

DALBY & CLAXTONReal 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.**COMMERCIAL SUMMARY.**

There is a general depression in the Maritime provinces, and the reports from New Brunswick say the trade is suffering terribly. Even railway travel has dropped. On the Intercolonial recently, there was hardly an average of eight passengers in the train the whole way up from Campbellton to Levis. Travellers are selling goods on consignment.

From a comparison made in the annual report of the New York State Superintendent of Insurance between the number of New York joint stock fire insurance companies in existence in 1882 and the number in 1892, it appears that there was a decrease of nearly 50 per cent. Eighty-four companies either retired from business or ceased fire underwriting in that state since 1882.

The *American Engineer* does not appear to think, despite all that has been said on the subject, that the fast Atlantic service between the St. Lawrence and Great Britain will be carried out, as there is not a demand for quick travel sufficient to warrant the construction of record-breakers and the granting of a Government subsidy, which would be necessary in order to keep the line alive.

The *St. Louis Age of Steel* recently published a tabulated statement, the effect of which was to show that in 1888, the latest date given, Great Britain had more steam horse power at its disposal per hundred inhabitants than any other of the civilized nations of the world. Great Britain led with 25 horse powers, the United States coming next with 24, the following being the succession: Belgium, 14; Germany, 13; France, 11; Switzerland, 10; Norway, 9; Denmark and Holland, each, 8; Sweden, 7; Austria, 5; Spain, 4; Russia and Italy, each, 3; Portugal, 2, and other European countries, 6.

It has been suggested that the accounts of private banks should be submitted to examination by auditors, as are those of loan companies and kindred institutions. The large sums they hold, without giving any security or form of guarantee, suggests the need for some supervision. During February, three private banks failed, two in Ontario, the other in Quebec. These collapses revealed how large a sum there is on deposit by the farmers of Canada which does not appear in any official statement. There are between two and three hundred private banks in the

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all kinds of Painters' and
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Ferguson, Alexander & Co, of Montreal, The Wm. Johnson Co, of Montreal
The A. G. Peuchen Co, Toronto.

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The Works at Victoria, B. C., with depot at Vancouver, include the manufacture of White Lead, dry and in oil, Chemical Colors, dry and in oil, Mineral Colors, Paints, Carriage Colors, Varnishes, Lacquers, Japans, Kalsomine and Putty.

WORKS AND OFFICES,
STORES.JANION WHARF, VICTORIA, B. C.
HASTINGS STREET, VANCOUVER, B. C.

Dominion in which deposits are placed almost wholly by the agricultural community, and it is a moderate estimate to place their aggregate holdings of these funds at five or ten million dollars.

The International Fishery Commission, representing Canada and the United States, will shortly commence operations. It will travel North, visiting the various rivers and the great lakes. Its work, it is expected, will not be completed for two years. Its objects are officially stated as follows: "The two experts shall report to their respective Governments, either jointly or severally, as to the restrictions and regulations which should be adopted on the following subjects: First, the prevention of destructive methods of fishing in the territorial and contiguous waters of the United States and Canada respectively, and also outside the territorial limits of either country. Second, the prevention of the polluting and obstructing of such contiguous waters to the detriment of the fisheries and navigation. Third, the close seasons which should be enforced and observed in such waters by the inhabitants of both countries. Fourth, on the subject of restricting and replenishing such contiguous waters with fish ova and the means by which fish life may be therein preserved and increased."

THE AGE OF SHIPS.

The subject of the average age attained by ships and steamers has interesting light thrown on it by some of the particulars furnished in the *Wreck Register* for 1891, recently issued. From twenty-one to thirty years comprises the period of highest loss amongst sailing ships, but they sometimes linger on to an extreme age. Thus two vessels lost by stranding in 1891 were of the advanced age of 101 years and slightly over, and two which figured fatally in collisions had attained the same age. Three ships of 100 years old were stranded, one of the same age was in collision, and another suffered casualty from some unexplained cause.

Amongst the number of foundering last year was an octogenarian, while in the list of "missing" ships one had also attained her 80th year. The age at which the most steamers perish is at an early stage in their sea life, viz., between three and seven years. The most frequent cause of loss at that age is stranding, and following close upon it—collision. The oldest of the steamers which figured in the 1891 list of casualties are two between sixty and seventy years old.

B. C. INVESTMENTS.

Canadian railroad stock seems to be a much more profitable investment than American, for, while Canadian railways are almost invariably prosperous, the American roads are in a far different position. According to Mr. Adalbert Hamilton, in *The Forum*, insolvency appears to be their chronic condition. The *London Financial News* says: That the total capital receipts of thirteen English roads increased from £513,000,000 in 1887 to £585,000,000 in 1892, but the amount which they distributed in ordinary dividends showed an increase of but little over £1,000,000, showing that in that country railway investment is not a very promising field for people to whom income is an important consideration. Indeed, in the opinion of the paper from which we quote, it would be the simplest thing in the world to pick out a dozen or fifteen high-class industrial enterprises that make a far better return to investors. They are, of course, liable to much the same disturbance from the demands of labor as are railways, but are less liable to the costs of incessant expansion, and to the exacting and oppressive demands of political faddists, apropos to these showings we have in the first place the fact that Canadian railways are really good openings for investment and otherwise no more promising field offers in the Dominion than this same Province of British Columbia, while our mining and other industrial enterprises are of the high-class to which our London contemporary refers.