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- Delta Canning Co's Maple Leaf 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.
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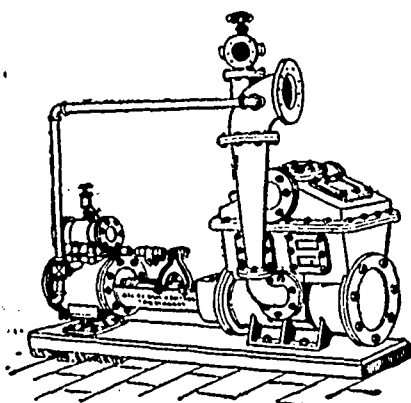
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- "Opus"; A. J. McLellan's "Express";



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FOR PARTICULARS.

### TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, August 1.

VICTORIA.

Business circles were quiet at the end of the month, buying being confined to assortments. The effect of the recent cutting of freight rates is being felt in quotations on most articles that are shipped across the continent in car lots, they being much lower than last season. The dry goods trade will also get the benefit of lower freights, and the whole country will be benefitted. A general improvement in business circles is anticipated this fall. Business houses are gradually getting into better shape, and they will be in a position to be benefitted when the returns of the season's industries are realized. The salmon run has been good, during the past week, and there is every confidence that the anticipations of packers for a good season will be realized.

The *News Advertiser* reports business steady in all lines at Vancouver, with no special features to note. Collections are still slow and money tight, but the few failures that have occurred in Vancouver as compared with other cities, show that the merchants are solidly established, and speaks well for the place. The success of the Canadian-Australian line is undoubtedly already assured, and the general opinion is that the line will do a great deal to build up Vancouver. Reports from the agricultural districts are of an even more hopeful tone, and, although the harvest

will be late, it will be much better than was anticipated. The fruit crop has also proved much heavier than it was thought a few months ago it would be. Wholesale business continues fairly active. The chief feature to note is the drop in flour.

#### FRUITS AND VEGETABLES.

The receipts of fruit from San Francisco by the Walla Walla on July 27 were very heavy. Dealers report the volume of trade satisfactory. Local small fruits are coming in freely, raspberries, currants and blackberries being in season. Grapes are in fair condition, and sell at \$2.25 to \$2.50 per box. A few crates of cantilopes were received and are quoted at \$1.50. Potatoes have dropped  $\frac{1}{2}$ ¢, and the current quotation is now  $\frac{1}{2}$ ¢ per lb. Tomatoes and cucumbers are both slightly lower in price. The fruit received by the last Australian steamer is about all disposed of. Large shipments are expected by the next steamer.

Jobbers' quotations for fruits are as follows:—

Oranges—Riverside Seedlings.....	2 50 @	2 75
Mediterranean sweets.....	2 75 @	3 00
Australian.....	2 50 @	0 00
Lemons—California.....	4 25 @	6 00
Sicily.....	5 75 @	6 00
Australian.....	2 50 @	3 00
Bananas.....	1 75 @	2 25
Apples, Red Astrakan.....	bxs 1 35 @	1 50
Apricots.....	1 10 @	1 15
Plums.....	1 00 @	1 25
Peaches.....	1 00 @	1 25
Grapes.....	2 25 @	2 50
Cocoanuts.....	per 100 7 50 @	7 75
Currants.....	0 00 @	80
Watermelons.....	per doz 4 35 @	7 50
Cantelopes.....	per crate 4 50 @	0 00
Pineapples—sugar.....	per doz 5 00 @	6 00
Hawaiian.....	per doz 2 00 @	2 50

Vegetables are quoted:

Potatoes—Local.....	per lb 11 @	
New California.....	per lb 11 @	
Onions—Silverskins.....	21 @	
Cabbage.....	11 @	2
Tomatoes.....	per box 1 10 @	1 25
Cucumbers.....	per box 1 25 @	1 75

#### FLOUR AND FEED.

Prices are about the same as last week, and the volume of trade is steady.

The *Portland Commercial Review* says of flour: "What business was accomplished during the last week was confined to local and coast domestic wants. There are some China orders unfilled owing to the detention of the connecting steamer. Next month will witness the renewal of shipments to Europe; in the meantime the movement is slow. Quotations remain steady at about \$3.40 per bbl. for standard brands. Rail receipts and San Francisco shipments were light the past week."

The Ogilvie Milling Co. quote their celebrated brands of Manitoba flours in car lots, laid down at Victoria, as follows:

Ogilvie's Hungarian.....	\$4 40
" Strong Bakers.....	4 10
The Columbia Flouring Mills quote	
Enderby flour in carload lots laid down at	
Victoria:	
Premier.....	\$1 55
XXX.....	4 45
Strong Bakers or XX.....	4 05
Superfine.....	3 55
Jobbers' quotations to the trade are:	
Delta, Victoria mills.....	\$ 4 50 @ 0 00
Lion, " ".....	4 50 @ 0 00

Premier, Enderby mills.....	4 90 @	0 00
XXX., " ".....	4 80 @	0 00
XX., " ".....	4 40 @	0 00
Superfine, " ".....	3 90 @	0 00
Ogilvie's Hungarian.....	4 80 @	0 00
" Strong Bakers.....	4 70 @	0 00
H. B. C. Fort Garry Hungarian.....	4 80 @	0 00
" Strong Bakers.....	4 70 @	0 00
Oak Lake Patent Hungarian.....	4 80 @	0 00
" Strong Bakers.....	0 00 @	0 00
Regina Hungarian.....	4 80 @	0 00
" Strong Bakers.....	0 00 @	0 00
Benton Coun Oregon.....	4 65 @	0 00
Portland Roller.....	4 75 @	0 00
Snowflake.....	4 75 @	4 50
Royal.....	4 60 @	0 00
Wheat, per ton.....	28 00 @	35 00
Oats.....	32 50 @	35 00
Oil cake meal.....	40 00 @	50 00
Chop feed.....	30 00 @	35 00
Shorts.....	28 00 @	30 00
Bran.....	25 00 @	30 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.....	4 00 @	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

#### 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

#### GROCERIES AND PROVISIONS.

Quotations are steady and business as usual at the end of the month is reported quiet. The volume of trade for the month compares favorably with that of the same period last year. The recent cutting of freight rates from Eastern points have caused a drop in every line. Nearly all goods shipped in car lots are lower. Lard, both Canadian and American, is lower. Syrups are quoted lower but stock has not yet been received at the reduced freights. The freight rate on butter remains unchanged and dealers' quotations are consequently stiff. Meats are also unchanged in price.

The *Montreal Trade Bulletin* says: "Butter receipts during the past week were 6,779 pkgs., against 11,534 pkgs., for the week previous. The market for butter has remained fairly steady during the week, 21c having been paid for creamery by exporters, and 18c to 18½c for Eastern Townships dairy, while 17c has been paid for choice selected Western for export. There has been more activity West of Toronto, and considerable quantities are reported to have been bought up. Cable advices, however, received this morning, report easier cables from Liverpool and Bristol. Last week the exports from Montreal were 2,348 pkgs., against 717 pkgs., for the corresponding period last year. The total exports to the close of last week were 6,842 pkgs., against 6,692 pkgs., for the corresponding period last year. Creamery, 20½c to 21½c; Eastern Townships, 18c to 20c. Receipts of cheese during the past week were 40,425 boxes against 84,211 boxes for the week previous. Beyond all previous expect-

ations the market for cheese has kept up wonderfully well, and it now looks as if Canada would find its productive capacity none too large for England's wants. At Woodstock, on Wednesday, 9 1-17c was paid. In this market exporters say they can place all offerings readily enough on a c.i.f. basis of 45s to 40s Liverpool, and at this range a number of orders have been executed for shipment by this week's steamers, one lot of finest colored being sold at 47s 0d. On spot there have been sales of finest colored Western at 9 1/2c to 9 3/4c, one fancy lot bringing 1/2c more. Finest white Western has been placed at 9c to 9 1/2c, and finest Quebec white at 8 1/2c to 8 3/4c, with finest colored Quebec commanding an 1/2c more. Under grades have sold all the way from 8 1/2c to 8 3/4c. The exports last week from Montreal were 123,500 boxes, against 57,000 boxes for the corresponding period last year. The total shipments up to the close of last week were 450,000 boxes, against 449,000 boxes for the same period last year, showing about 1,000 boxes increase. The Liverpool public cable quotes 50s 9d colored, and 45s 6d white."

