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The Royal Canadian Packing Company,
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This company is now prepared to accept applications for loans upon Improved City and Farm Securities at current rates of interest. NO AGENTS' COMMISSION IS CHARGED THE BORROWER. Full particulars on application to

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TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Aug. 10.
VICTORIA.

The business for the past week was even better than the preceding one, and now that the quarantine has been raised by the Puget Sound Board of Health, the merchants are disposed to take a decidedly cheerful view of the prospects for fall trade, and reasonably so.

That Victoria, and the Province generally is entering upon an era of unprecedented prosperity is beyond question. The activity in railroad circles alone is sufficient proof of this fact, and when added to this are the other works contemplated by some of our public-spirited men, it will be readily observed that within a short time the capital city will be a veritable beehive of industry. Of course as against these enterprises is the fact that the salmon pack will fall far short of previous years, and our other natural products are not just up to the mark. In this connection, it might be mentioned that the sealskin market has developed considerable strength, but prices are not going to be very high.

Greater activity is manifested among the fruit dealers. It is pleasing to note that the receipts have so far been kept well within bounds.

The general condition of crops is favorable, and a large yield is anticipated.

GROCERIES AND PROVISIONS.

Business is fairly steady, but there are no special features worthy of note. Butter continues same as last week. The Toronto *Empire* says:

"Several lines of low grade Young Hysons have been bought in New York for this market. They are lower there than in London. The regular Dutch sale of Government Java coffee is reported by cable as going 1/2 florin above valuation, and good ordinary quoted at 3 1/2 florins. The feeling in new canned goods is irregular. Old cans have been bought by jobbers within the last two or three weeks at 85c for equal quantities corn, peas and tomatoes. As a rule they are still inclined to hold off to see what the pack will amount to. At New York Aug. 3 tea sales greens and good blacks were steady, but low grade blacks were weak."

A London report bearing date of July 23, says:

"Respecting the prospects of the growing

current crop, there is now an entire absence of adverse news, so that it may fairly be assumed that everything is progressing favorably and as a large quantity of old fruit will remain over when the new season commences, opening prices will probably be lower than for many years."

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	25 @ 00
" " tins.....	26 @ 00
Manitoba Creamery, lb.....	25 1/2 @ 00
" " Dairy choice.....	17 @ 19
" " Cooking.....	10 @ 14
Cheese—Canadian, lb.....	12 1/2 @ 14
California.....	16 @ 00
Eggs, doz.....	15 @ 18

Smoked meats and lard are quoted:

Hams.....	14 @ 15
Breakfast bacon.....	14 @ 16
Short rolls.....	11 1/2 @ 13
Backs.....	13 @ 15
Dry Salt, long clear.....	11 @ 12 1/2
Pure Lard, 50 lbs.....	13 @ 13 1/2
" " 20 lbs.....	00 @ 13 1/2
Lard Compound.....	10 1/2 @ 11 1/2

Sugar—Jobbers' prices, 1/2 barrels and kegs in each case being 1/3c higher:

Dry Granulated.....	5 1/2
Extra C.....	5 1/2
Fancy Yellow.....	5 1/2
Yellow.....	5
Golden C.....	4 1/2
Syrups, per lb.....	3

FLOUR AND FEED.

Flour is steady. Milling wheat is said to be scarce; no advance is, however, reported. New wheat will not be fit for milling for some time yet. Crop reports from all provincial points continue of a favorable nature. Hay is very good; all of the shipments that have arrived have been in fair condition. Good timothy hay is offered at \$9 per ton on the bank at Chilliwack. The grain crop will show, it is generally believed, an abundant yield. A little new wheat has been received by the Brackman & Ker Milling Co. from Saanich, but the quantity so far marketed is limited. Farmers are offering wheat and oats to dealers, but do not seem anxious to name prices, as they are feeling the market. It is expected that new wheat will be bought for about \$30 per ton in Victoria. The farmers at Chilliwack are asking \$28 a ton for new wheat.

The *Steveston Enterprise* says:

"Spring oats are in many fields ripe and heavy, except on wet or undrained land."

The *Portland Commercial Review* says:

"Outside of the necessary amount required for local consumption and the usual inquiry for flour from Sound ports the demand is slack, few orders being received from China for im-

mediate shipment. On the 4th instant standard brands were reduced to \$3.90 per bbl, lower grades range at \$2.75 to \$3.50. Much interest is taken here in the recent consolidation of the principal flour milling interests of California which have practically formed a combine embracing an output of some 60,000 bbls daily. As far as we can learn no efforts have as yet been made to take in the mills of Oregon and Washington, much of whose product goes to San Francisco and enters into direct competition with California flour. It is well known that there has for some time been no profit in flour at the prices paid for wheat and only the very good market and stiff values realized from sales of offal have saved the mills from serious losses. Undoubtedly the combination of California millers was formed for the purpose of putting quotations up to a legitimate margin for profit and to stop the sharp competition and cutting of rates which has been so disastrous the past year. Prices of millstuffs show weakness and have declined to \$15@16 per ton for bran and \$18 for shorts. It is not considered likely that any further decline will take place."

The Columbia Flouring Mills quote Enderby flour in carload lots:

Premier.....	\$5 40
XXX.....	5 30
Strong Bakers or XX.....	5 00
Superfino.....	4 00

Quotations to the trade are:

Delta, Victoria mills.....	\$ 5 25 @ 0 00
Lion, ".....	5 25 @ 0 00
Premier, Enderby mills.....	5 75 @ 0 00
XXX, ".....	5 55 @ 0 00
XX, ".....	5 25 @ 5 50
Superfino, ".....	4 25 @ 4 50
Ogilyio's Hungarian.....	5 05 @ 5 75
" Strong Bakers.....	5 45 @ 0 00
H. B. C. Fort Garry Hungarian.....	5 55 @ 0 00
Benton County, Oregon.....	5 50 @ 0 00
Snowflake.....	0 00 @ 0 00
Portland Roller.....	5 50 @ 0 00
Royal.....	5 35 @ 0 00
Wheat, per ton.....	30 00 @ 35 00
Oats.....	30 00 @ 00 00
Oil cake meal.....	35 00 @ 00 00
Chop feed.....	30 00 @ 00 00
Shorts.....	28 00 @ 30 00
Bran.....	25 00 @ 27 50
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.....	30 00 @ 0 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	3 75 @ 3 85
Corameal.....	2 75 @ 3 00
Cracked corn.....	40 00 @ 45 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 25 @ 0 00

FRUITS AND VEGETABLES.

The receipts of California fruits and vegetables from San Francisco by steamship Umatilla, August 10, comprised the following: For Victoria—350 cs plums, 201 cs grapes, 15 cs nectarines, 64 cs oranges, 225 cs pears, 360 cs apples, 31 cs cucumbers, 404 cs peaches, 1 cs peppers, 1 cs ohra, 52 crts melons, 15 crts cantelopes, 160 cs apricots, 4 crts bananas, 151 sacks potatoes, 15 cs crab apples, 15 cs sweet potatoes, 123 sacks onions, 23 crts prunes, 2 sacks cocoanuts, 92 cs tomatoes, 48 cs lemons; total, 2,382 pkgs. For Vancouver—230 cs pears, 25 cs apricots, 234 cs apples, 48 cs tomatoes, 165 cs peaches, 5 cs cucumbers, 34 crts bananas, 8 crts melons, 300 cs plums, 102 cs grapes, 31 cs lemons, 10 sacks peanuts, 3 crts cantelopes, 4 cs peppers, 40 sacks onions, 7 cs crab apples, 21 cs oranges, 1 cs pineapples, 3 cs sweet potatoes, 1 cs horse radish, 1 cs garlic; total, 1,273 pkgs. Grand total, 3,655 pkgs. The receipts by steamship City of Puebla,

Aug. 15, were as follows: For Victoria—170 cs pears, 370 cs plums, 305 cs peaches, 54 cs cucumbers, 305 cs apples, 382 cs grapes, 52 cr. melons, 3 crts cantelopes, 33 cs lemons, 70 cs oranges, 34 crts bananas, 30 cs prunes, 43 sacks onions, 130 sacks potatoes, 67 cs tomatoes, 20 cs sweet potatoes, 184 cs apricots, 6 sacks coconuts, 1 cs garlic, 3 cs peppers, 1 cs horse radish; total, 2,378 pkgs. For Vancouver—255 cs apples, 23 crts bananas, 5 cs sweet potatoes, 12 cs lemons, 230 cs pears, 1 cs peppers, 11 cs apricots, 55 cs tomatoes, 201 cs peaches, 10 cs cucumbers, 8 crts melons, 5 crts cantelopes, 18 cs nectarines, 180 cs plums, 111 cs grapes, 20 cs prunes, 2 sacks coconuts, 1 cs garlic, 44 sacks onions, 10 cs oranges; total, 1,201 pkgs. Grand total, 3,579 pkgs. The receipts by the previous steamer, August 5, were 2,550 packages. The imports show a good increase over the receipts last week, but it is believed they are too heavy for the present demand, which is said to be lighter than last week. Collections are reported fair. Advices from San Francisco state that fruit is arriving in large quantities, but it is generally too ripe for shipment to a distance. Good shipping fruit brings high prices, in fact almost double the ordinary prices asked, it being necessary to pick over fruit required for shipping. The fruit received by last steamer was not in very good condition. Muscat grapes were poor. The fault lies with shippers in San Francisco, who ship fruit that is too ripe, and consequently it arrives here in bad condition. Potatoes received from the Fraser River are of inferior quality. The fault is principally in the way they are put up, being too much mixed to find favor with buyers. Merchants object to the large number of small potatoes that are shovled on them and which they cannot sell. Gravensteins have taken the place of Red Astrakan apples, at about the same prices. Tahiti seedling oranges are quoted at \$1.75 per box. Riverside seedlings are about out of the market. California lemons are scarce, and some dealers are asking \$0 and \$7 a case, but others quote from \$4.50 to \$5. Cantelopes are quoted at \$3.00 to \$3.75 a crate. Sweet potatoes are quoted from 5c to 6½c. per lb. The great difference in the price of grapes is explained in the fact that the low figures are asked for fruit in boxes and the high for crates. White grapes in boxes are quoted at \$1.75 to \$1.85, and in the crates \$2. Black grapes in boxes \$1.85, in crates \$2.25.

