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## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,  
Tuesday Morning, Aug. 2.  
VICTORIA.

The last week in the month has shown a considerable improvement in all lines of merchantable business, which demonstrates conclusively that the smallpox has not had such a disastrous effect upon business as was generally anticipated. The fact of the matter is the month of July this year will compare favorably with the same month of any previous year. Even the customs returns show a gratifying increase over the corresponding month of last year. The prospects are still that the coming autumn will be one of unprecedented success.

Some interest is manifested in sealing circles over the proposed combination of that industry, and although nothing is stated officially, yet sufficient is known to justify the suspicion that it is not all talk.

The *News-Advertiser* reports that business is still very quiet in Vancouver, especially among the retail merchants. It has, however, shown signs of reviving during the last few days, and now that the smallpox scare is virtually over, and the quarantine raised, trade will become much brisker, although it is probable that it will be some time before the business of the Province recovers from the set-back it has received.

## FRUITS AND VEGETABLES.

The receipts of California fruit and vegetables by steamship City of Puebla, July 30, from San Francisco, comprised: For Victoria—120 bxs pears, 173 bxs apricots, 210 bxs peaches, 302 bxs apples, 212 bxs plums, 88 bxs grapes, 26 crts bananas, 20 bxs lemons, 25 bxs oranges, 16 crts melons, 18 bxs cucumbers, 2 bxs peppers, 1 bx corn, 68 bxs tomatoes, 58 sacks onions; 70 sacks potatoes, 6 bxs nectarines; total, 1,424 packages. For Vancouver—89 bxs peaches, 73 bxs apricots, 130 bxs plums, 137 bxs apples, 138 bxs pears, 32 crts bananas, 24 crts melons, 2 bxs oranges, 2 sacks coconuts, 33 bxs grapes, 5 bxs beans, 3 ca peppers, 6 crts prunes, 6 bxs cucumbers, 61 bxs tomatoes, 1 bx garlic, 78 sacks onions; total, 818 packages. Grand total, 2,242 packages. The totals show only a slight increase in the imports over last week. A large decrease is noted in the importation of potatoes, the demand is now being supplied principally from the local supply which are sold at about \$27.50 to \$30 per ton. Grapes are arriving more freely, but the demand is principally for peaches, plums, pears and apples which are the bulk of the receipts. It is said that about 75 bunches of bananas were delivered ex ss. Palmas and were sold at first for \$2 a bunch, but were reduced and, before the steamer left, a considerable lot was sold for \$1.20 a bunch. Melons of all kinds are coming in freely. Watermelons are quoted at \$6.50 a crate; muskmelons, \$5.50; and nutmeg melons, \$2.50. Crab apples are also on the market and quoted at \$1.25 per box. Quotations remain about the same as last week, but grapes and pears show a decline of 25c a box. A considerable increase is noted in the demand for fruit toward the end of the month, and

it is fully expected that during the present month the trade will show much improvement.

Current quotations for fruits are as follows:—

Oranges—Santa Barbara.....	\$3 75 @ 4 00
Tahiti Seedlings.....	.....
Riverside Seedlings.....	3 00 @ 3 50
Lemons—California.....	5 50 @ 6 50
Sielly.....	7 00 @ 0 00
Bananas, crate.....	2 50 @
Plums, box.....	1 25 @ 1 50
Prunes.....	1 75 @ 0 00
Apricots.....	1 25 @ 1 35
Peaches.....	1 35 @ 1 50
Nectarines.....	2 00 @ 0 00
Pears—Bartlett's, large boxes.....	2 25 @ 2 50
Apples—Red Astracan.....	75 @ 2 00
Crab apples.....	1 25 @ 0 00
Grapes.....	2 00 @ 2 50
Pine Apples, doz.....	5 00 @ 0 00
Coconuts, doz.....	90 @ 0 00
Cherries—Royal Anns (local) 20-lb box.....	2 50 @
Watermelons, crate.....	6 50 @ 0 00
Musk.....	5 50 @ 0 00
Nutmeg.....	2 50 @ 0 00
Vegetables are quoted:	
Potatoes—California.....	1 1/2 @ 1 1/2
Local.....	1 1/2 @ 1 1/2
Onions—Red California.....	1 1/2 @ 1 1/2
California Silverskins.....	1 1/2 @ 1 1/2
Tomatoes, bx.....	1 25 @ 1 50
Cucumbers, bx.....	1 25 @ 2 00

## GROCERIES AND PROVISIONS.

The receipts of butter from San Francisco to British Columbia have about completely fallen off, the last steamer bringing only one case of 100 lbs. There were, however, 51 crates of Edam cheese received July 30 ex City of Puebla. The main supply of butter comes from Montreal and Manitoba. Receipts are regulated according to the demand, and the market rules steady. No changes in prices have occurred for some time. The *Montreal Trade Bulletin* says: Receipts of butter during the past week were 5,678 packages, against 10,197 for the week previous. Creamery butter appears to be difficult to move in this market either for local use or export. A round lot of the last half of June was offered at 19c and cabled to the other side, but it brought no response. Shipments, however, have moved out more freely of late, making the total exports up to the close of last week of 6,678 packages, against 9,547 packages for the corresponding period last year. In dairy butter there is a jobbing trade passing at 17 1/2c to 18 1/2c, Morrisburg bringing about same prices. Western has sold at 15c for fine dairy packed, and we quote 14c to 15c, selections bringing 15 1/2c for Newfoundland. There is a large quantity of creamery still in store here, part of which is said to be awaiting orders from England.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	25 @ 00
" " tins.....	26 @ 00
Manitoba Creamery, lb.....	25 1/2 @ 00
" Dairy choice.....	18 @ 19
" Cooking.....	10 @ 14
Cheese—Canadian, lb.....	13 @ 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, 50lbs.....	13 @ 13 1/2
" 20lbs.....	00 @ 13 1/2
Lard Compound.....	10 1/2 @ 11 1/2

Sugar—Jobbers' prices, 1/2-barrels and kegs in each case being 1/2c 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.

Business for the past week has shown much improvement in the city, but the fact that most of the farmers in the Spanish district are busy haying tends to check the receipts from that section. Reports from there of the state of the crops continue favorable and a large yield is looked for.

Recent advices from Portland say that the wheat market shows an upward tendency, and, although there has been no general advance in figures, dealers are declining to fill orders at the present prices quoted. The reason stated is that the recent scorching hot weather throughout the grain districts of the continent has injured the standing grain and considerably lessened the visible supply.

The Victoria Mills "Lion" brand of family flour is again on the market, and is reported as giving good satisfaction to the general trade. It is still quoted at \$5.25 per bbl.

There are no changes to note in quotations.

The Columbia Flouring Mills quote: Enderby flour in carload lots:

Premier.....	\$5 40
XXX.....	5 30
Strong Bakers or XX.....	5 00
Superfine.....	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
Superfine, ".....	4 25 @ 4 50
Ogilvie's Hungarian.....	5 65 @ 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 35 @ 0 00
California rolled oats.....	3 85 @ 4 00
Corameal.....	2 75 @ 3 00
Cracked corn.....	45 00 @ 50 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 25 @ 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

## SALMON.

Advices just received by steamship Islander from the Skeena River, dated July 28th, say that the canneries expect to fill almost immediately. It was generally expected that the canneries would secure



## COMMERCIAL SUMMARY.

Crops in Quebec and Nova Scotia are suffering from drought.

The Prince of Wales has donated thirty-five guineas to the St. John's sufferers.

Harding & Co.'s shoddy mill at Simcoe was burned through being struck by lightning.

It is stated that the Canadian Pacific Railway Company is likely to buy the Springhill coal mines in Nova Scotia.

E. Merrill & Sons, worsted spinners, of Bradford, Yorkshire, have failed, with liabilities of £150,000, and assets £30,000.

For the week ending July 21st, the C. P. R. traffic receipts were \$417,000, against \$384,000 in the corresponding week last year.

China replies to the United States maintaining her right to reject an envoy who was from his antecedents not *persona grata*.

There were a number of deaths, one day last week, from the heat in Chicago, Cleveland, Philadelphia and other places. In Philadelphia, the thermometer registered 100 degrees.