American canned meats, staples, are quoted to the jobbers in bond as follows: Roast corned and lunch beef, 1's per doz., \$1.00; do. 2's per doz., \$1.75; lunch tongues, 1's per doz. \$3.10; do. 2's, \$6.00. 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, 16 1/2c per lb; heavy hams, 16c; choice breakfast bacon, 17c; short clear sides, 14 1/2c, and dry salt clear sides, 13 1/2c. Armour's white label pure lard, 1c lb. pails, 14 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, 18 1/2c, breakfast bacon, 21 1/2c.

Dairy produce is quoted:  
Butter—Eastern Creamery, tubs..... 25 @ 26  
Manitoba creamery, 5-lb. tins 28 @ 00  
" dairy..... 18 @ 20  
" choice..... 21 @ 00  
Cheese—Canadian, lb..... 12 @ 14  
California..... 16 @ 00  
Eggs, case, per doz..... 17 @ 18

Smoked meats and lard are quoted:  
Hams..... 17 @ 18  
Breakfast bacon..... 17 @ 18  
Short rolls..... 14 @ 15  
Dry Salt, long clear..... 13 @ 14  
Pure Lard, 50lbs..... 16 @ 17  
" 20lbs..... 17 @ 17 1/2  
Lard Compound, 10lbs..... 14 @ 14 1/2  
Sugar—Jobber's prices 1/2-barrels and kegs in each case being 1/2c higher:

Dry Granulated..... 6 1/2  
Extra C..... 5 1/2  
Fancy Yellow..... 5 1/2  
Yellow..... 5 1/2  
Golden C..... 5 1/2  
Dry Granulated (China)..... 6 1/2  
Syrups, per lb..... 3  
" 1 gal. tins, American..... 6 50  
" 1/2 " " "..... 5 75  
" 1 " Vancouver..... 5 50  
" 1 1/2 " " "..... 7 00

SALMON.

The British bark Routenbeck, 930 tons, Capt. Holmyard, now on the way from Honolulu, has been chartered to load salmon at Victoria for Liverpool at 35s; on

account of Findlay, Durham & Brodie. Advice from the northern canneries seem to indicate that there will be about a three-quarter pack there. Fishing has been very satisfactory on the Fraser, and the canneries are all doing well. The run is unsteady, and is said by some to be by schools and catches are uncertain. It is said that up to date the canneries have not put up on an average as much fish as during the corresponding period at the time of the big run four years ago.

A strange feature of the run on the Fraser this year is that the fish are large, and the canners only use about nine to the case. It is usual when there is a big run that the fish will average about 12 to 13 to the case.

The following are the latest reported packs of a number of the canneries:

Fraser River—Victoria Canning Co., 5 canneries, 15,000 cases; Even & Co. Sea Island Cannery, Bon Accord Cannery and Canadian Pacific Packing Co., 20,000; Richmond and Beaver canneries, 8,000; Fraser River Fishery, 2,000.

Northern Rivers—Reported July 22.

Skeena River—Standard Packing Co., 4,400; Skeena Packing Co., 6,500; Windsor Cannery, 6,000.

Naas River—Cascade Packing Co., 2,500; Naas River Fishery, 2,500; Lowe Inlet Canning Co., 4,400.

Rivers Inlet—Wannuck Packing Co., 6,000.

Alert Bay Cannery, 2,000.

LUMBER.

There have been two charters reported since last review:—The British bark Thermopylae, 991 tons, Capt. Winchester, now at Victoria, to load at Clatsop's mill, Astoria, for Hong Kong, at \$8, and the American barkentine Hilo, 642 tons, Capt. LeBallister, now at San Francisco, to load at the Brunette Mills, Westminster, for Sydney, at 28s. The British ship Kinkora, 1,799 tons, Capt. Lawton, sailed from Vancouver, July 29, with a cargo of 1,436,128 feet lumber, valued at \$12,465 from the Hastings Mill, for Callao. The Seminole and Puritan have both nearly finished loading their cargoes at Moodyville and will probably sail during the week.

These are at present seven vessels loading at British Columbia ports for foreign. At Burrard Inlet—Am. bark Seminole, 1,439 tons, for Santa Rosalia; Am. schooner Puritan, 584 tons, for Tientsen; Am. bark Sonoma, for Iquiqui; Am. ship Gunford, 2,108 tons, for Port Pirie. Am. ship Wm. H. Starbuck, 1,272 tons, for London; Nor. bark Fortuna, 1332 tons, for Australia. At Cowichan—Am. schr Carrier Dove, 672 tons, for Adelaide.

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 40 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, 4 feet, per M..... 00

The bark Big Bonanza, formerly in the coal trade has been chartered to load a cargo of lumber for Algo Bay, South Africa.

BUSINESS CHANGES.

Angus McInnis, grocer, Kaslo, has assigned.

Mrs. M. Harvey, bakery, Westminster, loss by fire.

W. H. Griffin, cigars, Victoria, succeeded by J. H. Dodds.

John Peterson, Oriental Hotel, Kamloops, advertises business for sale.

Richard Hilbert, boots and shoes, Nanaimo, is arranging a settlement with his creditors.

Walker Bros., Westminster, succeed Wm. Agar, livery, and W. J. Hanna, livery and feed.

Farquhar & Co., commission agents, Vancouver, have admitted Capt. R. H. Fletton into partnership.

Kirkpatrick & Tupper, shingle manufacturers, Vancouver, have dissolved. Thos. Kirkpatrick continues.

The Yorkshire Guarantee Co. will shortly open a bank at Chilliwack with the object of doing a farmers' business.

The Cunningham Hardware Co., (Lt'd), are removing wholesale business from New Westminster to Vancouver, and contemplate sale of retail business in Vancouver.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending July 29—

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
22.	Mugul, str., Port Townsend.....	44
24.	Wanderer, str., Port Townsend...	62
27.	Pioneer, str., Port Townsend....	42
27.	Holyoke, str., Port Townsend....	53
Total.....		201

The American schooner Robert Searles, 570 tons, Capt. Piltz, from San Francisco, arrived in Royal Roads, and was ordered to Port Blakely to load lumber for Port Pirie.

The wholesale jewellery trade in Canada has been fruitful in losses for several years past, and many houses in this line have experienced some shrinkage of capital.

Dalby & Claxton, are showing a fine sample of spruce from the Royal Canadian Sawmill, at Claxton, Skeena River. The board is 42 inches wide and is highly polished.

The C. P. R. Telegraph Co., have begun the construction of a line from Nelson, to the main line at Revelstoke, via Ainsworth, Kaslo, Bear Lake, New Denver and Nakusp.

The Oslvie Milling Co. have recently expended \$80,000 in refitting their Winnipeg mill with the latest improved machinery, and they are now producing the highest grade of Hungarian flour ever placed on the market.

A contract has been made between the Atcheson, Topeka & Santa Fee Railway Co., (and Monrilyan, Heinemann & Co., of Yokohama, for a steamer line between China, Japan and San Diego. Should the line go into operation they will be strong competitors for the San Francisco and east coast trade with the already existing lines.



## A GOLD STANDARD FOR INDIA.

Suddenly the report of the Herschell Committee has been published, and with equal promptness has the decision of the Indian Government with reference to it been arrived at and acted upon. From the 27th of June, 1893, the rupee is no longer a standard of value, but, in our Great Indian Empire, as at home, the British sovereign is to be the basis in all calculations of monetary values. The price of the rupee is fixed at one-fifteenth of a pound, and the free coinage of silver in the Indian mints is at an end.

The change that we have so long advocated has taken place, and India has by this step put herself in a position to regard the further depreciation of silver, not only with unconcern, but even with satisfaction. No doubt, in fixing the value of the rupee, she is incurring a heavy present loss, but it is one that will prove a valuable investment. No country whose currency is on a wrong basis can be in a flourishing financial condition, and these difficulties act and react upon her trade and find their effects in every relation of life. But it is not upon India alone that we must look for the effects of this move. The effect of her adherence to a gold standard ought to shatter once and forever the hopes and theories of the bimetalists. It was only because they alleged that bimetalism would help the finances of India that sensible people ever listened to the voice of the charmer, and allowed themselves to entertain the idea that a fictitious value could be given to a too common substance by legislation.

The importance of the move is seen by the fact that the price of the rupee instantly rose  $3\frac{1}{2}$  per cent., while silver fell to a proportionate extent. It is to its effect upon the artificial state of things that our attention must now be directed. This fall of 1 per cent. in the price of silver is in itself a great loss to the United States Treasury, when it is remembered what an enormous stock in coin and in bullion has been accumulated by the Government. We shall see by this if it be not now forced upon the United States to do some thing, and that quickly, to put her finances upon a sound basis.