Interviews with leading fruit growers in Niagara district indicate that the fruit crop will be small. Early peaches will be less than a third and late peaches not more than half a crop. Pears will give a fair yield, and apples about half a crop. As to small fruits, it is known that raspberries, strawberries and currants were a fair crop, while cherries were an entire failure. Plums will be an exception. Grapes are the exception. An abundant harvest of the vinous fruit is expected. Regarding peaches, it may be added that while some orchards are entirely bare of fruit, others will give an average yield. Nature is playing freaks this year in this respect. There is no apparent reason for this unequal distribution of the crop. Even old farmers cannot account for the

uneven yields of orchards which are close together, and have been subject to the same weather.

Current quotations for fruits are as follows:—

Oranges—Santa Barbara.....	\$3 75 @ 4 00
Tahiti Seedlings.....	4 75 @ 0 00
Riverside Seedlings.....	3 00 @ 3 50
Lemons—California.....	4 50 @ 7 00
Sticly.....	7 00 @ 0 00
Bananas, crate.....	3 75 @ 4 00
Plums, box.....	1 25 @ 0 00
Prunes.....	1 35 @ 1 75
Apricots.....	1 25 @ 1 35
Peaches.....	1 35 @ 0 00
Nectarines.....	1 50 @ 0 00
Pears—Bartolotta, large boxes.....	1 75 @ 2 25
Apples—Gravenstein.....	1 60 @ 1 75
Crap apples.....	1 25 @ 0 00
Grapes.....	1 75 @ 2 25
Pine Apples, doz.....	5 00 @ 0 00
Coconuts, doz.....	99 @ 0 00
Cherries—Royal Anns (local) 20-lb box.....	2 50 @ 0 00
Watermelons, crate.....	5 50 @ 6 50
Musk " ".....	5 50 @ 0 00
Nutmeg " ".....	2 00 @ 2 50

Vegetables are quoted:

Potatoes—California, sweet.....	5 @ 6½
Local.....	1½ @
Onions—Red California.....	1½ @
California Silverskins.....	1½ @
Tomatoes, bx.....	1 25 @
Cucumbers, bx.....	1 25 @ 2 00

SALMON.

The run of sockeye fish on the Fraser has continued poor, and cannervmen are much disappointed with the season's outlook. A private report gives the following statement of fishing by day boats for two days, and may be taken as a fair average of the fishing for the week: On Thursday 11th, an average of 22 fish to the boat; Thursday night, 25 fish; Friday 12th, 26 fish; Friday night, 17 fish. The same advice says that fishing on the river for the week has averaged from 15 to 30 fish a day per boat. The three canneries on the North Arm of the Fraser have been more fortunate than those on the main river and their packs are said to be about double those on the main river. The average pack per cannery for the past week is said to be about 500 cases, and 2,000 cases each is about all the canneries have succeeded in packing to date. Sockeye fishing continues until the 1st Sept., but owing to the extreme shortness of their packs some of the canneries which have sold largely ahead may put up fall fish. The *Steveston Enterprise* of the 11th inst. says:

"The run of salmon is still light. Some of the fishermen are about discouraged, and will quit unless prospects brighten."

The Alert Bay Cannery had 2,000 cases up at last report, and was reported as shut down. It is said, however, that they are seeking for fish at other ports and hope to put up another 1,000 cases.

River's Inlet has been practically a failure. The fish have stopped running, and the two canneries there have only secured about 7,500 cases, while according to agreement they were allowed to put up 11,250 cases each.

The fish are, according to last accounts from the Naas River, running poor and they are not expected to fill.

The canneries on the Skeena have all secured their full pack, according to agreement, of 11,250 cases. The new cannery of the *Royal Canadian Packing Company*

was late in starting but has secured its full limit pack.

The steamer *Cariboo Fly* arrived at Vancouver Aug. 12 from Claxton, Skeena River, with 2,000 cases of Globe brand salmon from the Royal Canadian Packing Co. for shipment east. The steamers Louise and Boscovitz which sailed for Northern cannery ports on Aug. 10, will bring back full cargoes of salmon. The *Islander* will also bring back a full load of salmon from the Skeena River. The bark *Martha Fisher* is awaiting the arrival of fish from the North to load for Liverpool. Inquiry is reported for fish both from the Eastern Canadian and English market, fur dealers are now realizing that the pack will be very limited. A cannery man reports having refused an order from the East, last week, for a prominent brand of Fraser River salmon, on account of the shortage of the season's pack of which he has already sold all that he can put up.

The following shows the imports of canned salmon into Great Britain and Ireland each year since 1883. It should be preserved for reference, and merits careful study: In 1883, 501,324 cases; 1884, 471,366; 1885, 357,893; 1886, 364,077; 1887, 316,346; 1888, 369,035; 1889, 621,054; 1890, 708,035; 1891, 609,365.

Elmore, Sanborn & Co., of Astoria, Or., who have compiled returns of the salmon pack at the Columbia river canneries in Astoria and along the river on both the Oregon and Washington shores, reported as follows:

"The season which closed to-day has been remarkable for the scarcity of the Columbia and Chinook salmon. It is found from careful estimates that the twenty-two canneries on the Columbia have packed 448,900 cases of all grades. The proportion of royal Chinook is 248,000 cases, the remaining 200,000 cases being composed of steelheads and bluebacks. As compared with last year's packs, there is a decrease this season of 100,000 cases of royal Chinook. The total pack, however, exceeds that of last year by 48,000 cases. This decrease is largely due to the larger production in the canneries at Cascades and The Dalles, where a large percentage of the pack was steelheads and bluebacks. The season has been stormy, and there has been a freshet in the river all summer owing to the tardy melting of snow in the mountain ranges. The canneries have sold all their best salmon at an advance on last year's prices. Two ships are now loading here with salmon for London and one for New York. Advices from Alaska indicate that the pack will be limited to one-half that of last year, as was agreed upon. In British Columbia the pack on the Fraser river is said to be a comparative failure, and the total product of that country will not exceed one-half of last year's pack."

LUMBER.

During the last week, the American ship *George Skolfield*, 1,276 tons, Capt. Dunning, now at Vancouver, has been chartered to load lumber at the Hastings Hill for Valparaiso. The American schooner *Robert Searles*, 570 tons, Capt. Piltz, arrived at Vancouver Aug. 10, under charter to load for Port Pirie at 4½s 3d. There are four new vessels reported on the way, but it is not known yet whether they are going to load lumber: The Br. ship *Mylomene*, 1,900 tons, from Coquimbo, the Hawaiian bark *Manua Ahi*, 537 tons, from Honolulu, the British bark *Bankburn*, 1,352 tons, from Taitai, and the British ship *Andreta*, 1,708 tons, from Antofagasta. There are, at present, six vessels loading at Burrard Inlet for foreign ports.

CERTAIN BUSINESS METHODS.

Perhaps in the good times to come, when Bulwer Lytton's "Coming Race" will have peopled this earth, or Bellamy's new world has been ushered in, excessive profits and excessive competition may be consigned to the limbo of the past. These two abnormal elements, in the opinion of the *Bankers' Magazine*, give rise to the various difficulties in production and exchange. The pity is, though the wish may seem chimerical, that we are not able to right these matters now, and not be obliged to wait for another generation, when the remedy will do no good, at least to those of us who are about here at the present time. Conditions are unevenly balanced. Constantly one end of the teeter and again the other is in the ascendant. The see-saw is not guided by any rules of a fair equilibrium. Is the trouble where the *Bankers' Magazine* places it? Our impression is that this journal has very squarely struck the mark. The reasoning is supported by the logic of a wise political economy and the lessons that one's own observation and experience teach. The journal in question says: "The profits from production and exchange in many cases are so great that those who reap them seek to produce and exchange beyond what may be termed the normal or healthful limits of society. That this remark is true is within the ken of everyone's experience. The modern machinery for foreign business in many directions furnishes abundant proof. The conduct of many producers and exchangers would seem to imply that men no longer had any wants; that production and exchange were not based on mutual interest, but could be affected only by the application of extraordinary energy. This seems to be the underlying idea in much of our modern exchange, and yet, as we have seen, it must be wholly false, or else our leading premise is erroneous. Another explanation for this forcing business is the small profits, which compels producers and exchangers to increase their business in every possible manner in order to get enough to pay their expenditures and save themselves from bankruptcy. We are all familiar with the consequences of attempting to do business when insolvency is pending. All know what extraordinary efforts are often made in order to avert that event. How goods are pledged for future advances; how they are sold at very low prices and often at ruinous loss; how money is borrowed at high rates of interest; in short, all sort of methods adopted in order to escape such an unwelcome fate; and the result of these things, of course, is most destructive to all legitimate business. Reasonable prices are destroyed, the entire market is demoralized, and, in fine, the whole process of production and exchange thrown out of gear, when the pressure to produce and sell originates from this state of things. And yet, in the past, a great deal of production and exchange has had such an origin; the unlucky are always with us, who, in trying to save themselves, too often draw many others nearer to the danger line than they were before. These in brief are the leading explanations of the phenomena which we set out to explain.