It is reported that the C. P. R. will build a branch line from Cobden to Parry Sound in order to forestall the Canada Atlantic Railway, which proposes building on the same route.

Fire losses in the United States and Canada for the first six months of 1892 aggregated \$65,437,000, against \$69,555,000 in 1891, and \$47,811,000 in 1890, according to estimates of the *N. Y. Commercial Bulletin*.

The Lake of the Woods Milling Company state that their mill at Portage la Prairie, which is being rebuilt, will be completed by the end of the month. Its capacity will be sixteen hundred barrels of flour per day.

The salmon fishing on Lock Tay, Scotland, is now over for the year, and the season has been a disappointing one; 285 salmon have been killed, the average weight being 10 lbs. Last year, also, 285 salmon were caught with an average weight of 18 lbs. In 1893, 457 fish were killed; 596, in 1877; and 779, in 1863.

Railroad men in England agree with Charles Francis Adams when he said that the safest place in which to spend an hour or two is on an express train on one of the main railways. Last year, only five passengers were killed on all the railways of the United Kingdom, while on the streets of London alone 147 deaths and 5,784 injuries resulted from accidents.

A temporary commercial convention has been concluded between Germany and Roumania. It stipulates the maintenance of the general tariff at present in force in Roumania and the enjoyment by Roumanian products on their entrance into Germany of the most favored nation clause. Roumania in return will concede to Germany all the tariff reductions which she may accord to any other Power. The two countries reserve to themselves the right to conclude before the end of the year a more lasting arrangement between themselves, which will be laid before the respective Parliaments for ratification.

The twentieth International Grain and Seed Market will be held at Vienna on August 29 and 30.

Chicago has inaugurated the system of burning garbage—a most wise measure, which may well be imitated by other cities.

The stock yards at Cleveland have been destroyed by fire. They will be rebuilt at once, the company having facilities for the temporary accommodation of stock.

A man has been arrested who is thought to be the person who robbed President Moffatt in 1889 of \$21,000 in the First National Bank, Denver, in broad daylight and when the bank was full of clerks and customers.

Mr. Hugh Keefer has a force of men now engaged opening up a sandstone quarry at Nanoose Bay, near Nanaimo, which promises well. The stone is comparatively soft when first mined, but afterwards becomes quite hard. It much resembles Chuchanut stone both in color and texture.

A story comes from Manitoba which shows that U. S. officers are not wanting in gall. Several days ago, a Dakota marshal and several officers came across the boundary and attempted to kidnap a farmer named Mills—one who had sickened of Dakota hardships and decided to come into a better country—and when the mounted police came to Mills' rescue the U. S. officers fired on them and escaped in the darkness.

Arthur Peel, member of the British Legation at Washington, is in Toronto. He expects the moment the Presidential elections are over that an amicable arrangement will be made with reference to the Behring's Sea matter and other questions pending and of interest to Canadians. He considers that the bill to tax Canadian vessels passing through the Sault Ste. Marie Canal will be a simple election card to be placed back in the pack before any serious damage is done to Canadian commerce. He is rather inclined to think that shortly after the election Canada will again be invited to send representatives to Washington, where a reciprocity treaty, satisfactory to all concerned, will be negotiated.

Some years ago, the writer delivered a lecture on the early history of the then Canadian colonies, in which he drew attention to the fact that the early French settlers always utilized the refuse fish and offal of their fisheries in making glue. A young clerk, some days after, sought further information about the matter and, later in life, emigrated to Massachusetts. He had never been engaged in the fisheries or glue making, but this idea had been planted, and at the first opportunity he interested certain Cape Ann gentlemen in experiments, who placed Le Page's Fish Glue on the market, and utilized thousands of tons of stock previously thrown into the sea or used only as manure. In such apparently casual ways as the above, have ideas been gathered which have resulted in the establishment of great industries and wealth for the originator.—*Northwest Trade*.

John Taylor, of the firm of Baker, Taylor & Haskett, Montreal, was drowned at Gananoque while bathing.

The verdict on the Merriton disaster holds the Grand Trunk guilty of criminal and culpable negligence in not having air brakes on the excursion train.

The past year's immigration into the U. S. was 619,320, according to the preliminary report—the largest number since 1882, and compared with 500,319 the preceding year.

J. W. Harrison writes as follows in reference to the San Francisco coal market: "Although the latest mail advices from Australia reported only three vessels loading and very few engagements being made for later loading, our market has shown no improvement either as to tone or values. Stocks on hand in the yards are still excessive. The latest cables from Australia report some charters for this port, which show an advance of 9d per ton on coal rates, and tonnage is said to be very scarce even at the advance. This stiffening of freights, combined with the fact that nearly every coal cargo now en route from Great Britain and Australia has passed out of first hands, should help quotations in the near future. We are now fully assured that the lowest prices have been reached, and it will be a long time before some of the purchases recently made can be duplicated. This is the general opinion now expressed by those well posted in the coal trade."

In a synopsis of the crop situation, Beerbohm's London List of July 8 says: "The weather during the past week has, upon the whole, favored the crops, and the wheat plant in the south is rapidly approaching maturity. In some parts of the country, there are complaints of the thinness of the crop, but in most reports it is described as promising well. The *Times* special report shows that wheat has improved, but still indicates below an average crop; that barley promises to be the best crop of the year, if the future weather be favorable; but that in oats there has been a rather serious deterioration. The hay crop is shown to be an exceedingly light one. In France, the harvest will be much earlier than expected some time ago; in fact the date is now placed three weeks earlier than in ordinary years, but there is some fear that the wheat plant may be ripening too rapidly. With regard to the yield of the crop, the estimates vary from 34 to 37 million quarters, whilst the consumption in France amounts to 42 million quarters. From Belgium, Holland and Spain the reports continue on the whole satisfactory, but in Italy, where the harvest is in full swing, there is some disappointment as to the yield. In Roumania, the crop is an irregular one; in some districts, it is said to be the most abundant on record, but, in others, to be seriously injured. In Hungary, the prospect is for a fair but not brilliant crop. In Russia, the spring wheat crop promises more favorably than the winter or azima wheat, which in several important governments in the south will be very short. The rye crop is less favorably spoken of, but the barley crop is said to be a very large one in the southern governments. Wheat cutting will probably shortly commence in the south.



## SUPREMACY OF BRITISH SHIPPING.

As the *Canadian Trade Review* says, the United Kingdom is the great ship-building country of the world. Several of the other countries in Europe find it to their interest, from a business point of view, to get their large iron ships, especially those intended to be used in war, there also. The supremacy of the ship-building trade in the old country is due, of course, to the two factors which have built up her commercial greatness—her vast deposits of iron and coal, and the superior skill of her artisans. Great Britain also controls the carrying trade of the world. The returns of British merchant navigation and shipping for 1891 show that there were registered in the United Kingdom last year 8,313,541 tons of shipping, employing 240,480 men; compared with 7,916,336 tons, employing 236,103 men, in 1890. The average size of the vessels built and registered in England is increasing, for while the tonnage registered in 1891 is greater than in 1890, the number of vessels is slightly less. And the entries and clearances at the ports of the United Kingdom in 1891, like the tonnage built and registered, show an increase as compared with the preceding year. The vessels entered at ports of the United Kingdom during the year 1891 numbered 372,152, with an aggregate tonnage of 55,692,097 tons, as compared with 31,574,324 tons in 1890. The vessels cleared in 1891 numbered 340,802, with an aggregate tonnage of 81,142,105 tons, as compared with 339,440 vessels, with an aggregate tonnage of 79,706,033 tons, in the preceding year. The foreign trade tonnage shows a slight increase as compared with the preceding year, the entrances being 36,859,015 tons in 1891, as compared with 36,835,712 in the preceding year, and the clearances were 37,953,605 tons, as compared with 37,443,157 tons in 1890. A greater proportionate advance is noted in the coasting trade, which shows a total of 310,770 vessels of 48,833,622 tons entered in 1891, as against 307,240 vessels of 47,738,612 tons in 1890, and 278,600 vessels, of which 43,183,300 tons cleared in 1891, as compared with 276,270 vessels of 42,317,576 tons in 1890.