The price fixed for the rupee seems to us an excellent one. In the first place, and as a minor point, it makes the anna practically of the same value as the British penny—a little more to facilitate international transactions. On more important grounds it is well, because it puts the transition at a price which does not seriously diminish the present value of the hoarded silver in the hands of native Indians, whilst at the same time it is not high enough to bring about any sudden and serious rise in the exchange which might give an unnecessary shock to the trade of the country. One quotation from the committee's report may be made, for it tends to show that the change is not so counter to the instincts and traditions of the people after all. After pointing out that the alteration will not change the nature of the currency in the hands of the people, because the silver coinage will, of course, still circulate as before, it is remarked that "gold has never been entirely out of use in India.

It is true that silver has for the last 30 or 40 years been more exclusively used than in many of the countries referred to (these were countries having a regular gold standard). But though gold coins have not been in use as legal tender, and no fixed ratio has been established between gold and silver coins, there is no part of India in which gold coins are not procurable, and well known and recognized as a form of money, the value of the chief gold coins being entered in the prices current."

In conclusion we may confidently assert that the committee has shown the practical sense and knowledge of the condition and habits of the people which might have been expected from its constitution. So great a change cannot take place without some dislocations of trade, and some cases of individual hardship. But the change has been effected promptly, and thus its effects have been minimized, whilst even for the sake of India we have not to swallow any economical heresies, or let ourselves be persuaded into taking steps which, whilst possibly benefiting her, would aid others more, and injure ourselves most of all—perhaps to an extent which might have endangered our position as the bankers of the world.—*Liverpool Journal of Commerce.*

## CROP FAILURES IN ENGLAND.

The London *Mark Lane Express* depicts a sorrowful picture concerning British agricultural interests. We quote as follows: Never before has the prospect for the farmer been so black as it is at the present moment. Years of low prices, cloudy skies and excessive rainfall have drained his capital and exhausted his energy, his resources and his hopes. The finishing stroke comes at last from the sunshine he has so much wanted, but of which he has now had, when combined with absence of rain, too much. His crops are destroyed in the parched soils, and his cattle are starving for want of food which his farm has failed to produce. Such is the situation of the farmer to day, and it is difficult to see clearly how he is to get out of the tight corner in which he is placed. He can, it is true, sow catch crops and trust to our having a mild rainy season; he can clear off his miserable crops and prepare the land quickly for others; he can also obtain meals and maize and cake at reasonable prices—but all these things cost money, and money is a very scarce article on the farm in this year of grace 1893. It is here that the crucial point of the situation comes in, for whatever money is spent now cannot possibly be used to a profit, but only to save a part of the present small capital already invested in the soil. To bring in fresh capital for unprofitable use is hardly to be expected, and so the agricultural interest must jog on and do the best it can.

But we really think it high time that the Government of the country did something for the farmer. The United Kingdom is still a wealthy country in spite of bad times and a diminished revenue, and, unless it is to cease to be so, it must see that its only really protective industry is restored to a state of prosperity. "Agri-

culture is the basis of all wealth; the Plough is the first creditor of every State;" and it behooves every nation to see that the profitable productions of the soil are maintained. This is the teaching of both ancients and modern alike, and it seems strange that even a national calamity like the loss of our crops this year from drought cannot rouse the Government of the day to do its duty.

The disaster to British agriculture is more widespread in its ruin and heart-rending effects than would be the loss of at least twenty ships like the *Victoria*, and yet it goes on without a word of sympathy from Parliament, or the slightest attempt to throw out a legislative life-buoy. Let those who doubt our assertion just consider a few facts. The deficiency from an active crop of hay in England alone in the two years 1891-92 was no less than £15,000,000 sterling, while if our crop this year is two-thirds less than an average one, the loss (at £4 per ton, on which the above is computed) will be over £20,000,000. If we divide this by two, we have nearly £10,000,000, or enough to purchase eighteen such vessels as the one whose loss the whole nation is deploring, and this gigantic loss is from one crop alone. This year all our crops are failing us more or less, and the total loss of income to the agriculturists of this country, from all these sources, cannot be far short of £20,000,000 per acre; and as there are over 24,000,000 acres under cultivation in England—where the disaster of the year is more felt—it follows that the losses from this source alone cannot be far short of £50,000,000, the value of fifty fully-equipped iron-clads.

The wheat crop of Paris is estimated by the Paris *Fermier* as likely to be about 300,000,000 bushels. The annual requirements call for about 340,000,000 bushels.

Impartial writers say that the gold contained in the medals, vessels, chains and other objects preserved in the Vatican would make more gold coins than the whole of the present European circulation.

The last English mail brought advices showing full supplies of Valencia tomatoes, onions and melons, as well as Egyptian and Malta onions in the British markets. Egyptian onions are quoted in Liverpool at 4s 6d per cwt., while some Spanish onions realized 7s 6d to 9s 9d per case, representing a considerable decline in prices during the week.

Perhaps there is such a thing as bankers being too conservative. It appears to be very difficult to borrow money from banks, even on the best of securities, and as a result the fruit and grain interests of the State are already suffering. If the banks do not come to the rescue soon, a strong effort will certainly be made to induce heavy depositors to go into loaning temporarily, and thus force the banks to pay out on depositors' checks the money they might have loaned. The grain and fruit men must have money, and if the banks will not provide it individuals will.—*The California Fruit Grower.*

# DALBY & CLAXTON

Real Estate, Insurance,  
Mining & Financial

**AGENTS.**

—AGENTS FOR—

The Yorkshire Guarantee and Securities Corporation, England.  
Alliance Assurance Company (Fire), England  
The Albion Fire Insurance Association, Ltd., England.  
The Great West Life Assurance Co., Winnipeg and Victoria.  
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."  
The Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

64 YATES ST., VICTORIA.

## SAN FRANCISCO COAL TRADE.

J. W. Harrison reports, July 22nd: "Since the sailing of the last Australian mail there have been the following arrivals:—From Sydney and Newcastle, viz: Cape York, 3,229 tons, Carleton, 1,956 tons, Pehr Ugland, 2,004 tons, Ditton, 4,330 tons Scottish Isles, 3,060 tons, total 14,579 tons. It has been known here for a month at least that a drop of a shilling per ton on Newcastle coals had been decided upon after August 1st. This has had no apparent influence on the market, as no one can be seriously affected. The time elapsing before any of the low priced cargoes can arrive is sufficient to leave very small quantities in yard. Besides there has been an advance of one shilling per ton freight on coal since the beginning of the month, which virtually leaves the import cost exactly the same. It is not thought that coal freights to this port can sustain themselves, as wheat freights are very firm with an upward tendency, and coal carriers must seek us, as the carrying trade of the world is for the moment under a cloud. One of the principal characteristics of Newcastle coal is its gas production, and upon this specific property, its free importation here has been based. It will lose much of its prestige in this line for the future, as it will find a formidable competitor in Japanese gas coals, which are lower priced, close to us, produce a richer gas, and a more saleable coke than the best Newcastle grades."

## CASH AND CREDIT.

The *Northwest Trade*, in replying to a grocer who contended that the doing of a strictly cash trade with him would entail a loss of two-thirds of his business, gave a bit of logic after this manner.

"But what do you lose anyway—what do you lose now?" we asked. "Don't you lose one-third your accounts?" "Well, perhaps so." "And isn't there another third you have to wait on so long that the profits of their business sink out of sight?"

Well, I hadn't put it just that way, but here is something in that." "Very well, then; why not cut off those two-thirds; sell for cash as you are now doing to the other third; discount your own bills; and cut down your own expenses to the

# PAINTS, VARNISHES, ETC., MIXED PAINTS, DRY COLORS, CALSOMINES,

Coach Colors in oil and  
japan, Coach Varnishes,  
Window Glass, Plate Glass



Ornamental Glass and  
all kinds of Painters' and  
Artists' Requisites.

A. RAMSAY & SON.

ESTABLISHED  
1812.

MONTREAL

# THE CANADA PAINT COMPANY, LTD OF MONTREAL, TORONTO AND VICTORIA.

Are the only Paint Manufacturers in the province, and have now a complete stock, in Victoria and Vancouver, of WHITE LEAD, LACQUERS, READY MIXED PAINTS, VARNISHES, PUTTY, DRY COLORS, BOILED LINSEED OIL, RAW ditto, KALSOMINE, OXIDES, GLUE, COLORS in Japan, CASTOR OIL. We have 10 years experience of this business. We guarantee every package bearing our name or brand. We are sole owners of the following brands, viz: "Elephant White Lead Ready-Mixed Paints and Colors," "Prism White Lead Ready-Mixed Paints and Colors," "Decorators' Pure White Lead," "Diamond Ready-Mixed Paints and Colors," "Victoria Ready-Mixed Paints and Colors," "Manhattan Coach Colors," "Peerless Varnish," "Sun Varnish." These goods can be procured at any of the ship chandlers, hardware or paint stores in the province. Ask for our brands and take no other.

# BAGS

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

BAGS FOR ORES,  
(Overhead dry or double cotton sewn)  
a special feature of our trade.

# CANADA JUTE COMPANY, LIMITED

17, 19 & 21 ST. MARTIN ST., MONTREAL.

amounts necessary to carry only one-third of your present business? Wouldn't you be better off at the end of the year?"

Credit grocers, while admitting the general correctness of the above view, will not be reconciled to follow its precept. It is easier to start a cash business in the very commencement than it is to cut loose from an established credit trade in favor of a newer system, and the plea that the grocer would lose two-thirds of custom looks solid.

If the retailer can financially stand the strain of cutting off his hook customers until he has had time to build up a paying list of patrons, the strictly cash business is the only one; but so many grocers are either wanting in the moral courage to refuse credit or are short in their bank account to such an extent as to make them nervous of ever being able to meet bills, that the subject is more capable of writing about than it is of acting on. The same old story will be repeated until the last of the credit grocers die out and seek oblivion at the mandate of the sheriff. A newer order of men will open up a shop where the dead beat has no encouragement, and the talisman of their success and wealth will

be the "no tick" principle, the only economic solution of the eternal doctrine that to become a rich man has but to spend less than the amount he earns, and has got to make in this world an equal sum to the obligations he assumes in order to escape debt. If a grocer does a \$10,000 business, or 60 per cent. of that amount, he is out the difference. Pay day is no day when it never comes.—*Dominion Grocer.*

The Government of New South Wales has been driven to the creation of paper money, as there are nearly £4,000,000 of current accounts, which technically cannot be called deposits, locked up by the bank reconstructions. The business men are, therefore, at their wits' end, and hence the Government offers to issue paper for the locked-up money to the extent of \$2,000,000, each customer receiving half his current account. By this plan, if the reconstructions succeed, the Government will get good interest for five years and then its money back, but if they do not succeed the Government is simply the largest deposit holder and must share the fate of the rest.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY . . . . . EDITOR-IN-CHIEF.

L. G. HENDERSON . . . BUSINESS MANAGER.

Office- No. 77 Johnson Street.

VICTORIA, TUESDAY, AUGUST 1, 1893.

## THIEVES IN OFFICE.

Set a thief to catch a thief is an old and well tried motto. A thief knows or ought to know much about those who follow his profession. In fact, he knows how it is himself. It is supposed, however, that when thieves are put to detective work they abandon, at any rate for the time being, their predatory habits. Such does not appear to have been the case with many of the United States officials upon the Pacific coast whose business it was to prevent the smuggling of opium and of contraband Chinamen. Special Agent Tingle, who has been looking up matters at Portland, says that 1,700 Chinamen were illegally brought in at that place from whom the collector and his subordinates collected in all about \$85,000, while there were \$5,500 pounds of opium got in on which the government should have received \$102,000. Thus, at this one port, Uncle Sam has been defrauded out of nearly \$200,000 in connection with these two items. How much more can only be imagined. And these figures, it is said, will be sworn to by men who have turned States evidence.

## ORIENTAL STEAMSHIPS.

It would seem that the people of Tacoma were not so very far out in their ideas when they several years since started George Francis Train "globe trotting," with a view to demonstrate that the "City of Destiny" was the most eligibly situated for the carrying on of an extensive trade with the Orient. The result has been that the Northern Pacific lines of steamships, with all the special obstacles with which they have had to contend appear likely to stick and be successful, while Seattle is soon to have a line of its own in connection with the Great Northern Railway, whose enterprising President and promoter, as experience has shown, has never so far gone into an undertaking whose profits and prospects were not successfully figured out beforehand. Both the Seattle and Tacoma lines will trade with Victoria and afford that accommodation which upon one excuse or another has been denied by the Canadian Pacific. We heartily wish success to both the Oriental lines trading with the Sound.

## SHEEP RAISING.

It is believed that the wool crop this year will be satisfactory to the ranchers

of Alberta, both as regards quantity and quality, while the lamb crop will average about 75 per cent. all round. In this Province, as we have repeatedly pointed out, we fail to appreciate our special advantages for this particular branch of agriculture, the contention being, among those who understand the situation and are not willing to go in for sheepfarming as it should be carried out, that sheep spoil the pastures for cattle and all round its carrying on is the reverse of advantageous. The argument might possibly hold did we go in for beef culture as we might do, but instead, we have thousands and thousands of acres of land adapted to sheep farming and practically good for nothing else, content to send money out of the Province to buy mutton, that being, moreover one of the special products of the Antipodes which we expect to have brought to us by the newly established lines of steamers. But if sheep farming pays in Alberta, what is there to make it the reverse in this Province, particularly as in the neighboring State of Washington the business is regarded as very profitable?

## SATISFACTORY TO B. C.

Being asked for a statement of the trade between Canada and Australia, the *Monetary Times* remarks that of the exports which amounted in 1892 to \$461,603, British Columbia sent two-thirds, her contribution consisting of coal, salmon, woods and a few manufactured articles. Ontario sent agricultural and musical instruments, and Quebec, wood and some manufactures. The principal items on the list were: Agricultural instruments, \$46,908; musical instruments, \$30,450, viz., organs, \$21,825, and pianos, \$8,625; wood of all kinds, \$251,475; canned salmon, \$89,267; besides which there were pickled salmon, coal, soap, oil, leather, hardware, cordage, machinery, whiskey, books, stoves and sewing machines. Having under such disadvantages as have existed done so much trade with the sister colonies to the South, there can be no doubt as to what we may do with our augmented facilities, provided we make it our business to cultivate trade. We observe that what we bought from Australia in 1892 was \$261,000 in wool—whatever else there was amounting to so inconsiderable a figure as not to cut anything like a figure worth mentioning.

## A QUESTION OF PROFITS.

We have, upon more than one occasion, dwelt upon the tendency that exists here not to cultivate trade by the pursuance of the really business policy of small profits and quick returns, but to allow it to come as it were of itself to the different establishments, and, in its conduct, to rigidly adhere to the fossil principle of exacting every cent of profit that it will stand. This may have been all very well in the days when the population was small and when, indeed, it was easy to make money by the few people who were here, and when the population outside of this community was restricted to Indians and miners. To the latter, it is true, money appeared to be no object, and they would just as soon pay two bits as one for any article for which present

conditions warrant a considerably smaller sum. We are led to these remarks by glancing at the published price lists of several San Francisco and Seattle retail houses. They are either content with a far more moderate proportion of profit or can purchase their goods at first hand much more advantageously than is possible with our people; though why this should be it is hard to see. Many of the articles—which are of daily consumption and necessity—have to be imported, and the American tariff is, we all know, higher than our own. To many people, the idea may not commend itself; but, in view of what our neighbors are doing, it cannot be long before the necessity of a readjustment of profits will force itself upon more general attention.

## THE OUTLOOK.

According to a recent cable from London to one of the New York papers, in addition to the trouble arising out of the coal miners' strike, caused by the reduction in wages upon which the mine owners have insisted, there is a very serious depression among the agriculturists of that country. It is stated that in the first six months of the present year the number of failures amongst British farmers has increased by 40 per cent. over the total of the same period of 1892, itself a very bad year. The despatch adds that in England and Wales more than 16,000 persons are living in sheds, barns, tents and vans, whilst thousands of unemployed agricultural laborers are hovering in the outskirts of London. As showing how serious the situation really is, it may be mentioned that when recently a Manitoba man advertised in an English country paper for a farm helper, he received within a few days no less than 700 replies, a host of these coming from very likely applicants.

We have a few Jeremiahs in this Province who lift up their voices and tearfully tell us that the situation here is a bad one, but for our part we take but little stock in their lamentations. It is true, as they say, that the season for the farmers began late on account of the heavy winter, and with all that it may be true that the acreage under cultivation this year is under the average, but as one swallow does not make a summer it can not be pretended that one storm constitutes a winter. The crops, according to all accounts, though late, are looking well, and if the miners, through stress of weather, have been hindered from getting to the mines, the extent of operations in hand serves to convince us that all is not as bad as it might have been, and as much that we do has as an essential the element of faith we are content to live in very strong hopes and expectations.

