

jars, $\frac{1}{2}$ lb., 1 lb., 2 lb., etc., so that the customer can get whatever quantity he wants in a neat separate package, instead of in the objectionable large tub. In all other things the Americans study the market and send what will sell the best. Replying to the remark that Canadian goods are often consigned and do not always yield good returns, Mr. Lightbourne said it would be more satisfactory if the large island importers would go to Canada, and make arrangements with manufacturers, in which case he was sure trade would be larger and better. But it sometimes happened that Canadians glutted the market. In addition to filling orders they would send along a lot more of the same goods, which, on a limited market, could not do otherwise than have a bad effect on prices. His view was that if responsible island importers and Canadian manufacturers could get together, and the latter learn exactly what was required, the trade between them would be larger and more profitable.

There should be a good opening in British Columbia for some enterprising person or company in the pulp manufacturing line. According to *The Paper Mill*, a journal of the trade, the company who operate at Sault Ste. Marie, Ont., are now sending 500 tons per month to Japan, or about one-fifth of the product of their mill. The pulp, it is stated, "is shipped by way of Vancouver, Seattle and San Francisco, where it is loaded on vessels for Japan," but no reason is given for the adoption of that roundabout route when a more direct one is available. A large amount of pulp is used in China and Japan, the principal part of the supply having come in the past from Norway and Sweden, and the success of the Sault Ste. Marie company shows that Canadian manufacturers have a good chance to compete for the trade. A concern of this kind established on this coast would seem to have at least an equal chance with eastern firms, when the long railway haul is taken into account. —Vancouver Province.

A deputation from Cardiff, Wales, recently came to Canada with the idea of advancing trade interests. Of their conclusions *The Timber Trades* journal says: "The upshot of the visit will be, that in the fall of the year the Canadians will send over agents to negotiate contracts at Cardiff for timber, as well as provisions amongst other articles. This will be the biggest step yet gained with regard to the import of the Welsh metropolis. It is stated that Messrs. Dickson, the owners of the Lord Line, will put faster and larger boats on immediately the trade warrants such a step being taken. The population of Cardiff is itself 180,000; with the suburbs it totals 230,000, and within 30 miles of Cardiff there is a population of 1,500,000. The present imports at Cardiff are estimated at between three and four million pounds a year—just double the aggregate of a few years ago. A great deal of this import trade is lumber, and to-day Cardiff ranks second to London as a lumber-importing point.

BANK OF BRITISH NORTH AMERICA.

We have not the report of the last annual meeting of the Bank of British North America, for that was held in London, England, only on last Tuesday. But we have the report made and the balance sheet prepared for submission to the proprietors on that occasion. And we are bound to say that it seems a very satisfactory report. Compared with the March half-year, the net profits were not so great, but they sufficed to pay the same dividend, 25 shillings per share, which is at the rate of five per cent.; to apply £2,500 in reduction of premises account; and to enable £10,588 to be carried forward. And this after the placing of £447 to the Officers' Widows' and Orphans' Fund, and £350 to Life Insurance Fund.

Evidently the business of the bank is active. The totals of the balance sheet are increased in the twelve-month from \$28,190,000 in December, 1898, to \$30,265,000, in round numbers, in June, 1899. There is an increase in circulation, in deposits and current accounts, and a still greater increase in bills payable and other liabilities. On the other side of the account, specie and cash at call are proportionately larger, as well as consols and bills receivable. The bank has now twenty-four branches, and of these half are in "Old Canada," and the other half in Manitoba and British Columbia. The B.N.A. is one of the banks that have foreseen the importance of the Golden West of Can-

ada, and determined to be on hand for the business that is sure to come.

A NEW FACTOR.

We have elsewhere noted what automobilists in New York city have done towards resisting the enactment of laws or ordinances to restrict the operation of these machines. And they have obtained, it seems, an opinion from one of the corporation counsel that he is "unaware of any ground upon which it can be excluded from any street or road," since it has been shown to be a manageable vehicle. But inasmuch as various municipalities have seen fit to make bicycle regulations, which have proved not only necessary but salutary, we see no reason that equal necessity does not exist for regulating the motor-car. We agree with *The Chronicle* of New York, which says, writing of the new accident hazard which has come with the automobile or motor-car: "These silent-wheeled, swift-running machines present a danger not only to their occupants, but also to pedestrians, bicyclists, and the drivers of horses." To which may be added the opinion of a Chicago journal, that: "This new method of locomotion on our public streets and highways we believe presents a real, not an imaginary danger, for among the drivers of these noiseless and rapid vehicles there will be the inevitable percentage of stupid and careless people who have no thought beyond their own personal safety."

FOR GROCERS AND PROVISION DEALERS.

The Cape Cod cranberry crop is reported to be earlier than usual this season, and it is expected that the quality of the berries will improve rapidly.

The number of salt works in operation in Ontario last year was eleven, the same as in 1897; six of these were in Huron, one in Bruce, one in Middlesex, two in Lambton and one in Essex.

Firm values prevail in teas. New Japans of third crop at say 15c. are reported to show poor leaf and poor liquor. New greens show a marked advance over last year; the same may be said of Ping Suey gunpowder teas.

Particulars of the proposed "combine" of the salmon canneries of the Canadian Pacific slope are given in an extract from the *Vancouver World* of August 29th. Mr. T. B. McGovern, of New York, is at the head of it.

An improvement equal to 10 per cent. over last year is shown in this season's lobster fishery in Cape Breton. The catch amounted to 24,000 cases, valued at \$300,000, divided among forty-five factories. The shipments are made almost entirely to Halifax.

A despatch from Winnipeg, Sept. 1, says: The second reduction in freight rates on wheat, in accordance with the Crow's Nest Pass contract, goes into effect to-day. The rate from Winnipeg to Fort William will now be fourteen cents per hundredweight. Previous to C.N.P. arrangements it was seventeen cents.

The latest reliable estimate of the salmon pack of British Columbia for the season, says *The Commercial* of 2nd instant, is 676,000 packages. This is the largest pack in the history of the province, with the single exception of 1897, when the pack was 1,105,477 cases. The next largest pack was in 1896, being 601,570 cases. Last season the pack was 496,529 cases.

An upward impulse was this week given to sugars by the action of the American refiners in withdrawing all quotations for export on 1st September, owing to scarcity of raw beet sugars. On these, it will be remembered, American refiners are entitled to a greater drawback than upon cane sugars. Montreal refiners put up their prices by ten cents the hundred when American competition was thus withdrawn.

It is agreeable to learn that the cheese shipments from the St. Lawrence keep advancing in aggregate. Our Montreal correspondent tells us that the quantity of Canadian cheese shipped to Britain last week was 81,294 boxes, which is just double the number shipped same week of 1898. And as to butter, the like may be said, for butter shipments to Britain were 21,080 packages last week, while in the same week last year they were 6,204 packages. The price keeps up very well.