Glancing backward over a period of ten years we find that during the last decade the production of new vessels in Great Britain exceeded 7,500,000 tons, and during that period 1,000 sailing vessels and 300 steamers of an obsolete type were removed each year from the national register. The tonnage of goods carried outward and inward, estimated at 53,000,000 tons in 1880, grew to 76,500,000 tons in 1890. The entrances and clearances grew from 133,000,000 tons in 1880 to 164,000,000 tons in 1890. As by far the larger part of the traffic carried on through the Suez Canal is done by vessels sailing under the British flag, the gain in tonnage passing through that waterway from 3,000,000 in 1880 to nearly 7,000,000 in 1890 is distinctly a British gain.

## SILVER IN KING SOLOMON'S TIME.

A Paris correspondent writes: It is generally considered that the present price of silver is the lowest ever known since

the world existed. In ancient times, the so-called silver talents of the Persians, Greeks and the silver shekels of the Jews represented, as compared with certain gold coins of the various periods, a ratio varying from 1 gold to 10 silver to from 1 to 13. In other words, silver had been valued from 71d to 91d per ounce standard. So much for the history of the white metal, according to statements of Herodotus and other writers of ancient times. But it appears now that in other countries silver by no means possessed so high a value, and that at times even the present depreciation was greatly surpassed.

A student in Cracow writes to a leading Vienna paper pointing out that in the first Book of Kings, tenth chapter and 21st verse, the following passage occurs: "And all King Solomon's drinking vessels were of gold, and all the vessels of the house of the forest of Lebanon were of pure gold; none were of silver." It was of little account in the days of Solomon. And verse 27th says:—"And the King made silver to be in Jerusalem as stones, and cedars made to be as the sycamore trees that are in the vale for abundance." The correspondent of the paper adds that it appears clearly from the above quotations that the white metal at the time of the splendor of King Solomon was hopelessly depreciated, and that the King of Tor (Phoenicia), who was friendly with Solomon, was possessed of richer silver mines than America can boast of at the present time. He further states that Jerusalem was utterly hooded with the valueless metal, and that without the least doubt the present depreciation, which, as will be remembered, recently drove silver up to a ratio of 1 gold to 24.18, has been greatly exceeded at the above mentioned period.

## A BUSY MAN'S CAPACITY FOR WORK.

There is an old age, that if you want a thing done promptly you must find a busy man to do it. The inference is that men who are not busy cannot do things as rapidly as those who are busy. This will be pretty generally admitted upon reflection, and the reasons for the fact seem to array themselves in two classes. In the first place, the busy man can perform more rapidly and more efficiently than one who is not busy, because he is in practice; he is accustomed to do things rapidly, and whatever he undertakes to do is handled at the usual rate of speed. Again, the man who is not busy is not only out of practice, but in many cases is out of sympathy with work of any kind, and, therefore, is unable to turn himself satisfactorily, no matter what his willingness of mind in this particular case may chance to be. This question is variously discussed when it is brought to the attention of thoughtful people. Says a philosophic friend: "I know a literary man who works from twelve to eighteen hours a day, and complains he has not half time enough to do what he would like to do. It is a curious thing that the man who works hard with his brains conceives more work and is inspired by the ambition to accomplish it; whereas the man who has nothing particular to do never origin-

ates anything, and finds it a task to do anything."

Another person, speaking on this subject, says: "In my case, when I am much driven I think of lots of things I would like to do if I had time. I make a memorandum of them and put them aside, working a little on this or that between times. Just as soon as I am relieved from mental pressure my capacity, industry and ambition collapse together."

Still another man says: "I think work generally called 'mental labor' is a sort of dissipation—the more you have of it the more you want, and the more you can do until something snaps." This last statement, it seems to us, is the opposite of complimentary to the workers of the world. To suppose that men work only as dissipation, without ambition or noble purpose, is certainly to attribute to them unworthy motives. But it still remains, as we stated at the outset, that those who work the hardest and are the busiest are the ones who can perform any special thing that is to be done, and accordingly when we want a thing done quickly we search out a busy man to do it. *Business.*

## THE BANK OF FRANCE.

The Bank of France, the proposed renewal of whose charter in 1897, at which date the one already existing will have expired, is engaging so much attention just now, was founded in the year XII of the First Republic One and Indivisible, in other words in 1800 according to the ordinary chronology. That was at the period of the Consulate, just before Bonaparte had seized the supreme power. It is, therefore, a much more modern institution than our own Bank of England, which, as most people know, was the outcome of the financial troubles in the reign of William of Orange. Both banks, however, have a similar origin, for it was in order to provide a ready means of raising funds that the Consuls granted a charter to the men who, uniting several old-established banking businesses, founded the Bank of France. In France, that bank alone has the privilege of issuing bank notes, but in return for this and other advantages it is under very severe restrictions both with regard to reserves of cash and also as to the sort of security on which it shall advance money. Commercial paper, for instance, can only be discounted if it bears three signatures. On the 2nd of June last year the Bank of France had in its vaults the enormous sum of two milliards 850 millions of francs, or about £114,000,000 sterling, in about equal quantities of gold and silver. This is about the average amount, and it represents about one-third of the total quantity of the precious metals in France.

Manitoba crops have made marvellous progress since the first of the month. The harvest will be as early as usual and the yield as large as ever before.

The beet root sugar industry in the province of Quebec has received a bad blow by the failure of the West Farnham Beet-Sugar Company with liabilities of some \$80,000 and assets of only \$9,000. The company was composed of a syndicate of wealthy French capitalists.



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VICTORIA, TUESDAY, AUG. 2, 1892.

## THE QUARANTINE ENDED.

We are scarcely disposed to say that "after all is over" the business associations between Victoria and the city of Vancouver will resume their usual relations, for that can hardly be. There will necessarily remain some feeling of—to put it no stronger—restraint in the relationships—social and commercial—of the two communities, for the one—there is no need to disguise the fact—thinks that the other was premature in putting on the quarantine; and the other is of opinion that the one has made too much of what it is disposed to regard as merely a measure of self-defence. In a matter of this kind we, as a commercial newspaper aiming to speak on behalf of a greater territory than that which is represented within the limits of Victoria, or indeed of the island of Vancouver, cannot look at the subject from a sectional point of view. We think, however, that it was a mistake into which the sister city fell to close its doors against Victoria, inasmuch as its action served as a pretext which the rival ports upon the American side availed themselves to endeavor to cripple British Columbia trade generally. They never lose sight of any opportunities that present themselves, and hence the greater need for the greatest discretion on our part.

We are not disposed—although some people have done so—to allege that Vancouver has shut us out in order to capture our trade, for we are convinced that the figures will show that she has been a loser possibly in much the same proportion as ourselves. The reasons are plain. A considerable amount of Vancouver's Sound trade—freight and passenger—passes through Victoria. When she blackballed us she blackballed herself. Travel to the coast on the C. P. R. suffered when it became known that the smallpox was abroad. It was impossible to have disguised the fact that smallpox had been brought to Vancouver by the China steamers and, had as must have been the impression created by this fact, it must have been intensified when it became known that because of the prevalence of smallpox Vancouver had been obliged to shut her doors against Victoria. The opinion created everywhere as to the condition of the coast cities of British Columbia could not, on this account, fail to have been most damaging. What wonder then that trade should have been materially affected?

It is not likely that this province will soon be visited by an outbreak such as the present, which on both sides the Gulf we

are glad to have ample reason to hope is fast becoming exhausted. The visitation and its attendant incidents have taught a number of lessons. They have shown that the quarantine system of Canada is grievously defective, for, were not this the case, in view of the facts, it would not have been possible for the authorities at Ottawa to have declared officially that the quarantine officer at Albert Head had fully carried out the law in his treatment of plague stricken vessels and their infected passengers. They have demonstrated that sanitary law and practice as they obtain here are by no means equal either to ordinary or special requirements. From many large cities—especially seaports—smallpox is seldom absent in a more or less modified form. Victoria, Vancouver and Westminster have been taught this by dearly bought experience and now have some idea of what the circumstances of the case require. What we are anxious about, now that all is over, or pretty near over, is that as early as possible there shall be a resumption of the somewhat rudely interrupted relations between the cities, which further litigation could not fail to retard.