The Chicago correspondent of the *New York Journal of Commerce*, commenting upon the magnificent exhibition of cotton goods made by Canada at Chicago, says: "Canada makes an excellent display of cotton goods, as it does of almost everything else at the World's Fair, the exhibits of the leading manufacturers of the Dominion."

### MISLEADING FIGURES.

Not without reason does the *Shareholder* of Montreal, draw attention to the wide divergency of figures as to the failures in Canada and Newfoundland, during the first six months of the present year. R. G. Dun & Co. give them as 811, with liabilities of \$8,705,127 while Bradstreet's announce 887, with liabilities of \$8,215,759. It says: "Mercantile agency statistics to be of any use should be reliable. It is clear to us from the foregoing that they are not so. Whatever the cause of their wide divergence, they ought for the sake of decency, if for nothing else, to make some effort to furnish reliable figures, otherwise their usefulness is gone." The *Canadian Manufacturer* which is very commendably "Canadian first, last and all the time" observes that "neither Dun's nor Bradstreet's are Canadian concerns, both having their chief offices in New York, with branches in the larger cities of the Dominion; and until about a year ago Canadian business men were obliged to rely upon either the one or the other, or both of these concerns for information regarding those with whom they might have commercial transactions." It adds that there is no longer any need for exclusive reliance on outside commercial agencies, a Canadian agency having last year sprung into existence with general offices in Toronto, Montreal and Hamilton, and branch offices in all the smaller commercial centres. The figures quoted are certainly most misleading, the question being which is right, if either of them is? Is it not possible for both of them to do better or, they being wrong in this particular, does not the inference follow that, if their usefulness is not gone, it is not very great since if in one particular errors are so manifest it is quite likely that they exist elsewhere and that the objects they contemplate cannot effectively be carried out.

### THE TARIFF.

At the recent convention of the Liberal Party of Canada, a platform of principles was adopted. The plank having reference to the tariff states that the customs tariff of the Dominion should be based, not upon protective principles, but upon the requirements of the public service, or a tariff for revenue only. This is the opposite of the principles of the Conservative Party, which adopted and adheres to the National Policy of tariff protection to Canadian manufacturing and farming industries. Thus the issue between the two political parties of the country is clearly defined.

It is to be hoped that the modifications that are now contemplated and which have already had to a certain extent the attention of a commission of cabinet ministers will be carried out satisfactorily. Everything considered, we are not prepared, in view of the conditions of the Dominion, to support a tariff for revenue only. Although under the British fiscal policy bread may be cheaper in Great Britain than in Canada where large quantities of cereals are grown, the Canadian workman under the National policy has money to buy not only food, but luxuries, which is not the case with thousands in

the Motherland and elsewhere. All that is wanted for the present, at least, is to revise our tariff, having, of course, due regard for those sections such as British Columbia, for instance, where her peculiar conditions and remoteness from the sources of supply make her the heaviest proportionate contributor to the volume of taxation without her receiving any compensatory advantage therefor.

### THE SALMON TRADE.

The *Monetary Times* has the following: "The railways are making big efforts to secure the carriage of the British Columbia salmon pack across the continent by rail and thence by Atlantic steamers to England. In previous years it has been sent by sailing vessels, the voyage lasting six or seven months. Placing the pack of the province at 500,000 cases this season, it is estimated that 1,000 cars would be required to handle it." We observe that Messrs. R. Ward & Co., of this city, have chartered for salmon, the steamer Grandholm which, being found too small for the coal trade, required a cargo for the United Kingdom. With her the voyage will be a case of weeks, instead of months, and no doubt this season's salmon will in this way be placed at a specially early period on the European market. It would seem that everything considered, this season's British Columbia salmon pack will not be a specially heavy one. The run on the Fraser has been rather late; the catch has been interfered with on account of the misunderstandings between the fishermen and the canners, while in the North there has been the reverse of a heavy supply of fish for packing purposes. It is worthy of note however, that the quantity of fish sent in the refrigerator cars from the Fraser to the East has been materially augmented and altogether, no matter what the Northern yield may prove to be, the present will to all appearances be by no means a bad salmon year.

### EDITORIAL COMMENT.

ALFRED DOLGE & SON, at Dolgeville, N. Y., have instituted among other cooperative features in their establishment a system of life insurance by which each employee receives a policy of \$1,000 after five years consecutive service, another \$1,000 after another five years of such service, and a third thousand after the third term of five years of such consecutive service—the firm paying the premiums on such policies.

It is said that on the French and Portuguese coast sardines are running very scarce, on which account packing is restricted. On the other hand, this year, there is a splendid run of these little fish on the coast of the Atlantic provinces of Canada, which though they may not make up for the decrease in the European supply will be in a better position to dispose of the goods, which, it is well known, they are in a position to place upon the market.

THE *Trade Review* remarks: "There is something anomalous to the general run of citizens in this era of combines to

put or keep up prices, in the action of the interstate commerce law which is endeavoring to catch Mr. Van Horn, president of the Canadian Pacific Railroad, because his road sold a ticket from Tacoma to Boston for \$65 instead of \$78.70. Had the charge been reversed, there would have been more sympathy with the Grand Jury of the United States."

A SILVER convention of the National Bi-Metallic League has been called to meet at Chicago, August 1, the declared object being "to maintain the money of the constitution." All economic associations and industrial organizations are invited in the call which has been issued from Washington, to send delegates. The meeting of the convention six days before Congress will assemble is, it is remarked, intended to bulldoze the members, while failing banks and other signs of panic will prepare the way for the gathering. It is not, however, thought probable that anything which can be done, at Chicago, will save the Silver Purchase Bill, the day of the silver advocates being practically over.

SINCE our last, in addition to the manner in which its shares have been agitated on the stock market, the Northern Pacific Railway has been noteworthy for several important events. Thursday morning noted among other matters the sudden death in this city of Mr. Mellen, its general manager, and a considerable reduction by President Oakes in its staff of officials, thirty being discharged from the auditing department alone. These reductions, it is said, have been made necessary by the reduced rates which the Great Northern has compelled it to make, and also by the difficulty experienced in floating \$12,000,000 in bonds, which are now on the market. The death of Mr. Mellen is much regretted on all hands; but as the affairs of a great institution cannot afford to stop for a single day, we note that Mr. J. W. Kendrick, chief engineer, has been appointed general manager to succeed Mr. Mellen.

AS WAS intimated in our last, the great coal strike in England is in full operation, and more than 200,000 men are now out, involving an immense increase in the cost of fuel to consumers and threatening to cause the suspension of work in many factories and iron works. This is possibly the most serious aspect of the matter, as the parties thus affected are forced, despite themselves, to be idle. None of them are individually, as a rule, possessed of any resources on which to fall back and the mother country is likely to soon see a repetition of the old distress among the cotton workers, who some few years since were seen in all parts of the land appealing to the charitable because they had no work to do. The situation bears a most serious look and as long as both the coal owners and the miners appear to be in dead earnest it is difficult to see where the matter will end, in view of the utter dependence of one industry upon another. Bread stuffs as have been elsewhere remarked are at present cheap in the mother land, but what it may be asked is the use of that, if the consumers have no money to buy them?

## ADVERTISING PAYS.

Some of the richest business men in the world have spent hundreds of thousands of dollars in letting people know who they are, where they are, and what they have to sell, and continue to follow up that plan, but no matter how hard you try to drive it into the craniums of some business men, you can't make them believe that millions of dollars are invested annually in advertising. Here are a few facts and figures that can be easily verified. For instance, there is Harper's Magazine, which derives a yearly income of \$50,000 from its advertising patrons in its twelve issues. Pear's Soap pays \$9,000 a year for a single page in the Century. Enoch Morgan's Sons spend annually \$300,000 to keep "Sapolio" before the public. As for John Wanamaker, it has long been known that he pays a man \$10,000 a year to write his advertisements. In 1888 no less than \$110,000,000 went into newspaper advertising in the United States.

## WHAT IS AN AD?

- A life blood of modern business.
- A money maker, getter and saver.
- A flash of information to all the people.
- A lever of trade.
- The mine that yields pure gold in large dividends.
- The key note of progress in the march to success.
- The dealer's sure road to success.
- A medium for the increase of business.
- That which booms the place and enriches the advertiser.
- A means of communicating items of interest to wide awake people.
- An intelligent message to intelligent people, profiting sender and receiver.
- Personal and public benefits are derived from its judicious application.
- A notice that brings best returns for the least money.
- The corner-stone of the temple of Fortune.
- The power that starts and keeps trade in motion.
- The electric power controlling trade.
- An infallible bait to catch customers.
- An indispensable medium to success and business enlargement.
- A helpmate to prosperity in business.
- The "limited express" on the road to success.
- An electric current that propels the wheels of commerce.

## THE RULE REVERSED.

There is probably not one who can better testify to the falsity of the old proverb, that "the borrower is servant to the lender," than can the grocers. As the Retail Grocer says, experience has convinced them that as long as they refuse to lend their goods to a certain class of customers it is easier to please them after the goods have been loaned to them. The lender becomes servant to the borrower at that time, and no matter how much the storekeeper tries to please the customer, he fails in his ability to satisfy him, until finally the borrower concludes that he is not being served properly and he withdraws his patronage, forgetting, however,

to pay for the goods that have been borrowed by him.

When the theory of the above proverb is applied to borrowing money from "an uncle," who demands good security before he parts with his cash, we do not claim but what "the borrower is servant to the lender," because the lender is secured in his position. But what security does the tradesman have for the goods which he sells on credit? And how little difference is there between the value of a dollar in coin and the amount of groceries that a grocer gives for it? Why does he not fortify himself so that he need not become the servant when people have his goods and he has the account in the books to show for it? There is as much reason for the grocer to claim security before he parts company with his goods as there is for the "uncle" to test the value of the security offered before he makes any advances thereon.

The less credit a merchant gives the more friends he will have in time to come. Personally, he will be appreciated and numbered among the leading merchants in his class; the goods he sells will be satisfactory to his patrons and he will build up a reputation for being one of the few merchants who does business as business ought to be done. It will not be stated of him that he has overcharged anybody, nor that he sends poor goods because some money is owing to him; nor will it be laid at his door that he gives short weight so as to make up his losses. And there are numerous other calumnies with which he is charged to-day that will never be attributed to him after he stops selling on credit.

Almost every enemy that a business man has is the result of his first giving credit and afterwards trying to collect the bill. He has no business to worry people who would rather owe money than swindle. When he tries to collect the bill, it is not generally stated that he does so because the customer has transferred his patronage to some other person, and it is only spite work on the part of the grocer that prompts him to enforce the collection of his bill? Will this a merchant receives because he asks for no security when he parted with his goods on a promise to pay. If groceries can not be bought on credit, one may rest assured that always enough cash will be reserved to pay for them.

## CREDIT INSURANCE.

A speaker at the recent commercial credit congress outlined the general plan on which the several credit insurance companies now in the field are conducted. Among other things, he said: The plan contemplates a contract entered into between a merchant and an insurance company under the terms of which the merchant himself stands losses until they reach a certain agreed percentage of his sales for the period covered, such percentage, which we may term the "initial loss," being intended to represent an ordinary yearly loss or, more properly, what said merchant might lose without its being considered a serious matter, the company insuring him against loss in excess of such percentage. Insurance cannot be safely issued against all loss nor against

slight fluctuations; it is not practical, nor is it at all essential, because what we expect can be provided for. A merchant who loses ordinarily \$1,000 is not seriously affected if he loses \$1,100 or \$1,200, and he who loses ordinarily \$10,000 does not feel especially aggrieved when he loses \$11,000, or even \$12,000; but should these same people lose \$2,000 and \$20,000, respectively, they would feel that they had had a bad year, and insurance can be safely made to cover excessive losses of this kind. The "initial loss," therefore, must be somewhat above the ordinary yearly loss to provide for slight fluctuations.

One great difficulty that such companies have had to contend with is the lack of reliable statistics regarding credits. When the association now forming as a result of the congress gets into operation, an effort will be made to compile just such statistics as are needed and place them at the disposal of the credit insurance companies. The latter are still in their infancy, and cannot be said to have as yet secured the confidence of the business community, the principal reason of this probably being their newness. They are making progress, however, and as many good credit men endorse the idea, will undoubtedly succeed ultimately. — *Dry Goods Reporter*.

## BIG BANK NOTES.

It is said that two notes for one hundred thousand pounds each were once engraved and issued. A butcher who had amassed an immense fortune as an army contractor in war time went with one of these fifty thousand pound notes to a private banker, asking for a loan of five thousand pounds, and wished to deposit the large note as security with the bank, stating that it had been in his possession for several years. The sum asked for was of course handed over; but the financier took occasion to hint to the holder the folly of which he was guilty in hoarding such a sum and so sacrificing the interest. "That is all very true and sound sense, sir," replied the man, "but I like the looks of the critter so very well that I have got 't'other one of the same kind at home." A wealthy but eccentric gentleman in London once framed a bank post-bill for thirty thousand pounds and exhibited it in his study. At his death, which occurred five years later, the extraordinary picture was promptly taken down from the wall and cashed by his heirs. It is said that several years ago, at a nobleman's house in the neighborhood of the Marble Arch, a dispute arose about a certain passage which was declared to be Scriptural. A learned dean who was present denying that there was any such text in the Bible, the sacred volume was called for. After considerable search, a dusty old Bible which had lain upon the shelf since the death of the peer's mother—several years before—was produced. When the volume was opened, a book-marker was found in it, which upon examination proved to be a bank post-bill for forty thousand pounds. Why it had been placed there was never discovered. Perhaps the old lady had thought it a good means of inducing her son to search the scriptures.

## POLITENESS AMONG BANKERS.

The last man hung in England for forgery was Henry Fauntleroy, the banker, probably not the ancestor of little Lord Fauntleroy. He was the trustee of an estate and forged the names of the co-trustees to the power of attorney necessary to enable him to sell the consols belonging to the estate. He finally, in this way, defrauded the Bank of England of £360,000, or over a million and a half of dollars. His own claim was that he used the proceeds of his forgeries to sustain the credit of the banking firm in which he was a partner. It is highly probable, however, that a taste for entertaining on a large scale had much to do with the difficulties into which he fell. His acquaintances were of the kind who profit by the extravagance of others, who believe in the adage that "fools give dinners and wise men eat them;" but who show little compassion for their entertainers when circumstances alter. It seems that at the elegant dinners given by Fauntleroy, some very choice curacoa was always a feature. At Newgate, the night before his execution, three of his quondam friends visited the cell of the condemned man. They were retiring, when one turned back, and with great apparent earnestness and solemnity said: "Fauntleroy, you stand on the verge of the grave. Remember, the text, my dear man, that we brought nothing into this world, and it is certain we can take nothing out." Then, after a pause: "Tell me as a friend, I beseech you, where did you get that curacoa."

In connection with Fauntleroy's failure, a most curious adventure happened to a well-known eccentric character in London—Ex-Sheriff Parkins. He had deposited £20,000 in exchequer bills with Fauntleroy's banking house, and, a few days before the discovery of the forgeries and consequent failure, he dreamt that he called for his money and could not obtain it. The next morning, much worked on by the vision, he went to the bank and demanded his deposits. Fauntleroy confirmed the ex-sheriff's suspicions by evasive words and actions, seeking to retain the deposits; but, finally, seeing the depositor inexorable, turned over to him a bundle of exchequer bills amounting to £20,000. He proceeded to deposit them at another bank, and there it was found that the bills bore different numbers from those that had been deposited at first with Fauntleroy. The ex-sheriff was exceedingly tickled at what he considered strong evidence of his sagacity in detecting the probable embarrassment of his former banker, and began also to abuse Fauntleroy in a characteristic manner.

The proprietor of the bank where he was re-depositing the bills then remarked that although happy to receive the deposit, they could not listen to any calumnious remarks against any other firm. The ex-sheriff, as was not unusual with him, got into a towering rage, and said they couldn't have his money unless they listened to his story. Apparently, he did not find any other banker willing to listen to him, for hereafter he carried the bills in his pocket for some time. Soon after he presented himself as a candidate to represent a borough in Parliament, and when his

opponent asked him who he was and who introduced him, he replied with great violence of action. "I'll show you who I am and what are my recommendations." He struggled to pull out his twenty-thousand pounds to astonish the natives, when suddenly his jaw dropped, he stood as one transfixed—the pocket was empty. After a good deal of hard swearing, and vengeance vowed on the townspeople if the money was not returned, the package of bills was found on the ground near the platform on which the ex-sheriff had been exerting himself. This led him to again seek a banker, and he had at length the good fortune to deposit them with one who soon after failed, and the money was finally lost. This time, the gods apparently deserted Ex-Sheriff Parkins and sent him no warning vision. The moral of this—if there be one—is you must not abuse one banker to another.

## AN "IF."

Krapotkine, on British agriculture and the blindness of present production, says: If the soil of the United Kingdom were cultivated only as it was thirty years ago, 24,000,000 people instead of 17,000,000 could live on home-grown food; and that culture, while giving occupation to at least 750,000 men, would give nearly 3,000,000 wealthy home customers to the British manufacturers. If the 1,950,000 acres on which wheat was grown thirty years ago—only these and not more—were cultivated as the fields are cultivated now in England under the allotment system, which gives on the average forty bushels per acre, the United Kingdom would grow food for 27,000,000 inhabitants out of 35,000,000. If the now cultivated area of the United Kingdom (80,000 square miles) were cultivated as the soil is cultivated on the average in Belgium, the United Kingdom would have food for 37,000,000 inhabitants; and it might export agricultural produce, without ceasing to manufacture, so as freely to supply all the needs of a wealthy population. And, finally, if the population of this country came to be doubled, all that would be required for producing the food for 70,000,000 inhabitants would be to cultivate the soil as it is cultivated in the best farms in this country, in Lombardy and in Flanders, and to cultivate the meadows which at present lie almost unproductive around the big cities in the same way as the neighborhoods of Paris are cultivated by the Paris Maraichers. All these are not fancy dreams, but mere realities; nothing but modest conclusions from what we see round about us without any allusion to the agriculture of the future.

## WHAT RETAILERS ARE SHOWING,

Hemstitched sheets, embroidered linen pillow cases.

Madras, cheviot and zephyr negligee shirts and laundered collars and cuffs.

Children's embroidered swiss bonnets with pompon and lace ruche, silk hoods with curtain and shirred brim.

Children's fine cashmere, albatross, crepon and Bedford cord walking coats embroidered and trimmed with ribbons.

Printed duck suitings, wash pongees

fast colors black, navy and light ground, with lavender, rose and blue figures, dress satines in solid blacks, navy figures and new silk effects.

Eton suits of mixed material trimmed with satin folds; serge Eton suits trimmed with graduated rows of silk braid. Washable Eton duck suits, tan linen Eton suits and challie and seersucker suits.

Men's summer neckwear, flowing end tecks, four-in-hands, club and bow ties, neat designs in lawns, Japanese and other bright silks; laundered negligee shirts in stripes, checks, flannels, Madras cloths and chevrots.

Black chantilly point de Ireland and Bourdon laces, white and cream Brabant, point de Paris, Valenciennes, imitation Cluny and large quantities of other fancy laces and cambric, swiss, and nainsook embroideries.

Scotch and French ginghams in satin stripes, plaids and clouded effects, imperial crepons, velour, Oxford chevrot hopsack and basket weave effect, French organdies figured and plain, light and dark ground, all wool and silk and wool French challies.

Woman's and misses' percale and colored lawn waists, box-pleated, with wide collars and full, puffed sleeves; China silk waists with ruffle over the shoulders in navy, cardinal, black, heliotrope and brown; lawn, percale and Scotch gingham wrappers.

Striped, figured and plain tight-roll coaching parasols with natural wood handles; novelty parasols, plain and figured China silks trimmed with ruffles and lace and trimmed with mull or chiffon.

Silks: Black crystal, crystal bengaline, changeable printed satins, fine plaid silk in a great variety of color combinations, changeable taffetas with bright satin stripes for silk waists, black and white checked surahs with borders, colored crepes, white Japanese silks, crepe, chiflons, genuine crepe-de-Yesdo, satin-figured crepe-de-chine and silk twilled shirtings.

## COMMERCIAL SUMMARY.

The reports as to the condition of crops in Great Britain continue gloomy.

The prolonged drought in Austria has caused a great falling off in the yield of oats and a rise in prices of other grains.

A dispatch from Saranac Lake, N. Y., says: "The dam being built by the Canadians in the St. Lawrence river, opposite Fraser's Landing, N. Y., is causing the overflow of thousands of acres of crops on the American side of the river and the farmers are becoming desperate.

The total number of Celestials who entered Canada during the year ending June 30 was 2,258, as against 3,282 during the same period the previous year. The total number who left Canada on leave was 1,171, as against 2,168 the year previous. Of the per capita tax of \$50 on each new arrival and the charge for return certificates British Columbia will receive about \$27,000.

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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	Mendowcroft.	Oct. 18	Victoria	Liverpool	34,002	\$163,454	April 14
Br bark	Glangarry	802	Davidson	Nov. 3	Westminster	Liverpool	37,352	186,760	April 15
Br bark	Chili	478	McKenzie	Dec. 12	Victoria	Liverpool	30,093	163,061	June 5
Br bark	River Ganges	642	Budge	Dec. 19	Victoria	London	29,461	147,305	July 10
Br bark	The Frederick	812	Simpson	Dec. 18	Victoria	London	32,103	167,896	June 10

### 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	806,938	7,844	March 21	owners ac
Br bark	Mark Curry	1256	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,882	May 20	52s 6d
Nor. bark	Fritzo	1078	Rolfson	Jan. 10	Vancouver	Callao	879,260	8,031	March 3	36s 3d
Am. bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso	852,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private.
Chil. bark	India	953	Funke	Jan. 14	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bark	Bittern	329	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	May 6	35s
Br. ship.	County of Yarmouth	2151	Swanson	March 23	Vancouver	U. K. I. o.	1,628,530	17,500	.....	50s
Chil. ship.	Hindo-tan	1542	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,242	.....	owners ac
Am. bark	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,040,913	7,966	.....	Private.
Am. ship.	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	.....	Private.
Br bark	Assel	755	Gilmour	March 6	Moodyville	Antofagasta	631,165	6,577	.....	35s
Br. ship.	Natuna	1106	Grahn	April 20	Vancouver	Port Pirie	961,868	7,718	.....	42s 6d
Am. bark	Hurry Morse	1313	Hughes	April 19	Moodyville	Shanghai	923,219	8,900	.....	45s
Haw. bark	John Eua	2300	Schnauer	June 2	Cowichan	Port Pirie	2,580,797	19,500	.....	40s
Br bark	Hairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,804	.....	31s 3d
Br bark	Mary Low	513	Robertson	May 24	Vancouver	Pisagua	663,000	5,226	.....	40s
Nor. bark	Sigurd	1830	Aase	May 21	Vancouver	Port Pirie	1,426,000	10,623	.....	45s
Chil. ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,361	7,762	.....	owners ac
Br bark	Wythop	1248	Edwards	May 26	Vancouver	Sydney	1,019,667	8,365	.....	31s 3d
Br ship	Gryfe	1003	Roberts	June 25	Vancouver	Antwerp	786,228	11,790	.....	50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,908	.....	55s
Br bark	Doehra	966	McJerrrow	June 26	Vancouver	Aelaide	740,234	5,920	.....	38s 9d
Br ship	Kinkora	1739	Lawton	July 20	Vancouver	Callao	1,436,128	12,465	.....	30s
Am schr.	Carrier Dove	672	Brandt	.....	Cowichan	Aelaide	.....	.....	.....	38s
Am bark	Seminole	1439	Weeden	.....	Moodyville	Santa Rosalia	.....	.....	.....	Private.
Am schr.	Puritan	584	Warner	.....	Moodyville	Tientsin	.....	.....	.....	55s
Am bark	Sonoma	928	Anderson	.....	Vancouver	Iquiqui	.....	.....	.....	30s
Br ship	Gunnford	2168	Wier	.....	Vancouver	Port Pirie	.....	.....	.....	37s 6d
Am ship	Wm. H. Starbuck	1222	Reynolds	.....	Vancouver	London	.....	.....	.....	52s 6d
Nor bark	Fortuna	1332	Mikkelsen	.....	Vancouver	Australia	.....	.....	.....	.....

#### NOTICE TO MARINERS.

CHINA—HONG KONG APPROACH — REVOLVING LIGHT EXHIBITED ON WAGLAN ISLAND.

With reference to Notice to Mariners, No. 12 (255) of 1893, on intended light and fog signal on Waglan Island, southeast entrance to Tathong Channel, Hong Kong approach, further notice is given that the light was exhibited and fog signal established May 10, 1893.

Waglan Island light is a revolving white light, of the 1st order, showing double flashes at intervals of 4 minute.

The light is elevated 225 feet above the sea, and, in clear weather, should be visible from a distance of 22 miles in all directions where not obscured by the land.

The lighthouse, 52 feet high, stands on the summit of the island. The upper half of the tower is painted red; the

lower half, the lantern and dwellings, white.

FOG SIGNAL.—When a vessel's fog signal is heard at the lighthouse, a gun will be fired twice, with an interval of 15 seconds between discharges. If the vessel's fog signal continues to be heard, showing that she is underway, the firing will be repeated after an interval of 12 minutes.

Approximate position of lighthouse: Latitude 22° 11' 18" N; longitudes 114° 18' 01" E.



# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship.	Blair Athol	1697	Lister	March 3.	R Samarang.	Vancouver.	B. C. Sugar Refinery Co.	151
Br bark.	Formosa	915	Kain	March 18.	B Liverpool	Victoria.	R. P. Rithet & Co., Ltd.	136
Br bark.	City of Carlisle	823	Hughes	March 1.	K Newcastle	Victoria.	Turner, Beeton & Co.	92
Br ship.	British General	1754	Tulloch		A Samarang.	Vancouver.	B. C. Sugar Refinery Co.	
Br ship.	Candida	1222	Whettem.	May 31.	L London.	Victoria.	Turner, Beeton & Co.	62
Br ship.	Drumcraig	1919	Sparring	June 8.	F Liverpool	Vancouver.	Evans, Coleman & Evans	54
Br ship.	Rathdown	2058	Morrissey	April 1.	C Maryport, Eng	Vancouver.	Turner, Beeton & Co.	122
Am ship.	A. J. Fuller	1782	Wallnut.		H Hogo.	Vancouver.	C. P. R. Co.	
Br bark.	Ladstock	816	Williams	March 21.	J Liverpool.	Westminster.	Bell-Irving & Paterson.	129
Ger ship.	Sirene	1437	Sauermilch.	July 22.	T Yokohama.	Vancouver.	C. P. R. Co.	10
Br bark.	Archer	789	Dawson.		L Liverpool.	Victoria.	R. P. Rithet & Co., Ltd.	
Br ship.	Dunboyno	1380	Neill		L London.	Vancouver.	Evans, Coleman & Evans	
Br bark.	Jessie Stowe	645	Blanche		N Yokohama.	Vancouver.	C. P. S. S. Co.	
Chil bark.	Elisa	915	Harken	July 21.	N San Francisco	Moodyville.	Moodyville Saw Mill.	11
Chil bark.	Eritrea	779	Serra	May 9.	D Valparaiso	Moodyville.	Moodyville Saw Mill.	24
Am schr.	King Cyrus	667	Christiansen		G San Francisco	Moodyville.	Robert Ward & Co., Ltd.	
Br ss.	Mlowera	1911	Stott		M Sydney	Vancouver.	C. P. S. S. Co.	
Am schr.	Golden Shoro	644			C San Francisco	Vancouver.	Robert Ward & Co., Ltd.	
Br ss.	Empress of Japan	3003	Lee	July 26	E Hong Kong	Vancouver.	C. P. S. S. Co.	6
Br ss.	Grandholm	871	Masson		B Victoria.	Victoria.	Robert Ward & Co., Ltd.	
Br ss.	Tacoma	1662	Hill	July 18.	O Hong Kong	Victoria.	Dodwell, Carlill & Co.	14
Chil bark.	India	953	Funk	June 12	V Valparaiso	Moodyville	R. P. Rithet & Co., Ltd.	50
Ger bark.	Gutenberg	627	Heine		L Glasgow	Victoria.		
Br bark.	Gainsborough	385	McPhail	July 15	P San Francisco	Moodyville	Moodyville Saw Mill.	17
Am schr.	Lyman D. Foster	725	Dreyer		L San Francisco	Cowichan	Robert Ward & Co., Ltd.	
Am schr.	Wm. Bowden	727	Fjerem		Q B. C.	Victoria.	Robert Ward & Co., Ltd.	
Chil ship.	Georgina	1091	Stanley	June 13.	Y Valparaiso	Victoria.		49
Br bark.	Routerbeck	930	Holmyard	July 16.	Y Honolulu	Victoria.	Findlay, Durham & Brodie	17
Am bktn	Hilo	642	LeBallister		W San Francisco	Westminster.	Brunette Saw Mill Co.	

R Cargo of 2,300 tons raw sugar. Chartered to load lumber at Vancouver for Cork f.o. at 48s 9d. H—March 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F—Via Seattle. June 12 passed Tuscara. K—Via Santa Barbara. Chartered for salmon to Liverpool or London. I—June 2 passed Dover. Spoken June 14 lat. 38° N., long. 12° W. June 21 lat. 23° N., long. 22° W. Chartered for salmon from Victoria to London or Liverpool by R. P. Rithet & Co., Ltd. J—Via Honolulu. Chartered to load salmon for U. K. at 35s. C—Spoken April 27 lat. 2° N., long. 21° W. May 13 lat. 31° S., long. 40° W. May 19 lat. 36° S., long. 47° W. Cargo of steel rails for C. P. Railway. T—Chartered for salmon to London or Liverpool, by Robert Ward & Co., Ltd., cancelling date Nov. 15. N—Chartered for salmon by A. B. C. P. Co. N—Lumber to West Coast S. A. on owners' account. D—To load a rotura cargo of lumber on owners' account. G—Lumber to Port Pirie at 37s 6d. E—Via Yokohama Aug. 4. M—Via Brisbane and Honolulu. B Chartered for salmon to U. K. at 42s 6d. September loading on Fraser River. O—Via Yokohama July 29. P—Chartered to load lumber for Valparaiso for orders at 33s 9d. L—Lumber to Sydney at 27s 6d. Q—Lumber to Sydney at 27s 6d.; option Adelaide at 37s 6d.; Sept.-Oct. loading. Y—Chartered to load salmon for Liverpool at 35s. W—Lumber to Sydney at 28s.

#### FREIGHTS.

No change of any account is to be reported. There is little doing, but the market is firm and rates have an upward tendency.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 32s 6d; to 33s 6d; Sydney 30s; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 45s Tientsin 55s.

Grain freights from San Francisco to U. K., Cork for orders, 25s to 27s 6d; from Portland, 32s 6d; Tacoma, 30s. The latter two, however, are nominal.

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

#### VESSELS IN PORT.

VICTORIA.  
(July 31, 1893.)

Br. bark Thermopylae, 901 tons, Capt.

Winchester, Victoria Rice Mills consignees, chartered to load lumber at Victoria for Hong Kong.

#### VANCOUVER.

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

Am. ship Paritan, 584 tons, Capt. Warner, ar July 9, loading lumber at Moodyville for Tientsin.

Am. bark Sonoma, 998 tons, Capt. Anderson, ar July 9, loading lumber for Iquiqui.

Br. ship Gunford, 2108 tons, Capt. Weir, loading lumber for Port Pirie.

Am. ship Wm. H. Starbuck, 1,272 tons, Capt. Reynolds, loading lumber for London.

Nor. bark Fortuna, 1,332 tons, Capt. Mikkelsen, arrived July 18, loading lumber for Australia.

Br. steamship Empress of India, 3,003 tons, Capt. Marshall, arrived July 26.

Am. bark St. Katharine, 1,193 tons, Capt. Frazier, from Yokohama, discharging cargo of tea.

#### COWICHAN.

Am. schr. Carrier Dove, 672 tons, Capt.

Berendt, arrived June 29, loading for Adelaide.

#### NANAIMO.

##### NEW VANCOUVER COAL CO'S SHIPPING.

Am. bark General Fairchild, 1,356 tons, Capt. Boyd.

Am. ship Eclipse, 1,536 tons, Capt. Peterson.

Ger. steamship Romulus, 1,722 tons, Capt. Berendt.

Am. bark Rufus E. Wood, 1,406 tons, Capt. Farnham.

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

##### WELLINGTON SHIPPING.

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

Am. bark C. F. Seargeant, 1,638 tons, Capt. Boyd.

##### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	1	991
Vancouver.....	8	11,925
Nanaimo.....	7	10,420
Cowichan.....	1	672
Total.....	17	24,008
Previous week.....	13	18,990
Correspond'g week last year.....	15	17,814





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and English Breakfast Teas—London, Eng.;  
Grossmith & Co.—Perfumery, Etc. London,  
Eng.; Whight & Co.—The "Prima Donna"  
Sewing Machines—London, Eng.; New York  
Piano Mfg. Co.—Pianos—New York; Brinsmead  
& Sons—Pianos—London, Eng.; Miller et Cie.,  
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