Men seek to produce and exchange beyond any rational desire, either to enhance their profits or to escape ruin. It is either a flight for too much or a flight for life. Probably society suffers more from the operation of the last cause than from the operation of the former; but in either case the suffering is great. Production and exchange should lead to no such results; these processes should yield mutual gain pleasure. And they would if kept within proper limits. What produces so much loss and misery at the end is the extension of production and exchange beyond these boundaries."—*Canada Lumberman*.

WHAT IS GOOD TEA?

When Americans go to England they complain that they cannot get a good cup of tea. When Englishmen come here they make the same complaint. The truth is, the tastes of the two nations have been educated in totally different directions, and there is nothing more tenacious or harder to change than the opinions of our palates.

Certain Ceylon tea planters are just now engaged in informing the people of the United States that China and Japan teas are unfit to drink, and that Ceylon and India, produced by English tea planters, are the only truly pure and palatable teas produced.

Some of their advertisements take the palm for unadulterated cheek and gall, not to say downright lying, and they well illustrate the commercial pertinacity of the English nation.

While the public taste in the United States has undergone some changes in its appreciation of tea, notably from China greens to pan and basket-fired Japans, yet it is very far removed from the English idea of what constitutes a good cup of tea.

While persistent advertising and pushing may, in some degree, increase the consumptions of Congou or Souchong sorts, Oolongs and Japans are likely to continue the favorites in this country, the romance of advertising notwithstanding to the contrary. The talk about the "iron in the soil" of Ceylon and India making their teas more wholesome may deceive John Bull, but Uncle Sam is too wide awake to swallow such argument, or, indeed, tea which requires such "rot" as this to get people to use it.—*American Grocer*.

THE SALMON OUTLOOK.

Packers and large dealers are very favorably impressed with the future of the market. The strong situation that was developed by the organization of the packing interest will exert its influence to the end of the season, and through the distribution of the pack of 1892 beyond the shadow of a doubt.

On none of the packing streams will there be anything like the usual pack of salmon. The Columbia River packers are now close to the end of their season. A summary of operations, as far as practicable at this time, shows that by no possibility can the pack of Chinook salmon be increased much beyond the estimated 250,000 cases. There will be a larger percentage of inferior grades packed this year

than ever before. The blueback and the steelhead pack will be good packs in their grade of goods, but experienced dealers do not classify them with the Chinook salmon. The Chinook fish has built up the reputation of the Columbia River, and buyers of straight Columbia River salmon at full market prices expect to get Chinook salmon. But taking the Columbia River pack altogether it is a doubtful matter if any of the larger estimates of its probable volume will be realized.

The British Columbia pack will be a light one to a fixed certainty. The preparations for the pack were made on a much reduced scale, following out a tacit understanding among the packers there to co-operate with those in other places to keep the pack down to the probable requirements of the consumptive demand.

The Alaska pack will not be allowed to exceed 400,000 cases by an understanding among the packers operating in the northern waters. All around, the pack of the Pacific coast may not exceed 850,000 cases, where heretofore a pack of a round million or a million and a half cases has been the general result of operations. We regard the situation as one promising the full realization of all the expectations of the canners. Packing interests are concentrated, and a firm policy pervades the industry. The organization has already shown good results. There are no indications of weakness anywhere in the situation.

The choice packs of the Columbia River are all assured of a good market. As a matter of fact the bulk of the choice packs has already been disposed of to an appreciative market. No new pack Alaska salmon has yet been sold; though there has been a good inquiry of late, none is offered.

Straight brands of Chinook salmon are firm in this market at \$1.35 for flats, \$1.50 for flats, and \$1.60 for key flats.—*Herald of Trade*

AN IMPORTANT POINT.

In a law case, in which a question of identity was being discussed, the cross-examining advocate said to the witness, "And you would not be able to tell him from Adam?"

"You have not yet asked the witness, Mr. X.," interrupted the judge, speaking in a studiously deliberate manner, "whether he is acquainted with the personal appearance of the personage whose name you have just mentioned. There must be order in your questions."

RESPECTABLY JOINED.

I once had a curate who got greatly obfuscated by the number of the bans he was called upon to publish one Sunday morning. So, when at last he got through his task, he wound up by saying: "If any of you know any just cause or impediment why all these persons may not respectably be joined together in holy matrimony ye are to declare it." Of course he meant respectively, but his mistake caused an audible titter from certain of the younger members of the congregation."—*The Cornhill Magazine*.

COMMERCIAL SUMMARY.

Mackerel are being taken in large numbers off Digby, N. S.

Belleville's rate of taxation this year is 2½ mills on the dollar.

Fifteen thousand emigrants have settled in Manitoba this year.

The quarantine against Manitoba by Dakota has been raised.

It is estimated that at least 25,000 people have died of cholera in Russia.

United States Senator Carlisle has written a letter given his views on the free coinage question.

The new battleship Centurion, 10,500 tons, speed 18 knots, has been launched at Portsmouth, Eng.

A new Panama Canal Company is being formed in Paris, and shares of the old company are rising.

Up to date the C. P. R. Company have sold \$952,000 worth of land in the Northwest since January 1.

The interments in the Toronto cemeteries during July, 1892, were 96 less than during the same month of 1891.

The revenue returns at Toronto in July, 1892, were upwards of \$13,000 in excess of the returns for the same month last year.

A. McKelvie, S. Hollander and S. Mitchell, under the firm style of A. McKelvie & Co., have opened a machine shop in Vancouver.

The E. H. Cook Co., manufacturers of steam-heating and hot-water pipe supplies at Rochester, N.Y., are insolvent; liabilities \$58,000.

The Toronto police have decided to form a mutual benefit association, the leading feature of which will be a \$1,000 grant in case of death.

The strike of the Montreal nailmakers is at an end. The men have settled their differences with their employers and returned to work.

A committee appointed by the Chamber of Commerce of Grand Forks, Dak., has issued a call for a conference to consider reciprocity with Canada.

It is denied that Mr. Duncan McIntyre will be called to the Senate to succeed Mr. Thibaudeau, who, being appointed Sheriff of Montreal, cannot hold another official position.

In reply to a delegation from Regina, the President of the C. P. R. said that the terminus of the "Soo" road would be at Pasquabá, but that two south-eastern roads would run to Regina.

It is expected that the winding-up of the defunct Central Bank's affairs will be completed by September 1. All but \$10,000 of the last dividend has been paid, for which the addresses of the claimants are not known.

The surplus in the United States treasury, August 1st, including the \$100,000,000 gold, greenback redemption fund, was \$127,050,886, and the total debt, less the surplus in the treasury, was \$840,328,648. The treasury receipts during July were \$74,371,356, against \$34,300,314 in July, 1891, and the expenditures were \$37,249,407, against \$39,708,911 for the same period last year.

Complaints are made that the Chinese in Toronto are increasing rapidly.

Repairs to the Cornwall canal have been completed and locking has been resumed.

The first two trips of the steamship running on the new route between Montreal and Jamaica have turned out fairly successful.

It is stated that the knitting factory will not be rebuilt in Strathroy, but the business may be removed to Hamilton, where the principal stockholders live.

Operations have been suspended at the Champlain iron mine, near Marquette, Mich., and the 600 employes have been discharged. Inability to market the ore is the cause.

A wall paper trust has been formed in New York, including all the leading manufacturers in that line in the United States. The property involved is said to exceed \$20,000,000.

Something of the scope of modern accident insurance is illustrated by the fact that not long since the Scottish Accident Insurance Company paid on a single claim for disablement \$6,250 on a policy for \$50,000 in case of death.

The Street Railway Company has opened a car factory in Toronto, employing a hundred men, and have contracts for the construction of all the trucks for the Montreal and Winnipeg companies. It is expected the works will become permanent and will increase in their operations.

A gentleman who has travelled considerably along the Northern Coast of this Province stated to a representative of the *News-Advertiser* recently that he was surprised that so many British Columbians should visit Alaska every year, instead of taking a trip along the coast of this Province and up some of the numerous inlets. The scenery, he said, far surpasses that of Alaska, and anything prettier than the numerous waterfalls in Cascade Inlet could not be imagined.

A new classification of mail matter for postage rates has been prepared in Great Britain. Packets of manuscript and printed proofs, with corrections and instructions added in writing, are admissible now at book post rates. Circulars, invoices, orders for goods, etc., are classed at book rates. Pattern packets may contain anything permissible in a book packet instead of only printed matter as formerly, and newspapers also may contain any enclosures specified under the new classification of book packets.

An exchange contends that the endorsement of a cheque for deposit by simply writing one's name across the back is unsafe, as if it is lost or stolen it may be cashed by the bank on which it is drawn as if made payable to bearer. Moreover, that once endorsed in blank by the payee, no subsequent endorsement by the bank where deposited to "pay to the order of such and such a bank" can avail. It is contended that the only proper endorsement is: "Collect for account of," in which case the words operate as a notice to all concerned that the original holder has not parted with his title to the cheque and that all subsequent holders are agents for the purpose of collecting only.—*Insurance Chronicle*.

Sir George Dibbs, Premier of New South Wales, will confer with the Dominion Government on a fast steamship line and other questions.

A new coal field, with an ascertained area of 1,000 acres, has been discovered at Ashton under Lyne, Lancashire, Eng. Coal was already plentiful in that vicinity.

