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Extra quality. Extra dry.

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About the End of OCTOBER.

Freight will be taken at the rate of 12s 6d. per ton measurement; 15s per ton dead weight.

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Vancouver, . . . B. C.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.

Tuesday Morning, Aug. 30.

VICTORIA.

The month of August has not brought about any remarkable change in the tone of the business situation. The trade weaklies throughout the Dominion profess to see distinct signs of improvement. From the Toronto Empire we learn that the crops in many sections of Ontario have been housed, and a bountiful harvest is assured. While they may not be as heavy as last year the quality is much superior and will make up for any deficiency in the total yield. From Manitoba and the North-West reports continue most satisfactory. All these favorable indications have led dealers to anticipate a good season's business. The result has been a much more active market.

The leading feature of the local market is the falling off of fruit importations, this week showing a further decline of 700

cases. This is on account of the large quantities of local fruit that are being placed on the market.

There is no perceptible change in the monetary situation.

The increased traffic between Portland, British Columbia and Puget Sound points, it is said will necessitate the putting on of an additional steamer to accommodate the trade.

GROCERIES AND PROVISIONS.

The principal feature of the provision market is the shortage in the supply of creamery butter together with the high prices of the same in the east. Creamer is now quoted in Montreal at 21½c to 22c per lb., making the cost laid down 23c to 24½c per lb. Local prices have advanced and choice creamery is now quoted from 23½c to 20½c. Good dairy butter is in brisk demand on account of the scarcity of creamery. The best selected is quoted from 18c to 22c per lb, medium dairy brings about 17c, while the poor makes range downwards. Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 17c per lb; heavy hams, 16½c; choice breakfast bacon, 15½c; short clear sides, 13½c, and dry salt clear sides, 13c.

The Montreal Trade Bulletin says: "The butter market remains firm with sales of 3,000 pkgs., consisting of creamery at 21½c to 21c, and Western dairy at 16c to 17c, the latter for choice selected. Eastern Townships dairy is steady at 18c to 18½c, a round lot having changed hands at the outside figure for export, and 19c has been paid for selections. For single tubs of fancy, 19½c and 20c have been paid. We quote creamery 21c to 21½c; Eastern Townships 17c to 19c; and Western at 15½c to 17c. It is expected that a good quantity will be shipped out by this week's steamers. A large make is in progress, and some dealers think values have been hoisted too high."

The Toronto Empire says: "The demand for all kinds of butter continues active and prices are firm. Several lots of choice selected dairy in tubs sold as high as 16½c this morning; good grades are held at 14 to 15½c. The supply of store packed and bakers butter is not sufficient to fill the demand. Choice qualities sell readily at 14 to 15c, while 12c appears to be the lowest figure for anything which merits the name of butter. A few lots of large rolls are coming in since the weather became cooler. Cheese is quiet, but firm. No sales in a jobbing way were reported lower than 10c to-day. Several commission houses are asking ¼ to ½c advance on this figure for single boxes. Quotations are: Butter, good selected dairy, tubs, 15 to 16½c, medium do. 14 to 14½c; good to choice store packed, in tubs and pails, 13½ to 14½c; common do. 11½ to 12c; large rolls, good to choice, 14 to 16c; creamery, in tubs and crocks, 21 to 23c. Cheese—New cheese, choice colored, jobbing at 9½ to 10½c."

Dairy produce is quoted:
Butter—Eastern Creamery, tubs . . . 25½ @ 26½
" " " " . . . 00 @ 00
" " " " . . . 25½ @ 00
" Dairy choice . . . 17 @ 20
" Cooking . . . 10 @ 14
Cheese—Canadian, lb . . . 12½ @ 14
" California . . . 16 @ 00
Eggs, doz . . . 15 @ 18

Smoked meats and lard are quoted:
Hams . . . 14 @ 15
Breakfast bacon . . . 14 @ 16
Short rolls . . . 11½ @ 13
Bacon . . . 13 @ 15
Dry Salt, long clear . . . 11 @ 12½
Pure Lard, 50lbs . . . 13 @ 13½
" " 20lbs . . . 00 @ 13½
Lard Compound . . . 10½ @ 11½

Sugar—Jobbers' prices, ¼-barrels and kegs in each case being ½c higher:

Dry Granulated	5½
Extra C	5½
Fancy Yellow	5½
Yellow	5
Golden C	4½
Syrups, per lb	3

FRUITS AND VEGETABLES.

The receipts of California fruits and vegetables from San Francisco by steamship Umatilla, August 25, comprised the following: For Victoria—104 cs tomatoes, 276 cs peaches, 202 cs grapes, 202 cs apples, 100 cs pears, 311 cs plums, 25 cs oranges, 23 cs sweet potatoes, 3 cs peppers, 8 cs nectarines, 52 sacks onions, 27 cs lemons, 2 sacks coconuts, 1 cs crab apples, 10 cs cucumbers, 1 cs okra, 1 crt bananas, 28 crts nutmeg melons, 6 crts water melons; total, 1,557 pkgs. For Vancouver—167 cs plums, 37 cs apples, 180 cs pears, 172 cs peaches, 93 cs grapes, 54 cs tomatoes, 10 sacks peanuts, 2 cs oranges, 3 cs peppers, 12 sacks onions, 6 bxs sweet potatoes, 4 cs cucumbers, 2 crts nutmeg melons, 2 crts cantelopes, 1 crt water melons; total, 781 pkgs. Grand total, 2,338 pkgs. The total receipts by the previous steamer on August 20 were 3,032 packages, which shows a decrease of about 700 cases in the imports for the past week. San Francisco advices say: "Good California lemons are very scarce. There are no apricots or nectarines in the market. Owing to the recent hot weather, grapes in good condition for shipment are somewhat scarce." Lemons are in very short supply; dealers claim that it is almost impossible to get them in San Francisco. Bananas have been scarce, but a large lot will arrive this week on the City of Puebla. Some of the fruit received by the last steamer arrived in bad condition, and the demand is reported as rather slow. Large quantities of native plums and apples are being marketed by the farmers. Plums are said to be selling at 2½c to 3c per lb. They are quoted by jobbers at 80c per box. California lemons are very high, and there are no Sicily in the market. Coconuts are said to be a little higher. Black grapes are quoted from \$1.50 to \$1.75, and white from \$1.75 to \$2. Prices generally show but little change from last week.

Current quotations for fruits are as follows:—

Oranges—Santa Barbara	\$0 00 @ 0 00
Tahiti Seedlings	4 50 @ 4 75
Riverside Seedlings	0 00 @ 0 00
Lemons—California	7 50 @ 9 50
Sicily	0 00 @ 0 00
Bananas, crate	3 50 @ 0 00
Plums, box	80 @ 1 25
Prunes	1 25 @ 0 00
Peaches	1 25 @ 1 50
Pears—Bartlett's, large boxes	1 75 @ 1 85
Apples—Gravenstein	1 50 @ 0 00
Crap apples	1 25 @ 0 00
Grapes	1 50 @ 1 90
Pine Apples, doz	5 00 @ 0 00
Coconuts, doz	99 @ 0 00
Watermelons, crate	5 50 @ 0 00
Musk "	4 00 @ 4 50
Nutmeg "	1 75 @ 2 00

Vegetables are quoted:
Potatoes—California, sweet 1 @ 4½
" Local per ton 18 00 @ 23 00
Onions—Red California 1½ @
" California Silverskins 1½ @
Tomatoes, bx @ 1 25
Cucumbers, bx 5 @ 75

FLOUR AND FEED.

The market shows no change since last week; prices generally are firm.

The Portland Commercial Review says: "The receipts of flour from both sections are light and were for the week 1384 bbls. Valley and 2110 bbls. Walla Walla, much of the latter going by steamer to San Francisco. Shipments last week were 1825 bbls. The local market is well supplied with leading brands, and although prices are listed as before, sharp competition often induces agents to shade quotations in, order to build up trade. Quote Standards, \$3.90 per bbl.; other grades, \$2.75 to \$3.50. There is not much tone to the Millstuffs market, and while the price list is maintained at former quotations, yet values are perhaps the turn cheaper owing to weakness of the wheat market. Quote bran, \$15@16 per ton; shorts, \$17.50@18 nominal."

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 50 @ 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
Portland Roller.....	5 50 @ 0 00
Royal.....	5 35 @ 0 00
Wheat, per ton.....	30 00 @ 35 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	35 00 @ 00 00
Chop feed.....	30 00 @ 00 00
Shorts.....	25 50 @ 28 00
Bran.....	23 50 @ 25 00
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	30 00 @ 0 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	3 75 @ 3 85
Corn, whole..... per ton	37 50 @ 40 00
Corameal.....	2 75 @ 3 00
Cornmeal-feed..... per ton	40 00 @ 50 00
Cracked corn.....	40 00 @ 45 00
Hay, per ton.....	18 00 @ 00 00
Straw, per bale.....	1 25 @ 0 00

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

LUMBER.

The Chilean ship Atacama, 1,235 tons, Capt. Caballero, sailed Aug. 24 from Burrard Inlet for Valparaiso with a cargo of lumber from the Moodyville mills composed of 994,491 feet—987,051 feet rough and 496 bbls laths—valued at \$9,080. The American schooner Alice Cook, 732 tons, Capt. Penhallow, has been chartered to load at the Hastings mill for Sydney at 30s. There have been no arrivals since last week, and six vessels are still loading for foreign ports.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet.....	\$ 9 00
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	17 00
Pickets, rough, per M.....	9 00
Laths, 4 feet, per M.....	2 00

The Victoria Lumber Exchange quotes the following schedule of prices net at yard:

Rough merchantable lumber, per M.....	\$12 00
Double dressed and edged, per M.....	22 50
Single.....	20 00
No. 1 tongue and groove flooring, 1 x 4.....	22 50
Rough deck plank.....	14 00
Laths, per M.....	2 25
Shingles, common, per M.....	2 25

Eight per cent on all accounts over 30 days standing.

SALMON.

The season for Sockeye fishing in the Fraser River ends on the 31st August, but it is practically over now, and most of the canneries have closed down as there is no profit in canning when fish cost so high. A report states that on 28th Aug. boats averaged 5 fish to the boat and contract boats averaged 7 fish. From Sept. 1st to Sept. 20th the fishermen are only allowed to use 7½ inch mesh nets which are intended for spring salmon only, but after that date they can again use the 5½ inch mesh, when coho fishing commences. The pack of the northern canneries is being brought down to shipping points as rapidly as transportation facilities afford. All the northern canneries are reported as closed down.

The following is the estimated pack for the British Columbia canneries. All of the returns are not exact, but when the final figures are received they will not, it is generally believed, differ very much from the following estimate:—

Fraser River—Anglo-British Columbia Canning Co., five canneries: Garry Point, 2,000; English's, 4,500; Canoe Pass, 1,700; Wadam's, 2,500; B. C. P. Co., 1,700; total, 12,400. Victoria Canning Co., four canneries: Wellington Packing Co., 3,542; Delta Canning Co., 3,209; Laidlaw & Co., 2,050; Harlock Packing Co., 3,758; total, 12,560 cases. B. C. Canning Co., 1,750; Rowan Bros., 2,500; Richmond, 2,000; Beaver, 2,000; Ewen & Co., 7,500; Sea Island Cannery (Munn), 7,800. Total, 49,110 cases, of which 17,000 cases are flats.

Skeena River—R. Cunningham & Son, 11,107; Standard, 10,800; British American, 11,250; North Pacific, 11,250; Balmoral, 11,250; Inverness, 11,250; B. C. Canning Co., 11,250; Royal Canadian, 11,250. Total, 89,407 cases.

Naas River—A. J. McLellan, 11,250; Cascade Packing Co., 7,250; B. C. Canning Co., 7,500. Total, 26,000.

River's Inlet—B. C. Canning Co., two canneries, 10,000; Wannuck Packing Co., 4,847. Total, 14,847 cases.

Low Inlet—Low Inlet Packing Co., 8,236.

Gardiner's Inlet—Price & Co., 5,000.

Alert Bay—Alert Bay Canning Co., 2,000. Total for Northern rivers, 145,489; Fraser River, 49,110. Grand total, 194,600.

George Butchart, of Port Moody, has assigned to W. Myers Gray, Westminster.

The Davies-Sayward Mill and Land Co., (limited liability) has been incorporated with a capital stock of \$300,000 in shares of \$100 each. The company take over the business formerly carried on by Joshua Davies and Wm. P. Sayward at Pilot Bay, Kootenay Lake. The head office will be in Victoria, and the provisional directors are E. Crow Baker, G. A. McTavish, J. F. Fell and Jas. Hutcheson.

BUSINESS CHANGES.

M. Robinson, cigars, Vancouver, sheriff in possession.

The Ceylon Tea Co., Vancouver, sold out by auction last week.

Williams & Co., stoves and tinware, Nelson, are out of business.

Walter Leopold, brewery, Nelson, advertised for sale by mortgagee.

J. Merryfield, hotel, Victoria, advertises furniture for sale by auction.

Mahoney & Johnston, hotel, Nelson, are reported dissolving partnership.

Geo. H. Sproule has bought out Geo. W. Dunlop, blacksmith, Vancouver.

Stark & Tidy, grocers, Vancouver, contemplate dissolving partnership.

J. F. Truswell, general store, Huntingdon, is succeeded by Stella Truswell.

Delaney & Corning, saloon, