brawny wage worker, with an income commensurate with his wants,

unless he be fired with that ambition that possesses men who are never satisfied until they have reached the top, and even then sigh for new worlds to conquer, leads by far an easier and happier life. Jay Gould with all his millions is a physical wreck. In his office, on his trips over the railroads which he controls and directs, and in his home he is constantly attended by a physician to minister to nature when it gives way to the awful mental strain under which he labors from day to day and from year to year. Weariness is pictured in his eyes, and at an age when he should be an active, robust man, he moves feebly and nervously, his face deeply furrowed with the lines placed there by overwork, and he is to-day, in appearance, a very old man. There are thousands of others of similar character, but none can equal him as standing aloof from the rest of mankind, a singular character and an exemplification of the fact that wealth alone does not bring happiness and rest. Managers of great interests should be accorded due credit, not for their ability to direct, alone, but for their sacrifice of the so-called comforts and pleasures of life. True, wealth is preferable to poverty, but wealth without contentment is not as desirable as contentment without wealth.

## FOREIGN COAL SHIPMENTS.

Following are the foreign coal shipments for the month of May, 1891:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
2-	West Indian, ss., San Francisco	1,867
5-	Mexico, ss., Portland	611
7-	Brittain, ss., Whatcom, Wash.	201
8-	Remus, ss., San Francisco	4,005
9-	Brittain, ss., Whatcom, Wash.	208
12-	Jeremiah Thompson, ship, Wilmington, Cal.	2,393
12-	Columbia, ship, San Francisco	2,475
14-	Hounslow, ss., San Diego	4,162
16-	Eton, ss., Melbourne, Australia	691
16-	Tacoma, ss., Port Townsend	51
19-	Kennebec, ship, San Francisco	3,494
23-	City of Topeka, bk, San Francisco	1,980
23-	San Benito, ss., San Francisco	4,931
23-	Brittain, ss., Whatcom, Wash.	213
26-	Walla Walla, ss., San Francisco	468
29-	Bundalcer, bk., San Francisco	1,500
29-	Remus, ss., San Francisco	4,008
30-	Jennie, ss., San Francisco	1,211
30-	Lucy Lowe, s. schr, Whatcom	115
Total.....		35,452

WELLINGTON SHIPPING.		
Date.	Vessel and Destination.	Tons.
2-	Collis, ss., Port Angeles	35
2-	Modoc, ss., Honolulu	730
4-	Sea King, ship, San Francisco	2,400
4-	Lakme, ss., San Francisco	800
5-	City of Topeka, ss., Sitka	250
6-	Discovery, ss., Port Townsend	34
7-	Michigan, ss., Roche Harbor	60
8-	Richard III., bk, San Francisco	1,700
13-	Costa Rica, ss., San Francisco	2,400
14-	Collis, ss., Port Angeles	50
14-	Pioneer, ss., Port Angeles	70
15-	Holyoke, ss., Port Townsend	50
15-	Chilcat, ss., Wrangle	40
16-	Discovery, ss., Port Angeles	33
18-	Taichow, Astoria	1,200
19-	Collis, ss., Port Townsend	70
20-	Pioneer, ss., Port Angeles	27
20-	Mexico, ss., Sitka	350
22-	Pioneer, ss., Port Townsend	18
22-	City of Puebla, ss., Seattle	1,300
22-	Michigan, ss., Port Townsend	70
26-	Wellington, ss., San Francisco	2,530
29-	Willamette, ss., San Francisco	2,655
29-	Pioneer, ss., Port Angeles	30
Total.....		15,952

EAST WELLINGTON SHIPPING.		
Date.	Vessel and Destination.	Tons.
21-	Empire, ss., San Francisco	975