Engineer Palmer, who is in charge of the work of surveying and boring the Northumberland Straits to ascertain whether a tunnel connecting Prince Edward Island with the mainland is practicable, says he has no doubt the tunnel can be safely constructed.

The value of the foreign commerce of the United States last year was \$28.58 per head of population, while the value of the foreign commerce of Canada in the same period was \$10.91 per head. The value of exports from the United States was \$15.85 per head, and from Canada \$23.25 per head.

Dornbush says: Taking a good monsoon with plenty of rain as a basis of prosperity, India is being singularly favored in this respect; abundant rains appear to be general all over the Empire, the agricultural outlook is satisfactory, and fears of famine are passing away. There is a marked falling off in wheat shipments, caused apparently by the lack of fresh orders from Europe and the low range of current value here. Last week's output did not exceed 40,000 quarters to the United Kingdom and 10,000 quarters to the Continent, being just one-third of what they were three weeks ago. The freight market was deplorably dull, and several steamers are lying unchartered at Bombay.

According to Poor's Manual of the Railroads of the United States the railroad mileage of the United States at the close of 1891 was 167,000 miles, and its cost, measured by the amount of stocks, bonds and debt, was \$10,765,626,041. Gross earnings for the year were \$1,138,024,459, an increase over 1890 of \$40,177,031; net earnings, \$350,227,883, or 31.30 per cent. of the gross. For interest \$231,259,810 and for dividends \$90,719,757 were paid. Total passengers carried, 550,015,802, equal to nine times the population of the country. Passenger earnings aggregated \$290,790,690; freight tonnage equalled 704,398,000 tons, each haul 115.29 miles. At an average rate of 0.929 mills per ton per mile this traffic earned for the railroads \$754,185,910.

The following experience was exceptionally hard on the Sun Insurance Company, and it seems hard to recognize the justice of the outcome. In Lawrence, Kan., recently the owner of a dwelling which was insured became insane, and after closing up the house proceeded to pour kerosene over everything and light a fire. The building was soon in flames, and when the fire department arrived it was found that the incendiary had so barricaded the doors that an entrance could not be effected. A part of the roof finally fell in, carrying with it the chimney, and the tenant used the bricks with good effect in keeping what he undoubtedly considered to be intruders away. Finally he was forced out with a stream of water, but the house was past saving. The loss was nearly total.

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VICTORIA, TUESDAY, AUG. 10, 1892.

THE COMING EXHIBITION.

It is announced that the exhibition of the British Columbia Agricultural Association will be held on the 27th, 28th, 29th and 30th of September and 1st of October, entries to close on September 24th. It is in the highest degree satisfactory to learn that the energetic president and his co-directors have made good progress with their preliminary arrangements and anticipate, despite the untoward depressing conditions that have so recently prevailed in matters generally, a show that will not at least be behind any which have preceded it. We observe that the summer exhibition which recently closed in Winnipeg was a great financial success, since, besides paying some \$13,000 for improvements on grounds and buildings, there are about \$1,500 carried over to the right side of next year's accounts. We ought to say, however, that both the city and the province made liberal grants to those who had the affair in charge. In view of the sister organizations in the province of British Columbia which have equal claims upon the treasury, it can hardly be expected that the Government will be able to do as much as was done by the authorities of Manitoba, but the city ought to put its best foot foremost to aid this enterprise. Such an outlay would unquestionably make an abundant return to Victoria, whose business men look for business action on the part of those whom they have elected to the Council.

BILLS OF LADING.

We note from the official report of the recent Congress in England of the representatives of the Chambers of Commerce of the Empire that Mr. Robert Ward, who was accredited to it from this city, had something of interest and importance to say on several questions. Among these was the matter of charges in the system by which bills of lading are generated. As he said the conditions of bills of lading have become more irksome than ever before, the liabilities and responsibilities of the carrier both by rail and water having been allowed to become, year by year, smaller and more beautifully less. In a word, the carriers have so hedged themselves about with clauses and conditions that they are in a position to say, "We take no risk, we want your freight, and, as far as redress is concerned, you have to do the best you can." In a word, they are able to declare "We are responsible for nothing." As Mr. Ward put it, "It is almost hopeless to get

what we may fairly call justice, as between the shippers and the shipowners."

British Columbia merchants who have practical experience of how the matter stands will, when they read Mr. Ward's speech as it appears in another column, have every reason to be well satisfied that he was present at this influential gathering to vindicate interests that are to them of such great importance. The province at large and Victoria in particular has able, intelligent men who are fully competent to hold their own, no matter the place or the occasion, and when it unfortunately allows those who are far from being up to standard to speak for it either in municipal, commercial or parliamentary assemblies, it has itself alone to blame. We do not say the woods are full of first-class material; but we have no hesitation in saying that there is no need of making use of the services either of cranks or incompetents.

NEGLECT OF BRITISH COLUMBIA.

Is it to be forever and ever—and does the entire Dominion say "Amen!" to the apparently studied neglect of British Columbia by the authorities at Ottawa? Session after session in Parliament and year in and year out by representation after representation have the legitimate requirements and just claims of this province been sent in order before the Government and the heads of the different departments, but the official ear has been heavy and the authoritative voice has been silent, except to grunt out some kind of an answer that it is imperative we should wait. One of the last specially noticeable things has been the delay of the promised and long expected coming of the Minister of Militia and the Major General commanding in connection with what have been repeatedly declared to be the much needed defenses at Esquimalt. Moreover, these are not said to be in the particular interest of British Columbia, but it is because they are necessary to the safety of the Empire and the Dominion. Yet, because they are located so far away from the seat of the two Governments respectively, operations are being delayed. Russia is buying herself on the borders of Afghanistan, and the United States are engaged with their elections and other internal concerns, so that they are not at the moment in the mood to trouble us by any attempts at occupation, whatever their ultimate designs might be. That the United States have us "on the list and we never shall be missed," should a fitting occasion arise, is as certain as that the Monroe doctrine was promulgated. Mean time it may be well to observe that the light store which is set by us ought to be flattering to our pride.

During the session of Parliament, it was announced that this question of defence—which really and truly is of little consequence to us—was to be looked into so soon as Parliament prorogued. Later on, it was given to be understood that the smallpox had terrors for our doughty Minister of War and his chief of staff, and, even now, when all is over, the advent of the gentlemen in question is only spoken of as forthcoming, there being nothing more definite than that. The public are,

however, semi-authoritatively let into this much of what has for some time been a sort of open secret, viz., that the proposed plans embrace elaborate defences, including island batteries at Vancouver and Victoria, as well as at the dry dock at Esquimalt, but that thus far the two Governments have not come to any decision as to the relative burdens to be assumed by each. This is eminently satisfactory, and in perfect keeping with the treatment which the majority of matters more exclusively British Columbian have received—such for instance as the improved Victoria Post Office and Custom House, the Drill Shed and the increased pay that is honestly the due of certain classes of resident officials—among them those of the post office which can never expect to be properly manned so long as other vocations offer better inducements to what constitute the proper class of men. We fear that stronger arguments will yet have to be made use of than those which have so far been advanced by our representatives in Parliament.

DECLINED WITH THANKS.

His Worship the Mayor and the members of the Victoria City Council have not, we think, much reason to flatter themselves upon the emphatic, though respectful, manner in which the directors of the Jubilee Hospital have declined to be elbowed out of the management. Their determination is embodied in the following resolution:

"That this Board, having taken into consideration the proposition of the Corporation of the City of Victoria as contained in their communication of the 8th inst., is of opinion that while it would be injudicious to disturb its present management, it would respectfully urge upon the Corporation the strong necessity which exists for that honorable body to render this Board substantial aid for the maintenance and support of the institution."

If Mayor Heaven and his Council have been genuinely impressed with the importance of the Jubilee Hospital, why have not they individually and collectively done more to support it? Whence, may be asked, arose that new-born zeal which prompted the Board to declare that they would "favorably entertain a proposition to hand over the Hospital to be run as a municipal institution"? Men of business capacity—not to say experience—would have taken good care not to have subjected themselves to the castigation which has so effectively, but withal so respectfully, been administered to them. Possibly some of the parties will not take their punishment kindly, and may strive to do an injury to the institution about whose welfare they were inclined to be so solicitous. But even so, it must be remembered that they are but individuals of naturally narrow view and limited capacity whose tenure of office is likely to be just as abbreviated.

Messrs. Hall & Moor, of Manchester, England, are said to have made up their minds to establish in Victoria a factory for the production of acids and explosives, which it has in the past been the custom to bring in from Portland and San Francisco.

THE CANAL QUESTION.

We gather from the supplement to the annual report of the Department of Railways and Canals, that the quantity of grain that passed down the Welland Canal and was transhipped at Canadian ports to Montreal during the season of 1891 was 270,861 tons, upon which a refund was made of 18 cents per ton to the amount of \$49,834. Of the 220,527 tons of grain passed down the Welland Canal to United States ports during the same period 17,817 tons were transhipped at Ogdensburg and passed down the St. Lawrence canals to Montreal. Upon these transshipments no refund was made. Moreover, the same report shows that while the receipts at Montreal last year by St. Lawrence canals show an increase of 54.69 per cent., the receipts by water at New York show a decrease of 6.71 per cent., and by rail of 22.61 per cent. According to dispatches from Ottawa, Washington and elsewhere, the misunderstandings over the refunds referred to above are in process of adjustment, the American government having made strong representations as to the disabilities under which they are suffering on this account. This entire subject, as we learn, was the main subject considered at a cabinet council held in Montreal at the end of the week, the decision arrived at being that Canada, sooner than give the Americans grounds of offense and occasion for what they term retaliatory measures, will modify the existing system at the close of the present season. This talk of retaliation and, indeed, the act of retaliation itself is a tremendous weapon that the Americans have used and are using, as it terribly disadvantages us. In nine cases out of ten, it is a mere pretence, with the help of which they are enabled to do us injury, and demonstrates that, at least on their part, the good neighborhood between us is more a pretence than anything else.

BUILDING REGULATIONS.

The new building by-laws of the city of Boston, are well worthy the attention of the Municipal authorities here. Under them "no buildings, excepting wharf sheds and grain elevators, shall hereafter be put up having a height of more than 70 feet or an area greater than 10,000 square feet, unless strictly of incombustible materials. No building, to be used above the first floor for mercantile, manufacturing or storage purposes, can be put up having a height of more than 45 feet unless constructed wholly of incombustible material or with tight floors of grooved planks at least two inches thick. No building of any kind or material will hereafter be allowed exceeding a height of 125 feet, and brick, stone, or iron buildings must have party or bearing walls of brick carried at least one foot above the roof. These must be plastered directly upon either solid masonry or metal lathing. All columns or beams bearing weight must be protected by brick, terra cotta or other incombustible material. Doorways in partition walls cannot exceed two upon each floor, and these must be protected by double, tin-covered doors hung to iron frames. Buildings, except offices and

dwellings within 30 feet of an exposing opening, must have fire proof shutters, and all elevators must be of solid brick or other incombustible material, and the openings furnished with metal-covered doors."

We are quite ready to believe that the adoption of some such an ordinance as the above, even more specifically adapted, perhaps, to our conditions, would not commend itself to some of our aldermen, inasmuch as it would entail more outlay on their part and on that of some of the mossbacks whom they specially represent, in the buildings which they run up to rent; but unless they are equal to the situation they will find that the underwriters will increase their rates of premium, as they did some years ago in the city of Quebec, where the risks were enhanced by the combustible character of the buildings offered for insurance and the inadequacy of the water supply and the appliances with which to contend against conflagration. As far as they go both the men and the material belonging to the Victoria fire brigade are of an excellent class, but there are not enough of them, while, as was specially evidenced at the fire at Spring Ridge, the water mains did not reach far enough, and the buildings consumed were shells that burned almost as quickly as matches. It is true that the Boston by-law reaches far and away beyond the class of buildings that we have even in the centre of this city; but if there they do not consider existing comparatively high-class structures up to the standard of requirements, in what condition may we not regard our city as being?

QUARANTINE STATIONS.

"To-morrow!" was the watchword with which the late Sir John Macdonald was credited; "how not to do a thing" appears to be a tolerably correct definition of the policy of the Abbott administration. It is announced that the new pier at the quarantine station below Quebec is about to be undertaken right away; the same was said about necessary additions and improvements to the establishment at Albert Head; but where is anything really being done? We should be glad to see less talk and more work. The former is cheap, and while Dominion necessities demand that many things be done, political exigencies stand in the way, and this has doubtless caused the Government to adopt the former Premier's plan of non-action; but for "the novelty of the thing" the fresh name has been applied to it. The seaports of our neighbors are carefully and intelligently guarded by the best appliances known to modern sanitary science, while we are at the mercy both of cholera and smallpox.

The salmon pack on the Skeena River has, according to latest advices, been completed, and before long this branch of operations in other parts of the province will have been brought to an end for this season at least. Prices seem likely to improve, and it is hoped that before another year comes round matters will have so adjusted themselves that both production and sale will be on a more satisfactory basis.

EDITORIAL NOTES.

"A READER," a gentleman of some business prominence, remarks, in connection with the city sewerage system, that the apathy of the Aldermen suggests to him the scripture reference to the man who in his undertakings had neglected to count the cost, and to the practical experiences of the person who, compelled to abandon a building which he had started, caused it to be placarded "—s Folly."

A PROJECT which, on the first brush, was favorably regarded, viz., that of a fire insurance exhibit at the World's Fair, including fire-proof building construction and fire-preventing appliances, has fallen through, many of the leading companies whose hearty co-operation would have ensured its success having held back to see what the others would do. Foreign companies, it is worthy of note, were not the only ones to procrastinate, but first-class American institutions assumed the same position.

A RUMOR was recently current in Montreal, which it is only fair to say was denied, that an English syndicate had offered two million pounds for the Canadian Pacific Telegraph lines. If there was no truth in the story, where did it come from? Experience has shown that, in most cases, rumors have some foundation, or at least had some object in being circulated, and in a case like this the story is none the worse for being repeated. It shows the way the wind is blowing, and is also an indication of the importance to which what is veritably a branch of the great Canadian Pacific Railway system has grown.

ONCE again has the charge of official neglect to be made against the Dominion authorities. We have more than once filed a bill of particulars reciting grievances of which British Columbia had to complain, and again not we alone, but the press of the province, of Canada, and of Great Britain also, have occasion to growl about the official neglect that has imperilled the Imperial flagship on the Pacific station and placed in jeopardy the hundreds of lives with which she was manned. The time has, indeed, arrived for a thorough survey of the waters of British Columbia, in order that charts may be obtained that are really reliable.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending August 13:—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
8.	Tyee, str., Port Townsend.....	81
13.	Oriental, ship, San Francisco.....	2,849
Total.....		2,931

The old-established business of Messrs. Mathers & Milligan, New Westminster, has changed hands, the Brackman & Ker Milling Co., of Victoria, having bought out the goodwill, business, stock, etc. The business will be run as before on the same premises on Front street. The managers at New Westminster will be Messrs. W. H. Mathers and W. H. Ker.

BRIGGS AT THE COUNTRY HOTEL.

C. Algernon Briggs, who has been on the road,
Since last May, is fully aware
That social distinction's all stacked in one load,
For his frail young shoulders to bear.
This worries him some, you can see by his brow.
Where breaking's begun before fall,
By that grim old spectre that handles the plow,
And furrows the forehead of all.
C. Algernon's lino is imported cigars,
As one would infer from the swell
And the bolsterous fuss he makes in the bus
—When Briggs strikes the country hotel.

The porter is "Cholly"; he calls the clerk "Joe,"
Says: "How are they comin' now, Jim?"
While rolling his name on the register so
That even the boarders know him.
"You'll give me the bridal room, eh Jooy, dear,
And Cholly, you take up my case—
And say, Cholly, bring me a bottle of beer
From Old Billy Whittington's place."
At supper it's "Sadie, go bring me a steak,"
Or "get me an egg, won't you, Nell?"
Or "a lemon, please, Blanche," for he's running
the ranch
—Is Briggs at the country hotel.

At dinner the guests read the bill of fare through
Save Briggs, who says softly to Dot:
"Just bring me my dinner, now Dottie, won't
you?"
And Briggs gets the best of the lot,
He's free with his money and runs a great bluff:
"Oh, well, I'll charge this to the house,"
But when he's in town he's quiet enough,
And funds it back meek as a mouse.
For there the gay Algernon sleeps in a flat,
And feeds at a chophouse as well.
Though he isn't deuce high when at home, he
can fly
When he stops at the country hotel.

If I were an artist and wanted the face
Of Cæsar returning to Rome,
Or of Alexander in search of a place
Unconquered on all the earth's dome.
Or were I a sculptor and anxious to mold
Proud Cato, with haughty lip curled;
Or hew out a figure of Atlas of old,
Who reeled 'neath the weight of a world—
I'd not copy from the conventional form
That all antiquarians sell;
For the who's classic lot I'd take a snapshot
At Briggs in the country hotel.

SUGGESTIONS TO NEW GROCERS.

A writer in an American exchange says: The retail grocery business is a peculiar one, more so than any other I know of, from the fact that nearly every man who has a dollar to spare, or who falls in any other business, thinks he can run it successfully; in reality, it is the most difficult in the country to succeed in because the profits in many articles are so small and there are so many perishable goods to be handled. The impression prevails that a man has nothing to do but to go to some wholesale grocer, buy a stock of groceries, without any knowledge of their quality, fit up a store and the customers will come and he will coin money. If this mistake is discovered in time, and the man has any grit in him, he begins to understand that in order to succeed he must know the business. This means hard work, long hours, close study, and, for a while, very poor pay. In order to succeed, he must place some object before him and try to attain it. For instance, if he has started in a town or city where there are some good stores, he must look around, pick out one of the best, and say to himself, "How has that man got his store in the condition it is in?" Get him thinking this way, and in a short time he not only gets his store in as good condition as the one he chose for his model, but he does better, he makes improvements suggested by either the wants of his trade or his own ambition, inspired by his first failure. He does not do it without work. He

must study the quality of the various goods he trades in, learn their history and make himself familiar with their qualities in order to gain the confidence of his customers, for in this lies the secret of success.

Never sell them goods that you cannot recommend, and, if a mistake is made by your men or yourself, rectify it at once. Don't let the customer see that any pecuniary consideration stands in the way of making the mistake good, either in weight or quality.

Let the parties with whom you trade see that you know the quality of the goods you want, that you are a judge of them, and they will not try to palm off inferior goods on you. Pay all your bills promptly, getting all the discounts off.

BRITISH BOARD OF TRADE RETURNS.

The Board of Trade returns for June are certainly discouraging. With the exception of a single item in each category both imports and exports show a heavy decline. Under the former head there is a drop of £4,038,270, while the falling off in exports is still more marked, being no less than £3,361,081. This loss brings the total decline in exports for the half-year up to £12,205,250, for which June alone is responsible for more than 25 per cent. The import total, it is true, still shows a small increase of £358,558 for the six months, due chiefly to heavy food purchases earlier in the year, but if the past month is any criterion this will soon be changed into a deficit.

One of the worst features of last month's returns is the great decline, amounting to over two millions, in imports of raw materials for textile manufactures. Indeed, to the falling off under this head more than half the total diminution in imports is due. In the export schedule the heaviest loss is to be found not under textiles, which have kept up fairly well, and only exhibit a decline of £732,000, but under metals and metal manufactures, which have fallen from £1,225,000 to £2,698,000, a drop of considerably over one-third.

This result is not quite so bad as it looks, nearly a fourth of the last year's total being accounted for by the swollen exports of tinplates to the United States. In June, 1891, £1,031,400 worth of these goods were sent to America, while the last month's export only reached £311,000.

PRUNE INDUSTRY OF WASHINGTON.

The prune industry of the State of Washington is yet in its infancy, says a correspondent. In the southern portion and in the older settled portions of the state, they have been raising prunes for ten or twelve years. These orchards have been producing a great many prunes and of a quality equal in all respects to those raised in any other part of the world. There is one variety here not produced in California; it is called the Italian prune, grows very large, is very black and rich, and is so sweet as not to require sugar. There were shipped this year from Vancouver four cargoes, commanding the highest prices of any prunes sold in those markets. These prunes are similar to the French in appearance and flavor. The climate and soil of Washington are particularly adapted to raising this fruit. There are prune trees in the city of Tacoma eight or nine years old and thirty feet in height, which bear extraordinary quantities of fruit every year, although no attention is paid to them. In all parts of the state there are large prune orchards, ranging in extent from 1,600 to 10,000 trees; the average size is 5,000 trees. Prune trees commence to bear for revenue when they are five years old, and this increases until they are twenty years of age. The prune is one of the most hardy and longest lived of all fruit trees. It differs in this respect from the cherry tree, and is more hardy than the apple or the pear. Prune orchards having trees twelve years old and upward sell for \$1,000 an acre.

Senator L. B. Clough, of Vancouver, has an orchard of twenty acres for which he has refused \$1,000 an acre. The Senator came here from Maine sixteen years ago. He has gone into this industry and laid the foundation for a fortune. The prunes can be packed and shipped any distance without being affected by the climate.

CULTIVATED TASTES.

A Baltimore trade paper says: "One of the food marvels of our modern times is the consumption of canned salmon. From beginning regarded as a game fish of the more northern waters, a food for the financial and gastronomic gods, it has become an almost every day dish for people of very ordinary fortune, a rival in fact of the cattle of the plains and an important article of commerce. The position it holds in these respects is due to the canning industry. The salmon business of the North Pacific coasts is vast, and, as yet, over increasing. The bulk of the fish is shipped to the British Isles, as canned salmon. Thus it is seen that the English people are warmed by the Republican waters of the gulf stream and fed with salmon which follow the despotic waters of the Japan current, that crosses the Pacific ocean and warms the northwestern verge of the American continent where this great fish comes to spawn in solitude.

"But, in late years, the demand for this salmon has greatly increased at home and America now consumes a large quantity of her Oregon and Alaskan fish.

"The fluctuations of demand have misled the most astute dealers several times in late years because they take too superficial a view of the requirements of food consumers. A taste for salmon is one that grows by cultivation, but it remains when once acquired; but this is not the main factor in the original increase of consumers.

"The price of this canned fish, the intrinsic food value of the contents of the can, the service which it will do commends itself at once to all who desire variety in economy. As our population increases, driving the cowboy and his herd from prairie to plain, from east to west, from great ranges near railroads to hills inaccessible to them, the supply of meat decreases in the same ratio that demand for it increases and the price steadily advances despite the steady decline of wages. Being accustomed to liberal supplies of meat, the palates of the people cannot forego it without some substitute and salmon comes not only very near to a complete substitute, but, as a variety, is an improvement and is cheaper than meat in point of fact. In a two pound or tall tin, the amount of excellent, rich, palatable food is very much more than would be in two pounds of meat, whilst at the retail price of 15 to 18 cents per can it is only about one-half the price of the meat per pound. On the table it will go double as far as the same quantity of meat and is satisfying in like proportion.

"Therefore the taste which must have meat and cannot afford it hails gladly the new meat, for it supplements the family of "Ser Loin" in a most agreeable and economical manner. "On what meat hath this our Cæsar fed, that he hath grown so great," yet a man must be poor indeed who cannot now have this royal fish on his table. So the increase of demand goes steadily on and when the excess of packing of it seems to threaten ruin to the holders, the demand simply increases, a wider market is opened for it, more people are advantaged and the overpack of salmon proves to be an imagination, and this will probably continue till the overfishing depletes the supply and once more it will become food for the wealthy. But when that time comes, meat will have risen to very much higher prices than now as compared with wages, and the palates of the poor will have to come down to the rations of the poor in a monarchy."

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of July, 1892:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids		\$ 189	\$ 48 87
Agricultural imple- ments		1,877	675 25
Alc, beer & port wgs	10,074	5,154	1,985 76
Animals		5,422	1,564 20
Books, pamph's, etc.		902	223 99
Brass & manu's of..		556	164 40
Breadstuffs, etc. viz			
Grain, of all kinds			
bush	3,816	3,019	546 60
Flour, brls.....	710	2,849	532 50
Meal, "	370	1,045	173 70
Rice and all other breadstuffs		4,261	1,905 20
Candles, lbs.....	6,783	652	163 00
Chicory, lbs.....			
Coal and coke, tons.	67,1492	409	33 87
Coffee, from U.S. lbs	8,527	1,599	164 52
Copper and m's of.		191	58 20
Cordage all kinds...		148	32 73
Cotton, manu's of		6,691	1,940 43
Drugs and medicines		33,614	12,390 32
Earthen, stone and China ware.....			
Fancy goods.....		1,194	360 35
Fish.....		1,375	310 81
Fruit, dried.....		1,010	291 10
Green.....		6,539	972 64
Furs.....			
Glass, glassware....		4,379	1,142 97
Gunpdr, exp sub's		3,765	1,299 75
Hats, caps, bonnets.		137	41 10
Hops, lbs.....	1,709	519	102 54
Iron and steel m's of		31,636	14,100 33
Jewelry and watches and m's of gold and silver.....		222	56 30
Lead and manu's of		319	66 80
Leather and m's of.		2,550	645 86
Marble and stone and manu's of...		169	42 15
Malt, bush.....	3,882	2,994	582 30
Metals, composition and m's of.		522	170 56
Musical instrum'ts		567	163 10
Oils, coal and kero- sene, gals.....	6,992	1,627	503 40
All other, gals....	3,293	1,163	296 21
Paints and colors,		705	254 55
Paper and m's of...		1,039	305 85
Perfumery.....		119	35 70
Provisions.....			
Bacon hams, etc...		7,472	2,015 18
Salt, not from Great Britain or British possessions, or for fisheries, lbs.....		623	116 71
Seeds.....		10	2 15
Silk, manu's of....		2,484	745 03
Soap of all kinds...		1,351	515 62
Spices of all kinds..		274	68 50
Starch, lbs.....	1,520	64	30 40
Spirits.....			
Of all kinds, gals..	4,128	4,761	8,810 74
Wine, other than Sparkling, gals...	1,908	1,685	1,232 90

ARTICLES.	QUAN.	VALUE.	DUTY.
Wine spr'kling doz	66	718	367 20
Sugar above No 1 lbs	7,115	391	66 91
Notab'vo No 1 lbs			
Sugar syrups, cane juice, etc., lbs.....	5,128	122	76 92
Molasses.....	307	57	21 49
Tea, from U.S. lbs...	133	52	5 20
Tobacco and cigars..	4,585	2,324	2,818 96
Wood and m'n's of.		2,019	585 20
Woolen m'n's.....		8,528	2,649 34
All other dutiable articles.....		35,591	9,746 52
Total dutiable goods		\$201,677	\$74,232 80
Free goods, all other		60,453	
Grand total.....		\$262,130	\$74,232 80

EXPORTS

From the port of Victoria, for the month of July, 1892—the produce of Canada:

THE MINE.	QUANTITY.	VALUE
Coal.....	560	2,240
Gold dust, nuggets, etc.....		20,678
THE FISHERIES.		
Furs or skins of creatures living in the water.....		9,614
ANIMALS AND THEIR PRODUCE.		
Other articles.....		20,013
AGRICULTURAL PRODUCTS.		
Other articles.....		108
MANUFACTURES.		
Cottons, woollens, etc....		28
Iron-pig and scrap, cast- ings, hardware, etc....		1
Wood-m's of all kinds...		2,610
Other articles.....		368
Miscellaneous articles....		994
Grand total.....		\$ 56,854
Goods, not the product of Canada, for the month of July, 1892:		
QUANTITY.	VALUE	
The Mine—		
Coal.....	1	10
Animals and their produce—		
Other animals.....		5
Manufactures—		
Cottons, woollens, etc....		370
Iron-pig and scrap, cast- ings, hardware, &c....		2,578
Sewing machines.....	6	145
Wood m's of all kinds....		714
Other articles.....		3,611
Miscellaneous articles.....		180
Coin—gold.....		1,006
—silver.....		541
Grand total.....		\$ 9,161
Total exports of all kinds.....		\$ 65,815

other American railways over which our commerce is conveyed. We are deeply interested in seeing that these iniquitous clauses are settled at once and for all, or entirely obliterated from the forms of bills of lading. I hold in my hand a bill of lading with no less than eight objectionable clauses, and I defy any man of common sense to sit down and tell me where the poor unfortunate shipper is coming in. Some shipowners say, "We are responsible for nothing." I maintain that a bill of lading which is simply a contract of affreightment is a matter which ought to be placed on a very simple basis. If the shipowner agrees to convey a certain cargo from one point to another in consideration of receiving a certain price, I say that matter can be settled without these multitudinous laws and clauses which simply say, "We take no risk, we want your freight, and, as far as redress is concerned, you have to do the best you can." I speak as one having experience in these matters. Whenever we have made claims upon shipping companies, being the last carrier of the voyage, the length of time which has been occupied in settling the claims has been infinite, and where reduction has been thought necessary, in nine cases out of ten it has been abandoned altogether, simply because, although the law might be on the side of the shipper, the cost and the irritation of the litigation has been so great, as to deprive the shipper of the opportunity. As I said at the outset, I regret that I did not hear the arguments that were used yesterday in support of the resolution, but it has been suggested this morning that the words are "made responsible to the consignee for any loss or damage that may arise during the transmission of the said goods to the final port of destination." Of course it is open to question, whether or not the underwriter's position does not come in here. Although I support heartily this resolution, I for my part, have no objection to inserting, with the approval of the mover, these words after the word damage, "other than that devolving upon the underwriter to the said cargo," because we cannot deny the fact that there are certain causes of damage which do lie upon the underwriter. I wish to be perfectly frank about the whole matter, and if the mover of this resolution is in favor of it, I am quite in accord as to the insertion of those words. I do not wish unnecessarily to take up the time of the Congress, but merely to say that as a merchant and a shipper, I am not disposed to place the issue of this matter in the hands of ship-owners. I feel that it is almost hopeless to get what we may fairly call justice, as between the shippers and the ship-owners, if the matter is left to the discretion of the ship-owners, and for that reason I am heartily in favor of legislation to settle this vexatious question, and I feel quite sure that if this resolution is carried, it will have good effect no matter in what way the reform is carried out. (Cheers.)

BILLS OF LADING REFORM.

At the Congress of Chambers of Commerce of the Empire, an English trade paper reports Mr. Robert Ward as follows, on the question of bills of lading reform:

MR. ROBERT WARD (British Columbia, Victoria): I am sorry that I had not the opportunity yesterday of being present to listen to the opening remarks which were made when this resolution was proposed. I am sure the Congress will regret to learn the cause. It was the very painful news that we had received that one of my brother delegates, the Hon. John Robson, the Premier of British Columbia, had been suddenly called away since his arrival in London. I had hoped to have had the benefit of his advice, but unfortunately he is not here and it devolves upon me to speak on behalf of British Columbia, which as most gentlemen present, I trust, are aware, is an important shipping point on the Pacific coast. Hitherto my Canadian brethren from the East have had a good deal to say at this Congress, but we come from a country far more distant; yet although

I am 3,000 miles away at the Port of Victoria, the political-commercial capital of the Province of British Columbia, our interests in this Congress are no less than those of my brethren from the Eastern portion of the dominion. Speak more directly upon the question which is now before the Congress—bills of lading reform, I may state that it is a matter which concerns us very seriously indeed. We have a large trade both by sea and land, and a large inter-colonial trade, a trade by steamships and by sailing ships, and by these bills of lading, and I must say from my own experience of upwards of twenty years upon the Pacific coast that it has been growing more and more apparent that the conditions of bills of lading are more irksome to the shipper than ever they were before. For that reason, sir, I am very glad indeed to support the resolution which has been introduced by our honorable friend from New Zealand, and I also heartily endorse the insertion of the words "including carriers by rail," because, as you know, sir, there is the Canadian Pacific Railway stretching from the Pacific to the Atlantic and the Northern Pacific Railway and

Jaeger, defaulting cashier of the Rothschilds at Frankford, has been sentenced to ten years' imprisonment.

Preparations are being made at San Diego in a quiet way to render the celebration of the discovery of California by Cabrillo, in 1752, one of the most unique and interesting affairs ever witnessed on the coast.

A recent British Consular report on trade echoes a complaint which has been heard very frequently of late. Foreign traders, says the writer, are positively inundated with circulars and price lists, while parcels of similar things are loaded upon the consuls. Most of these, we are told, go straight into the waste-paper basket. "Trade papers, on the other hand, are, says the Consul, "read with avidity, and such advertisements as they contain receive a certain amount of attention."

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	Feb. 23
Br bark	Callao	578	James	Oct. 6	Victoria	London	41,640	\$212,090	March 17
Br bark	Lebu	725	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,421	April 6
Br bark	Itohosay Bay	750	Partridge	Nov. 18	A Westminster	Liverpool	32,690	159,533	April 5
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	April 19
Br ship	Titanic	879	T. Selby	Jan. 15	B Westminster	London	22,566	107,919	May 16
Br bark	City of Carlisle	823	Kendall	Feb. 13	Victoria	London	21,574	113,885	July 3

A—Sailed from this port Nov. 21; also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$500. B—From Vancouver with part cargo of lumber

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelalido	A 959,793	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	B 942,986	9,193	March 25	60s
Am bark	Hesper	664	Sodergren	Feb. 20	Vancouver	Shanghai	C 716,183	7,781	April 23	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	B 831,937	7,095	May 20	42s 6d
Nor bark	Czar	1324	Christophersn	March 4	Vancouver	Adelalido	F 1,017,147	10,476	June 7	57s 6d
Nor bark	Agnes	844	Hoffgaard	Feb. 20	Chemainus	Antofagasta	E 410,539	6,413		40s
Nor ship	Kathinka	1163	Klevenberg	March 12	Vancouver	Melbourne	G 1,112,212	9,251	May 28	60s
Chil bark	India	353	Funke	Feb. 22	Vancouver	Valparaiso	J 787,496	7,018	May 10	owners ac
Br bark	Glenbervie	800	Groundwater	March 24	Vancouver	Valparaiso	I 429,857	7,689	ar Iquiqui	37s 6d
Br ship	British India	1199	Lines	March 31	Vancouver	Valparaiso	J 680,372	9,315	July 11	37s 6d
Am schr	W. H. Talbot	776	Blum	March 14	Vancouver	Tientsin	H 959,845	10,272	May 28	67s 6d
Am schr	Reporter	332	Dreyer	March 3	Chemainus	San Pedro	K 416,386	3,476	March	Private
Br bark	Riversdale	1153	Finlayson	April 25	Vancouver	Sydney	K 1,079,156	9,873	June 28	47s 6d
Br bark	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	L 64,275	7,986		\$16 00
Br bark	Craigend	218	Lewthwaite	April 18	Vancouver	Iquiqui-Callao	M 1,616,000	19,351	July 11	27s 6d & 30s
Br barktn	Toboggan	676	Porter	May 20	Vancouver	Wilmington	N 605,328	9,330		\$15 00
Br bark	Thermopylae	918	Winchester	June 2	Vancouver	Yokohama	P 328,576	8,949	July 22	Private
Nor brpk	Fritzoo	1078	Rolfson	May 29	Chemainus	Melbourne	Q 902,514	8,072	Aug. 7	45s
Br ship	Burnah	1617	Newcombe	June 2	Moodyville	Valparaiso	O 1,284,049	9,853		35s
Br ship	City of Denmark	3029	Smith	June 24	Vancouver	Melbourne	S 1,630,300	15,435		37s 6d
Nor bark	Ursus Minor	305	Johnson	June 1	New Westminster	Sydney	R 462,019	4,393	pr Aug. 5	37s 6d
Br ship	Earl Granville	1149	Flack	June 16	Cowichan	London	U 853,900			62s 6d
Chil bark	Antoniaetta	999	Stack	June 27	Chemainus	Valparaiso	V 843,361	9,015		owners ac
Ger bark	Palawan	967	Van Heuvel	July 8	Vancouver	Iquiqui	V 688,831	7,521		33s 9d
Chil bark	Leonor	801	Jennsch	July 8	Moodyville	Valparaiso	T 637,375	6,520		owners ac
Chil bark	Guinevere	960	Gleennie	Aug.	Chemainus	Valparaiso				owners ac
Am bktn	Robert Sudden	585	Uhlberg	Aug. 3	Vancouver	Valparaiso		8,797		40s
Chil ship	Hindostan	1513	Walsh	Aug.	Moodyville	Valparaiso	1,232,396	11,471		owners ac
Br bark	Zebina Gowdy	1087	Manning		Vancouver	Wilmington	771,140			\$13 00
Chil ship	Atacama	1235	Caballero		Moodyville	Valparaiso				owners ac
Br ship	City of Quebec	768	Carnegie		Vancouver	Adelalido				40s
Br bark	Nineveh	1174	Broadfoot		Vancouver	Sydney				owners ac
Am schr	Robert Searls	570	Piltz		Vancouver	Port Pirie				41s 3d
Am ship	George Skolfield	1276	Dunning		Vancouver	Valparaiso				40s

A—Also 2,389 bdls lath and 5,550 bdls pickets. B—Also 44,130 ft pickets and 943 bdls laths. C—Also 38,741 ft t & g flooring. D—Also 1,033 bdls laths. E—Also 157,570 ft t & g flooring and 50 bdls laths. F—Also 8,269 ft pickets and 127,170 laths. G—Also 61,633 feet pickets and 25,020 feet laths. H—Also 49,846 feet t & g flooring and 1,015 bundles laths. J—Also 183,491 feet t & g flooring. I—Also 204,943 feet t & g flooring. K—Also 77,550 laths and 75,100 cet pickets. L—Also 60,000 shingles. M—Also 192,000 feet t & g flooring. N—Also 275,000 shingles. O—Composed of 61,157 feet t & g flooring, 9,809 feet deck plank, 1,210,033 feet rough and 31,860 laths. P—Also 85 spars and 300 tons coal for Hong Kong. Q—Also 65 bdls pickets and 1,190 bdls laths. R—Also 7,060 pickets and 72,810 laths. S—Also 2,715 bdls laths and 1,330 bdls pickets. T—Composed of 495,364 feet rough and 151,011 feet t & g flooring. U—Also 40,900 laths and 5,180 pickets. V—Composed of 592,427 feet rough and 96,404 feet t & g flooring.