## COLONIAL IGNOREMENT.

It has been observed very appropriately that although the congress of chambers of commerce recently held in London was attended by representatives of ninety boards of trade and chambers of commerce, half of them in the United Kingdom, their proceedings were comparatively ignored by the metropolitan press, just as if the matters under consideration were of little or no importance. It is true the British elections were on, but, despite this, there is only too much reason to conclude that the people "at home" still fail to realize the importance of relations with the colonies which are really such important portions of the Empire. Ireland was the principal topic discussed by the election speakers and the papers; but what is Ireland in comparison with the colonies all over the world that are, and might be still more so, such towers of strength to the United Kingdom? If the people at home and their journals set such light store by us, there are those who entertain far more exalted ideas on this subject, and this it may be well for the British people to remember unless they are prepared to have a repetition of that disgraceful incident which lost New England to the Empire.

## SEAL SKIN COMBINE.

Although the cry has been raised, and is being constantly persisted in, that the seals are disappearing, the interest appears to be sufficiently important to warrant an attempt to form a joint stock company with ten million dollars of capital, whose object is to protect the interests of those engaged in handling, curing and disposing of the skins. It has been announced, and the story has been confirmed, that Messrs. G. C. Treadwell & Co., a well known Eastern American house, are promoters of the contemplated combine, which will be organized under the laws of the State of New Jersey. As is well known, the principal and primary

shipping point for the sealskins taken in the North Pacific ocean is Victoria, whence having been salted and packed, it has been the practice to ship the bulk of them in the Fall to London, England, by the speediest possible route, the contracts for delivery specifying in view of the market fluctuations that they shall arrive at their destination within a particular time.

Heretofore the dyeing of the fur has been done exclusively in London, where alone, it was claimed, the secret was known. As now understood, it is the intention of the proposed company to treat the skins at Albany, N. Y., where the eminent firm of Treadwell & Co. have their headquarters. There is no duty on raw skins going into the United States, but there is a duty of 25 or 30 per cent. on the manufactured article. Thus, if Albany, instead of London, were to be made the headquarters for curing and dyeing, the saving to the sealers in freight alone would be very considerable. The question is, however, can the dyeing and dressing be done as well there as in London, which has hitherto had the monopoly? In the event of this being possible, Victoria would undoubtedly become the great fur emporium, her market, and not that of London, regulating values, since both the London and Albany dealers would be competitors for the catch, their rivalry serving not only to strengthen values, but to give them a permanency that would be eminently desirable.

The fluctuations have in the past been productive of considerable losses. Last year the Victoria banks advanced the sealers as high as \$20 per skin, although owing to the number taken, the price in London on their arrival did not reach that figure. This year it is certain that the take will be small owing to the police vigilance exercised in Behring's Sea, and, therefore, there is no wonder that such well known concerns as those of H. Ward, N. J. Bishopric, F. L. Ridgeway and W. B. Tims should have formed the proposed association with almost unlimited financial backing. Their action, moreover, demonstrates that despite all the statements that have been made there is yet a big thing in seals, and also despite the strong American official statements which have been made that they are almost extinct and that there can be nothing in them.

## BRITISH COLUMBIA'S EXHIBIT.

We are very well satisfied to have on the authority of Prof. Saunders, who is at present in the Province, the assurance that at the forthcoming World's Fair British Columbia will have a good exhibition of natural resources—particularly minerals, lumber, fruit and the products of the farm. There will, he says, be no difficulty in this Province getting all the space wanted, while her lumber will have a conspicuous place in all things Canadian. Not only will it be prominent in the exhibits of the Provincial section and in the Dominion trophy at the entrance, but Island and Mainland timber will be largely used in the construction of the Canadian building—not the place of exhibition, but a sort of general headquarters for Canadians, who are invited and expected to make it their rendezvous.

## RETRALIATION.

On the 1st instant, there came into effect an Act of the American congress which gives to the President power whenever he shall be satisfied that the passage through any lock or canal connecting the navigation of the St. Lawrence with the water-ways of the United States is made difficult to U. S. vessels by the imposition of tolls, which he shall deem reciprocally unjust or unreasonable, it shall be his duty to suspend the right of free passage through the St. Mary's Falls' Canal to vessels owned by the subjects of the Government so discriminating. Any one with half an eye would at once perceive how disastrous to Ontario shipping this would be, albeit Canada by restricting traffic on the Welland Canal could make it extremely awkward for U. S. vessel owners. This, however, would only give the Americans a pretext for further retaliatory measures, the ultimate outcome of which in all parts of the Dominion it would be extremely hard to see. To give our neighbors no pretext for such a cause, we note that the Dominion Government will take steps to abolish the relate system and to make a uniform toll or to do away with the tolls altogether.

It has been well observed that it is a pity this step should have been taken by Canada apparently under compulsion, as the rights and wrongs of the case might well have been determined when cooler counsels would have been much more likely to prevail than at the eve of a presidential election when the tails of the lion and its colonial offspring have already been pretty vigorously twisted for the mere sake of political effect. Indeed it is announced on the authority of Mr. Arthur Peel, a member of the British legation at Washington, that it is expected the moment the Presidential elections are over, an amicable arrangement will be made with reference to the Behring Sea matter and other questions of interest to Canadians. The bill to tax Canadian vessels passing through the Sault Ste. Marie Canal is regarded as a simple election card to be placed in the pack before any serious damage is done to Canadian commerce. The same gentleman is further inclined to think that shortly after the election Canada will again be invited to send representatives to Washington where a reciprocity treaty, satisfactory to all concerned, will be negotiated.

## A CHINESE WALL.

What has been termed British Columbia's ultra exclusiveness has received another set-back in the judgment recently rendered by Sir Matthew Begbie in the case of Dr. Metherall vs. the Medical Council of British Columbia. The Dr. claimed that having been duly registered in England as a medical practitioner in 1834, he was entitled to be registered here, subject to the various statutes which have been passed on the matter, beginning with the Imperial Medical Act of 1858. The British Columbia Medical Council is working under an Act of the Provincial Legislature, which permits it to demand that all practitioners from other parts of Canada and elsewhere who come to British Columbia to practice pass an examination

and pay a fee before they can be recognized as doctors. The insistence on this claim has been a serious obstacle in the way of many practitioners who could not afford to wait the time intervening between their application and that at which the examinations are ordinarily held. Moreover, the imposition of a substantial fee serves to increase the exclusiveness of the local profession, it not being easy for at least some newly-started professionals to pay the amount demanded before they have the opportunity of earning anything.

The opinion of the Chief Justice after hearing all the evidence and argument—though he expressly abstained from making his announcement in the shape of a formal judgment—was that "Dr. Metherall is entitled to claim registration here, upon payment of such fees, and production of such proof of the London registration, as this Legislature may direct. This Legislature did, in 1870, impose a statutory fee, and made certain statutory regulations; but all these, in 1890 it repealed, and left it to the Council to establish fees and regulations. The Council has, as yet, established nothing. It follows that the plaintiff is entitled to be registered now without any fee, and upon such proof of his London registration as would be admitted in a court of law." This opinion destroys a kind of Chinese wall behind which certain of the medical profession had sconced themselves. There are others which it would be well to remove—both real and imaginary—behind which for the present some of our citizens are entrenched. Let them come out in the open. If they can hold their own, very well; but in this nineteenth century the public are not content to tolerate anything of a mediæval character except as a relic of what has been.

## EDITORIAL NOTES.

THE *Winnipeg Commercial* has just published a very well got up and comprehensive pamphlet with illustrations on that big Provincial subject—the Kootenay country. It enters into the most minute details and is calculated to do a great deal of good in awakening and stimulating interest in this section of Canada.

A COMMISSION appointed by the Government of New Brunswick has for its object inquiry as to the general defects in the present system of assessment. It will meet in various places and take evidence. Senator McLellan is the chairman. It is stated that the new law of the province will likely be based on the report of the commission, lightening the burden upon personal and putting it upon real estate.

JUDGE QUIMET, of the Province of Quebec, has decided that a notary, who, in addition to his notarial business, receives deposits, pays interest thereon, and deals in real estate, can be looked upon as a trader and cannot plead that he is a professional man, and, therefore, exempt from the provisions of the insolvency law. Under such circumstances, a demand of assignment can legally be made upon him.

It is announced that the old whaling bark "Progress," has now reached Detroit on her way from New Bedford, Mass., to

Chicago, where she and her contents will constitute, for the benefit of the World's Fair visitors, a complete exhibit of the whalecatching industry. She made 17 trips around Cape Horn, all successful, and 40 times crossed the Arctic Ocean. She is thoroughly equipped for the pursuit in which she was formerly engaged, and, as a curiosity, would have been second only to the old pioneer Pacific steamer Beaver, which, to all appearances, has been wrecked beyond recovery.

TORONTO *Empire*: It is satisfactory to learn that the smallpox in Victoria has been absolutely eradicated. For a time the situation was sufficiently alarming to justify the action taken in Vancouver and the concern which Toronto and other cities felt about the transportation of the disease eastward. The awkward mess, however, which has developed in Vancouver, is to be regretted. Now that the cause of the trouble has been removed, the twin cities of the Pacific slope should do nothing that would reflect upon their character as good neighbors. There has been too much officialism on the one hand and too much popular heat on the other, but such things are likely to occur in the best regulated communities in times of scare.

We are decidedly well pleased to notice the manner in which many of the English papers are handling the Carnegie concern and their murderous myrmidons, the Pinkerton detectives, a number of whom ought to be judicially strung up, if for no other reason than to emphasize the opinion of the United States judiciary that the performance of such brutal work as they carried out comes under the law relating to murder in the first degree, and should receive the heaviest punishment that the law provides. Unless the severest penalty be meted out to such organized manslayers it will, indeed, be time for the aggrieved workmen to consider whether or not they would be far transgressing the bounds if they took the law into their own hands and appealed for a final and decisive judgment to the court of Judge Lynch.

THE annual report of the Department of the Interior contains a good deal of interesting information with regard to the resources and prospects of our newly-opened territories in the west. Among the new matter in this blue book is a considerable amount of information in regard to the gold deposits in the East Kootenay mining district, part of which was traversed last year by W. S. Drewry, an officer of the department. Mr. Drewry says that the actual mineral wealth is an unknown factor, but sufficient has been ascertained to make a great development probable within the next few years. At the present time but one mine is being actively operated. The difficulties are great and capital is wanted. The improvement in the means of treating ore with a small percentage of gold will do a great deal for the district, for this is the character of the quartz throughout the mountains. Mining engineers and experts affirm that the surface prospects of the Spallumcheen country are extremely good, and that if the promise held forth is realized, it will become one of the richest quartz-mining areas known.

## PROSPECT FOR SALMON PRICES.

The London *Graphic* is one of the most conservative of contemporary commercial publications. Nothing of a sensational nature affecting natural products, or manufactured goods from California and the Pacific coast is ever allowed to appear in its columns without the closest and most painstaking investigations, and by the time of its publication by our contemporary the noise of the sensation itself is about its ears. In a word, our contemporary keeps very close to facts, and seldom if ever indulges in a forecast of the market.

The above comment is called forth by the recent publication by our contemporary of the paragraph following:

"As to the salmon situation, it may be observed that it has been greatly improved by holders, the most influential of whom have resolutely kept back supplies until no fish was to be had in any quantity, except at an enhancement in value, which has been equal to 3s. per case from the lowest point last year, and sales of special shipments by public auction having been discontinued, those concluded privately have been marked by greater facility than heretofore. The prolonged depression of the former season having entailed severe losses, importers have determined to make a stand, and have hit upon the busiest period of the year—the warm summer months, when consumption is at its best—for the raising of their pretensions. Various opinions have been expressed with respect to the pack for 1892-93, but nothing definite is yet known beyond the supposed fact that it will be lighter than in 1891-92, and that canners and consignors of the article wish it to be understood that they will rather give up the business than again face the unprofitable results which attached to it in 1890-91; but, considering that there was a total pack of between 1,580,000 cases and 1,715,000 cases in the years 1890-91, the deficiency in the consignments this year would have to be almost alarming, with existing preponderating stocks, to create a sudden and sharp upward movement in the market quotations here."

While we are disposed in the main to applaud the course of our able and esteemed contemporary, we are of the opinion that in such a situation as is presented to-day, any publication in the United Kingdom might safely forewarn the trade of the absolute certainty of a very material shortage in the salmon pack of the Pacific coast for this year. It is a matter of record that the Alaska salmon pack will be reduced to 400,000 cases by the combination of cannery interests in the far northern waters. The pack of the famous brands of Columbia River (Chinook) salmon will not exceed 250,000 cases. Just what the British Columbia pack will be is not definitely known. The season on the British Columbia streams is later than on ours, but the same conservative policy pervades the industry there that is seen in its branches on the Columbia River and in Alaska. We may have a pack of a million cases this year, but it is more likely not to exceed 650,000 cases.

In several years past, we have averaged over a million and a half cases. Last year, the pack was approximated at 1,500,000. In 1891, it was about the same quantity;

in 1890, the pack was 1,023,000 cases; and, in 1889, it was 1,714,000 cases. England has required since 1839 fully 600,000 cases of our Pacific coast pack every year. Such a requirement this year would make an evident shortage in the home supply. The United States requires for an average consumption fully 50,000 cases a month. It is easily seen from these data that somewhere there must be a shortage in salmon this year, and, in some markets, prices must show the effects which always are occasioned by a shortage in the supply of any staple food product. We are of the opinion that our contemporary may safely say something more nearly representing the true situation than that which has been said in the paragraph given above without subjecting itself to the charge of sensationalism.—*S. F. Herald of Trade.*

## COMMERCIAL DRIFT.

"Whither are we drifting?" may be asked with respect to many branches of trade to-day. Merchants universally look back to the old times when profits were good, expenses small, losses few and money was made. This, they say, is all changed nowadays; profits—well, they are infinitesimal. And, as profits have decreased, expenses have increased, and above and beyond all this there is the constant worry, the continual drive, the unremitting strain, and, at the end of the year, what is the result? Lucky if the position of a year ago has been maintained. Is this true? Let anyone ask one of the old commercial travellers, and he will soon find out what a change has taken place. Formerly two visits to each place in six months, and good orders for a three-months' supply each time; now, any place of consequence has to be visited every few weeks, and orders are small bills for immediate use. Then, look at the immense increase in the number of travellers—swarms of them—and the increased expense is easily accounted for. What is to be the result? It is very hard to say. "There are too many people in business," one of our most talented bank managers tell us, and he goes on to describe a movement which is going on in Canada, and which is very marked. "Small villages complain that their business is going to the larger towns, and the towns complain of the cities. Small manufacturers complain of the consolidations and so called monopolies. Retail shopkeepers complain of the great establishments where almost anything can be bought. These changes," he says, "are part of the great centralization in commerce, which is one of the most prominent developments of the last decade or two." There can be no doubt that these statements are absolutely correct, and that while the present excessive competition for the present limited market continues, no profits can be made at all commensurate with the capital employed or the energy expended in carrying on commercial enterprises. The centralization spoken of will, no doubt, continue, the number of hours will probably decrease, and the largest one will ultimately be successful. This, of course, will not come to pass in a day, but men will not continue always to waste their lives with no good result; many will follow the advice of the

bank manager we have already quoted by "turning to some industry in which there is not over-production." Then, when supply and demand are brought to an equal level, commercial "life will be worth living" once again.—*The Shareholder.*

## A TACOMA SCHEME.

The Tacoma *Ledger* has recently been printing some articles on "Our Insurance Rates." Referring to the matter, a well-known resident of that city, in a letter to the paper, suggests the following scheme for securing lower rates:—

Let property owners combine and form a "Mutual Protection From Fire" association. Let each member place a portion of his insurance with the association, paying a rate to be agreed upon, as, for instance, say a merchant carries \$40,000 insurance, he gives \$5,000 of that amount to the association, reserving sufficient in recognized companies to maintain his credit. One hundred such risks, at say 1½ per cent., would give the association \$7,500 in premiums to start with. The second year, carrying the same risks, the fund would be augmented by another \$7,500, increasing it to \$15,000, to which would be added the accretion of new risks. The expense of working need be but slight. The third year, with the original 100 members, the fund would reach \$22,500, less expenses and plus additional premiums. And so on. Now for losses. Our fire equipment and the quality of the buildings being erected within our fire limits place us on a footing equaling in protection the largest cities; but say that our losses would amount to ½ per cent. That would mean a loss of \$2,500 the first year. But, to insure against emergencies, the by-laws of the association might provide that only a percentage of loss be paid at the start, as, for instance, first year, 20 per cent.; second year, 40 per cent.; third year, 60 per cent.; fourth year, 80 per cent.; and after the fifth year, the full insurance. Only extraordinary disasters would now remove the association from a firm footing, and, as it improved in magnitude and stability, it would come to be recognized as a secure institution, and members could insure in it as much as it cared to take.

The advantages would not be felt at first, since the members would not get full indemnity in case of fire, but, later, they would not only get their insurance at a lower rate, with full indemnity, but would also have an interest in the funds of the association to the extent of the premiums they had paid in. It should be thoroughly understood that the idea is not to form a "home company," but merely to make a combination of property owners, having for its object the lessening of insurance rates and the ultimate retention in Tacoma of the immense amount of money annually paid out to eastern and foreign companies. Also, it should be remarked that members would not be individually responsible for losses. Payment would be made from the funds of the association on the basis laid down.

I have interviewed several merchants on the subject, and found them generally favorably disposed toward it, and if property owners think well enough of the scheme to give it an hour's time, a meeting could be arranged at which it could be thoroughly discussed and entered into more in detail.

## HARD ON HUSTLERS.

A writer in the *Michigan Tradesman* comes down rather heavily on the "hustler," as the following quotation will show: "The hustler of to-day is often a farmer who has found his calling distasteful, and with speculative instincts has established himself in business with no knowledge of trade further than to undercut in price and startle by loud advertising. He succeeds in demoralizing prices, and doing, for a time, an apparently large business. Having a few favorite customers to whom he sells at jobbing rates in consideration of their personal influence, he is able to spy out all the weak points of his competitors and often coax away customers. In many staples and partial luxuries, he has a habit of dealing only at occasional intervals, and then at cost prices, just enough to call such trade away from his competitor, who believes the public should be served all the time with such goods at fair prices, if served at all. He catches on to all the gambling schemes adopted by certain manufacturers to introduce their specialties and the homes of his customers are in time filled with useless bric-a-brac, and cans of baking powder bought at prices that would make a Chatham Street Hebrew blush to the point of his aquiline nose. Every other device is made use of as fast as offered to force on a credulous public goods that would not sell on their own merits. Schemes of all kinds to boom business by pyrotechnic display are pushed in rapid succession. The result is he has made a noise in his little world, sold a great many goods at a very little profit to himself or to the public, and is then anxious to sell out and go where there is a larger sphere for the exercise of his peculiar talents. The village could well spare him were it not that another neophyte with a swelled head would take his place, and pursue a similar system with new variations.

"And this is what some thoughtless people call enterprise! What the world wants to-day is less of this class of hustlers. The centrifugal force that moves the business world is at present sufficient to keep it spinning along in its own regular orbit. We do not want more speed. Neither do we want a more eccentric orbit. Let us rather attach the centripetal force of wise experience, that it may revolve in harmony with other commercial, social and moral planetary systems and thus go ahead safely, while no less surely, in the boundless future of our national greatness."

## THE SALMON OUTLOOK.

The market is in much the same condition as it was a week ago. The confidence that has been general among the packers since the opening of the season is still maintained and buyers who have held off hoping for easier prices seem to have at last recognized the inherent strength of the situation and are now making anxious inquiry for the choice packs of the Columbia River.

It is found that there is no disposition among packers of straight brands of Chinook salmon to make quick sales of their product. The general understanding is

that there will not be a pack of more than 250,000 cases of Chinook salmon on the Columbia River, and naturally enough this understanding has imparted a very firm feeling in this grade of goods, to say nothing of the general strength statistically of the salmon market. In the poorer grades of Columbia River salmon, such as the blueback and steelhead packs, there is a very good movement. The demand has been stimulated by the certainty that there will be this year a large shortage in the aggregate packs of the Pacific coast.

No prices have yet been made on the Alaska pool packs of this season. The combination is practically in complete control of the situation, and as it regards the situation as one calculated to show increasing strength from now on to the conclusion of packing operations, it is in no hurry to make prices. There is a growing inquiry for every grade of goods and it would not be surprising, in view of all the favorable conditions, to find the market in the near future shaping towards a general advance in prices.—*S. F. Herald of Trade.*

## FALL DRESS GOODS.

"Bedford cords are to have a renewed lease of popular favor for the coming fall." So say the men who ought to know best—the men who have bought them in anticipation of such a call.

Straight and fancy weaves will be sold and colorings will exhibit a tendency towards browns and olives. Old rose plum, heliotrope and wine as well as reds, will also be good sellers. In foreign fashion centres, navy is deemed passe. This color has advantages peculiarly its own, possessing as it does the faculty of suiting so many different styles, yet when the great fiat of fashion goes forth its advantages will not be considered.

Printed challies, which are reported to be very scarce, will be good stock for early fall trade for indoor dresses, teagowns and wrappers.

All-wool serges in medium weights will be popular, and in henriettas and diagonals there is anticipation of a big business. Solid colors of rich deep tones in camel-hair fabrics will also rank among the favored.

In less staple goods, the leading high novelties will be the velvet effects. On wool foundations, velvet stripes and croched figures of velvet will be produced. Other novelties are those rough goods in Persian effects, in which only the very finest retail trade will invest. They are fantastic, expensive and will appeal only to people who desire to be thought extremely fashionable.

Embroidered henriettas are spoken of as being possible leaders for fall. Some of these shown for party dresses in cream with pink or blue figures are really very pretty. For street wear in these goods, solid colors self embroidered will be shown and tend to be very stylish.

Stripes in two colors in serge effects are said to be looking up.

Of course, for the more advanced winter trade, the heavier makes will be in demand. All boucle mixtures of a rough nature will be very stylish.—*Dry Goods Reporter.*

## TIPS AND TOLLS IN BUSINESS.

The cost of business is by no means limited to legitimate expenses. Incidentals are generally numerous, seldom modest, and never deficient in absorption or appetite. Their nibbling propensity never wearies, and, like a family of mice, they secure both board and lodging in the business commissariat. This particular breed of financial parasites is incapable of giving up the ghost, or hanging out its gall bag to dry. It is ubiquitous and prolific, and grades upwards from a bootblack to a congressman. The cause or causes are not beyond the reach of a ten-foot pole, and are mostly located in the craze for cash, that is now known as smartness, push, and "getting there." It is, of course, a sign of the times, and one of the few truth-telling shingles hung over the doorway of modern character. In business it is mostly desirable in such departments of service as can more or less inconvenience the merchant or trader. In the shipping or delivery of goods, for instance, some ten years of personal experience in railroad service unfolded an invoice of tips and toll that was as big as a government blanket, and as innocent of modesty as a veteran mule. Under the ermine mantle of gratitude for " favors received," contributions were in a plurality, and contained everything from a ham to a nickel-plated stove. These gifts were never strictly solicited. This would have been an outrage and an extortion, especially where a generous salary was drawn by the recipient for doing his duty, but by a tacit understanding the necessary lubricant was in form where a creek in the hinge invited the oil bottle. There is, of course, nothing criminal in a man of business acknowledging a special service. It is certainly something more than a day's walk from being right when it left the man in the cold who had no tips to give. In some instances, and perhaps more of these than was allowed by the law, cars when scarce were distributed by the rule of greenbacks rather than of justice. With one man there never was any stopping in the clock when he wanted a favor, but with others who failed to reciprocate, delay and inconvenience was by no means rare enough to be either a change or a luxury. This levying of tolls was endorsed or encouraged when known by managers, but for all that the leech on the body of business succeeded in extracting its allowance of red fluid. It will, perhaps, in some millenium yet to come be recognized as an evil, but its extinction will never be so long as business men encourage it. It may be a delicate matter to handle, but it is, nevertheless, a pretty big stone in the business boot, and will have to be shaken out of the calf skin before the tip and toll system ceases to facilitate the business of one man or firm at the inconvenience or loss of another. As we have before stated, this evil is by no means limited to any one branch of public service, but it is a big wart on the nose of them all.—*Ex.*

President Tyler, of the Grand Trunk Railway, is coming to Canada shortly to inspect the entire road with a view to making a material reduction in the expenses.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark.	Serica.	913	Smythe.	Sept. 29.	Victoria.	London.	38,623	\$200,782	Feb. 23.
Br bark.	Callao.	978	Jaimes.	Oct. 6.	Victoria.	London.	41,640	\$212,090	March 17.
Br bark.	Lobu.	726	Worrall.	Nov. 16.	Victoria.	Liverpool.	30,800	161,424	April 6.
Br bark.	Hothesay Bay.	750	Partridge.	Nov. 18.	A Westminister.	Liverpool.	32,690	159,533	April 5.
Br bark.	Wanlock.	745	Cooper.	Nov. 18.	Victoria.	Liverpool.	29,916	157,743	April 19.
Br ship.	Titanla.	879	T. W. Selby.	Jan. 15.	B Westminister.	London.	22,366	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.	Adelaide.	A 959,793	8,265	March 18	47s 6d
Nor ship.	Morning Light.	1316	Johansen.	Jan. 22	Vancouver.	Melbourne.	B 942,966	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.	834,937	7,065	May 20.	42s 6d
Nor bark.	Czar.	1324	Christophers'n	March 4	Vancouver.	Adelaide.	F 1,017,147	10,476	June 7.	57s 6d
Nor bark.	Agnes.	811	Hofgaard.	Feb. 20	Chemainus.	Antofagasta.	E 410,939	6,413	.....	40s
Nor ship.	Kathinka.	1463	Klevenberg.	March 12.	Vancouver.	Melbourne.	G 1,142,212	9,251	May 28.	60s
Chil bark.	India.	953	Funke.	Feb. 22	Vancouver.	Valparaiso.	D 787,496	7,018	May 10.	owners ac
Br bark.	Glenbervie.	800	Groundwater.	March 24.	Vancouver.	Valparaiso.	I 429,897	7,689	ar Iquiqui.	37s 6d
Br ship.	British India.	1192	Lines.	March 31.	Vancouver.	Valparaiso.	J 680,372	9,315	July 11.	37s 6d
Am schr.	W. H. Talbot.	776	Blumh.	March 14.	Vancouver.	Tientsin.	H 959,803	10,272	May 28.	67s 6d
Am schr.	Reporter.	353	Dreyer.	March 3	Chemainus.	San Pedro.	416,386	3,476	March.	Private.
Br bark.	Riversdale.	1453	Finlayson.	April 25.	Vancouver.	Sydney.	K 1,079,156	9,873	June 30	47s 6d
Br bark.	Mistletoe.	821	Smith.	April 21.	Vancouver.	Wilmington.	L 64,275	7,966	.....	\$10 00
Br bark.	Craigend.	2218	Lewthwaite.	April 18.	Vancouver.	Iquiqui-Callao.	M 1,616,000	19,351	.....	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.	Fritzo.	1078	Wolfen.	May 29.	Chemainus.	Melbourne.	Q 902,514	8,072	.....	45s
Br ship.	Burniah.	1617	Newcombe.	June 2	Moodyville.	Valparaiso.	O 1,284,049	9,833	.....	35s
Br ship.	Crown of Denmark.	3029	Smith.	June 21.	Vancouver.	Melbourne.	S 1,690,300	15,425	.....	37s 6d
Nor bark.	Ursus Minor.	705	Johnson.	June 1.	Now West'mr.	Sydney.	R 462,019	4,333	.....	37s 6d
Br ship.	Karl Granville.	1449	Flack.	June 16.	Cowichan.	London.	853,900	.....	.....	62s 6d
Chil bark.	Antonietta.	989	Stack.	June 27.	Chemainus.	Valparaiso.	U 824,361	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	Glemtsch.	July 8.	Moodyville.	Valparaiso.	T 637,373	6,520	.....	owners ac
Chil bark.	Guinevere.	900	Jennic.	.....	Chemainus.	Valparaiso.	.....	.....	.....	owners ac
Am bktn.	Robert Sudden.	585	Uhlberg.	.....	Vancouver.	Valparaiso.	.....	.....	.....	40s
Chil ship.	Hindustan.	1513	Walsh.	.....	Moodyville.	Valparaiso.	.....	.....	.....	owners ac
Br bark.	Zebina Gowly.	1087	Manning.	.....	Vancouver.	Wilmington.	.....	.....	.....	\$13.00
Chil ship.	Atacama.	1245	Caballero.	.....	Moodyville.	Valparaiso.	.....	.....	.....	owners ac
Br ship.	City of Quebec.	708	Carnegie.	.....	Vancouver.	Adelaide.	.....	.....	.....	owners ac

A—Also 2, 3 bbls lath and 5,550 bbls pickets. B—Also 44,130 ft pickets and 943 bbls laths. C—Also 38,741 ft t & g flooring. D—Also 1,053 bbls laths. E—Also 157,070 ft t & g flooring and 50 bbls laths. F—Also 8,289 ft pickets and 127,170 laths. G—Also 61,883 feet pickets and 25,020 feet laths. H—Also 49,816 feet t & g flooring and 1,015 bundles laths. J—Also 183,491 feet t & g flooring. I—Also 204,913 feet t & g flooring. K—Also 77,550 laths and 73,100 feet pickets. L—Also 60,000 shingles. M—Also 192,000 feet t & g flooring. N—Also 273,000 shingles. O—Composed of 64,187 feet t & g flooring, 9,849 feet deck plank, 1,210,633 feet rough and 31,860 laths. P—Also 85 spars and 300 tons coal for Hong Kong. Q—Also 637 bbls pickets and 1,190 bbls laths. R—Also 7,060 pickets and 72,810 laths. S—Also 2,715 bbls laths and 1,330 bbls pickets. T—Composed of 486,364 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 British ship Craigend, from Vancouver April 20, arrived at Iquiqui July 11.

The British bark River Ganges sailed from Rio de Janeiro July 27 for this port.

The British bark Mary Low, 813 tons, Capt. Robertson, is on the berth at Liverpool for Victoria.

The British ship City of Quebec, 708 tons, Capt. Carnegie, has received orders to load lumber at Vancouver for Adelaide.

The British bark Glenbervie, 800 tons, Capt. Groundwater, from Vancouver March 24 with lumber, has arrived at Iquiqui.

The British steamship Grandholm, 571 tons, Capt. Masson, sailed from Vancouver July 20 with a cargo of raw sugar for San Francisco.

The British steamship Devawongse, 1,037 tons, Capt. Anderson, sailed from Yokohama July 22 for this port, and is due to arrive August 6.

The British bark Fingal, 2,455 tons, Capt. Fulmore, sailed from Yokohama

July 26 for Vancouver with a cargo of 2,860 tons tea for shipment east, consigned to the C. P. Railway.

The American schooner Robert Searls, 570 tons, Capt. Piltz, has been chartered to load lumber at the Hastings Mill, Vancouver, for Port Pirie at 41s 3d. She sailed from San Diego July 19 for Vancouver.

The British steamship Empress of India, 3,003 tons, Capt. Marshall, arrived from Yokohama July 20. Her cargo was principally tea and silk, and comprised about 2,550 tons. She also had 44 packages mail and a large passenger list. She is due to sail August 7.

The British bark Thermopylae, 918 tons, Capt. Winchester, which sailed from Vancouver June 2 with lumber for Yokohama and Nagasaki, arrived at the former port July 22. She will load a cargo of rice paddy at Hong Kong for this port for her owners, the Victoria Rice Mills Co., and is expected to arrive in October.

The C. P. R. net earnings for the first six months of 1892 were \$3,322,491, against \$2,951,532 last year.

### INLAND REVENUE AND CUSTOMS.

The Inland Revenue returns, for the month of July, at the port of Victoria, were as follows:

Victoria Division—Comprising all of Vancouver Island:

INLAND REVENUE.	
Spirits.....	\$ 5,351 62
Malt.....	3,881 16
Tobacco.....	1,475 00
Liquor.....	703 50
Licenses.....	1,375 50
Petroleum inspection.....	12 30
Total.....	\$12,868 98

The customs collections at the port of Victoria for the month of July were as follows:

Duties collected.....	\$ 74,232 30
Other revenue.....	14,648 32
Total.....	\$ 88,881 18
Imports, dutiable.....	201,116 00
Imports, free.....	61,070 00
Total.....	\$262,186 00
Exports, the produce of Canada.....	56,654 00
Exports, not the produce of Canada.....	9,161 00
Total.....	\$ 65,815 00



# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DATE OUT.
Br ss	Bushmills	1188	Venning	April 13	H Liverpool	B. C. ports	Baker Bros. & Co. (ld), R. Ward & Co. (ld)	111
Br bark	Fernbank	1530	Hoyd	April 24	A Glasgow	Vancouver	Bell-Irving & Paterson	90
Br bark	Chill	1778	McKenzie	May 27	E London	Victoria	Turner, Docton & Co.	67
Chil. bark	Eritrea	1069	Serra		P Lebu	Moodyville	R. P. Rithet & Co., Ltd.	
Br bark	River Ganges	642	Budge		R Rio de Janeiro	Victoria	Findlay, Durham & Brodie	
Br. SS.	Mascotto	2113	Ross	July 12	K Kobe	Victoria	F. C. Davidge & Co.	21
Br bark	Nineveh	1174	Broadfoot	July 8	D San Diego	Vancouver		25
Br bark	The Frederick	812	Simpson		C Talcahuano	Victoria	Robert Ward & Co., Ltd.	
Br bark	Fingal	2185	Fulmore	July 26	J Kobe	Vancouver	C. P. S. S. Co.	7
Br ss	Devawongso	1057	Anderson	July 10	Q Hong Kong	Victoria	R. P. Rithet & Co., Ltd.	23
Br ss	Empress of Japan	3003	Leo	July 30	K Hong Kong	Vancouver	C. P. S. S. Co.	3
Br bark	Ascel	795	Gilmour		N London	Victoria	R. P. Rithet & Co., Ltd.	
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver		26
Br. SS.	Victoria (ex Parthia)	2035	Dowell	July 7	B Glasgow	Victoria	R. P. Rithet & Co., Ltd.	26
Br bark	Glengarry	7	Davidson		M Rio de Janeiro	New Westminster	Bell-Irving & Paterson	
Br ss	Phra Nang	1057	Walton	July 30	G Hong Kong	Victoria	R. P. Rithet & Co., Ltd.	3
Br bark	Therionophya	948	Winchester		O Hong Kong	Victoria	Victoria Rice Mills	
Am schr.	Robert Scarls	570	Piltz	July 19	L San Diego	Vancouver		14

P—To load lumber for Valparaiso on owners' account. A—Spoken May 20, lat. 3° N., long. 25° W. Chartered to load wheat at Tacoma or U. K. E—Passed Deal May 29, spoken July 2, lat. 3° N., long. 21° 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. June 22 arrived at Corinto. D—Lumber to Sydney on owners account. 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 midse. K—Via Yokohama Aug. 8. M—Chartered for salmon to the U. K., Sept-Oct. loading. G—Via Yokohama Aug. 9. L—Chartered for lumber to Port Pirie at 41s 3d. O—Cargo of rice paddy, due to arrive in October. Q—Sailed from Yokohama July 22, due Aug. 6.

### VESSELS IN PORT.

(August 2, 1892.)  
VICTORIA.

British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 24 from Liverpool, laid up. R. P. Rithet & Co., Ltd., consignees.

Br. bark Martha Fisher, 811 tons, Capt. Meadowcraft, arrived July 17 from Liverpool with general cargo, R. P. Rithet & Co., Ltd., consignees. She is chartered for salmon to U. K.

Br. ship Ben Nevis, 1,109 tons, Capt. Glidell, arrived July 20 from Glasgow, with general cargo, Robert Ward & Co., Ltd., consignees.

### VANCOUVER.

Am. bktn Robert Sudden, 594 tons, Capt. Uhlberg, arrived July 6, loading lumber for Valparaiso.

Br. bark Zebina Gowdy, 1,067 tons, Capt. Manning, arrived July 20, loading lumber for Wilmington, Del.

Am. ship George Skolfield, 1,276 tons, Capt. Dunning, arrived July 21 from Yokohama.

Chil. snip Hindostan, 1,543 tons, Capt. Walsh, arrived July 4, loading lumber at Moodyville mills for Valparaiso.

Chil. ship Atacama, 1,235 tons, Capt. Caballero, from Valparaiso, arrived July 18, loading lumber at Moodyville mills for Valparaiso.

Br. ship City of Quebec, 708 tons, Capt. Carnegie, loading lumber for Adelaide.

Br. ss. Empress of India, 3,003 tons, Capt. Marshall, arrived July 29 with general cargo, due to sail Aug. 7.

### CHEMAMUS.

Chil. bark Guinevere, 900 tons, Capt. Glennie, loading lumber for Valparaiso.

### NANAIMO.

#### NEW V. C. CO'S SHIPPING.

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

Am. bark Sea King, 1,436 tons, Capt. Pierce.

#### WELLINGTON SHIPPING.

Am. ship Richard III., 954 tons, Capt. McIntyre.

#### EAST WELLINGTON SHIPPING.

Am. ss. Empire, 526 tons, Capt. Moe.

#### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	3	2,950
Vancouver	7	9,446
Chemainus	1	900
Nanaimo	4	4,452
Total	15	17,814

### FREIGHTS.

The situation is unchanged since last week. Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 40s; direct port West Coast South America, 37s 6d; Sydney, 35s to 37s 6d; Melbourne, Adelaide or Port Pirie, 42s 6d to 45s; United Kingdom, calling at Cork for orders, 55s; Shanghai, 47s 6d; and Yokohama, 42s 6d, both nominal.

Grain freights from San Francisco to the United Kingdom are purely nominal and may be quoted at 26s 3d to 27s 6d, for immediate loading, with usual options, 30s for September loading, 32s 6d for October loading. From Portland 32s 6d, and Tacoma 32s 6d, both for immediate loading. 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.

Salmon freights from Victoria to the

United Kingdom are quoted at 35s, and from Astoria 32s 6d.

A mining company, said to be one of the largest and strongest financially in the world, dealing in placer mines, has purchased a large interest in the Tulameen Hydraulic Company's ground on the Tulameen River. A very large sum of money is the consideration, the experts sent out from England being well satisfied as to its value.

## J. & T. BELL,

MANUFACTURERS OF

## FINE BOOTS AND SHOES

### WHOLESALE.

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### MANTELS,

### TILE FLOORING,

### TILES,

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Low Prices!

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vision of the Inland Revenue Dept.  
Mixed Pickles, Jams, Jellies  
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Established 1849. Gold, Silver  
and Bronze Medals. 20 1st  
Prizes.

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A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Estimates for Marine and Stationary Engines furnished on application.

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O. P. ST. JOHN, Manager.

REF. BY PERMISSION.

Robert Ward & Co., Victoria. Chemainus Saw Mill Co., Chemainus. Hastings Saw Mill Co.  
Turner, Becton & Co., Victoria. McLaren, Ross, Westminster. Michigan Lumber Co., Van'c'vr

## BRITISH COLUMBIA LICENSED STEVEDORING COMPANY.

F. M. YORKE, MANAGER.

Doing business at all British Columbia ports. The only concern with a complete stevedoring plant  
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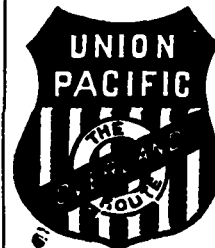
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