SHIPPING INTELLIGENCE.

The Fernbank was spoken June 5 in lat. 3 N. long. 43 W.

The Empress of China arrived at Hong-Kong Aug. 8th.

The Bushmills put into San Francisco Aug. 9th for coal.

The Empress of Japan sailed from Yokohama Aug. 8, and is due on the 18th.

It is reported that the steamship Grandholm is going home to the United Kingdom.

The Norwegian bark Fritzoo, from Chemainus May 29, arrived at Melbourne Aug. 9.

The British bark Bankburn, 1,352 tons, Capt. Davies, sailed from Tatal July 17 for this port.

The British ship Andreta, 1,708 tons, Capt. Hobden, sailed from Antofagasta July 1 for this port.

The Norwegian ship Morning Light, 1,310 tons, Capt. Johansen, at Honolulu, is coming this way.

The British ship Mylomene, 1,900 tons, Capt. Wilkins, is on the way from Coquimbo for this port.

The Norwegian bark Ursus Minor, from New Westminster June 1, arrived at Sydney prior to Aug. 5.

The British steamship Devawongse, 1,057 tons, Capt. Anderson, from Nanaimo, Aug. 15, and sailed same day for Yokohama.

The British Bark-Argyleshire, 1208 tons, Capt. Chambers, arrived at Valparaiso July 23, she sailed from New Whatcom April 20.

The Ben Nevis was towed to Vancouver Aug. 10, to discharge 600 tons of freight there. C. Gardner Johnson & Co., are the consignees.

The steamship Palmas sailed from Victoria Aug. 12 for Yokohama partially in ballast. She had 40 tons of freight, principally spars.

The repairs to the Government steamer Quadra injured in Stewart channel two months ago, have been completed and she has been thoroughly overhauled.

The American schooner Robert Searls, 570 tons, Capt. Piltz from San Diego, arrived at Vancouver Aug. 10, under charter to load lumber to Port Pirie at \$1s 3d.

The Colorado, 1,036 tons, and Highland Light, 1,315 tons, have been chartered by D. McGillivray to carry bituminous rock from Port Harford to Vancouver for street paving there.

The British bark Glengarry, 802 tons, Capt. Davidson, sailed from Talcahuano July 23 for the Fraser River to load salmon to the United Kingdom. Bell-Irving & Paterson consignees.

The British steamship Bushmills, 1,588 tons, Capt. Venning, arrived at Victoria Aug. 15 at 5 a.m. from Liverpool and passed up to Vancouver, consigned to Baker Bros. & Co., Ltd.

The British bark Valparaiso, 743 tons registered, is now on the berth at Liverpool for Victoria and Vancouver, and will sail about the end of October. R. P. Rithet & Co., Ltd., consignees.

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 ss	Bushmills	1188	Yenning	April 13	H Liverpool	B. C. ports	Baker Bros. & Co. (Id), arr. Aug. 15.	125
Br bark	Fernbank	1130	Boyd	April 24	A Glasgow	Vancouver	Bell-Irving & Paterson	113
Br bark	Chilli	478	McKenzie	May 27	E London	Victoria	Turner, Beaton & Co.	81
Chili bark	Eritrea	1069	Sorra		P Labu	Moodlyville	R. P. Rithet & Co., Ltd	
Br bark	River Ganges	612	Budge	July 27	F Rio de Janeiro	Victoria	Finlay, Durham & Brodie	30
Br bark	The Frederick	812	Simpson		G Talcahuano	Victoria	Robert Ward & Co., Ltd	
Br bark	Pingal	2185	Fulmore	July 26	J Kobe	Vancouver	C. P. S. S. Co.	21
Br ss	Empress of Japan	3003	Leo	July 30	K Hong Kong	Vancouver	C. P. S. S. Co.	17
Br bark	Assel	735	Gilmour		L London	Vancouver	R. P. Rithet & Co., Ltd	
Br bark	Sabrina	747	Organ	July 7	L London	Vancouver		40
Br SS	Victoria (ex Parthia)	2035	Dowell	July 7	B Glasgow	Victoria	R. P. Rithet & Co., Ltd	40
Br bark	Glengarry	802	Davidson	July 25	M Talcahuano	New Westminster	Bell-Irving & Paterson	22
Br ss	Phra Nang	1037	Watton		O Hong Kong	Victoria	R. P. Rithet & Co., Ltd	
Br bark	Thermopylae	948	Winchester		O Hong Kong	Victoria	Victoria Rice Mills	
Br SS	Mary Low	813	Robertson		L Liverpool	Victoria	R. P. Rithet & Co., Ltd	
Br bark	Empress of China	3003	Archibald		D Hong Kong	Vancouver	C. P. S. S. Co.	
Br bark	Valparaiso	742			L Liverpool	Victoria	R. P. Rithet & Co., Ltd	
Br ship	Myiomene	1900	Wilkins		L Coquimbo	Victoria		
Haw. bark	Mauna Ahi	537	Nelson		H Honolulu	Victoria		
Br ship	Morayshire	1428	Swinton		Q Java	Vancouver		

P—To load lumber for Valparaiso on owners' account. A—Spoken May 20, lat. 3° N., long. 25° W., June 5, lat. 3° N., long. 43° W. Chartered to load wheat at Tacoma or U. K. E—Passed Deal May 29, spoken July 2, lat. 3° N., long. 24° W., chartered for salmon to London. F—Chartered for salmon to London at 37s 6d. To arrive in September. H—June 7, sailed from Coronel. Arrived at Corinto June 22. Aug. 9 put into San Francisco for coal. B—Via Suez Canal. To sail from Hong Kong about Aug. 20 and Yokohama Aug. 30. C—Salmon to London at 35s, Sept-Oct. loading. N—July 9 passed Dover. J—Cargo of 2,800 tons tea and mdse. K—Sailed from Yokohama Aug. 8. M—Chartered for salmon to the U. K., Sept.-Oct. loading. G—Via Yokohama. O—Cargo of rice paddy, due to arrive in October. D—To sail Aug. 20. Via Yokohama Aug. 29. L—To sail end of October. Q—To sail in September with 2,000 tons raw sugar.

BUSINESS CHANGES.

L. Le Page & Co., butchers, have opened in Vancouver.
 W. E. Losee, shingle mill, Victoria, has assigned to C. E. Pooley.
 J. M. O'Toole, plumber, Vancouver, has sold out to W. G. Warren.
 N. C. McKeen, grocer, Westminster, has assigned to A. McInnes.
 Mr. G. H. Sproule has bought out the Vancouver Carriage Works.
 Campbell & Pyper have opened the Hotel Montreal in Vancouver.
 W. E. McCartney & Co., drugs, Nanaimo, have opened a branch at Northfield.
 Jas. Delaney & Co., saloon, Nelson, has been succeeded by Corning & Clement.
 Brown & Bates, hotel, Slocan River, have dissolved; Chas. Brown continues.
 Frank Sylvester contemplates opening a marine and general store in Victoria next month.
 Count d'Euran, general store, Northfield, has assigned to Simpson & Young, Nanaimo.
 The Reid & Currie Iron Works Co., Ltd., of Westminster, are closing out their line of carriages, buggies, etc.
 The Northey syndicate of Tacoma will take over the sawmill business of W. P. Sayward on the 1st of September.
 James Kirkwood, formerly of Winnipeg, is opening in the grocery and provision business in Victoria, under the firm style of Kirkwood & Co.
 Messrs. H. L. Lennie & Co., New Westminster, are retiring from business, their stationery stock being partly sold out Saturday night by auction.
 Messrs. Hall & Moor, of Manchester, England, contemplate going into the manufacture of acids for explosives and other chemicals in Victoria.

Lowell & Pagden, furniture, Victoria, have dissolved; Chas. Pagden continues.
 The Port & Winch Co., Ltd., of New Westminster, has been incorporated with a capital stock of \$24,000. The directors are R. O. Winch, E. H. Port and J. L. Cameron. To carry on a general fish business is the object of this company.
 The Hawaiian bark Mauna Ahi (ex J. J. Lotz), 537 tons, Capt. Nelson, is on the way from Honolulu to this port.
 The British ship Morayshire, 1428 tons, Capt. Swinton, has been chartered for sugar from Java to Vancouver, she will sail in September with about 2000 tons. She will it is reported be followed by another ship.
 H.M.S. Warspite grazed a rock in Discovery Pass on the morning of Aug. 12 on her way to Esquimalt. The rock was not shown on the chart. The shock when the ship struck was sufficient to check her way, and the injuries to her bottom are believed to be considerable. She goes into dock this week for repairs.
 A dispatch to the Merchants Exchange San Francisco, Monday morning from London says that the Canadian Pacific steamship Empress of Japan, from Hong Kong for Vancouver, B. C., put into Hakodado, Japan, with her cargo on fire. The fire was extinguished and part of the cargo was discharged, after which the steamer resumed her voyage.

VESSELS IN PORT.

(August 15, 1892.)

Ports.	No.	Tonnage.
Victoria	3	2,004
Vancouver	9	10,800
Nanaimo	4	5,925
Total	16	19,689

RECAPITULATION.

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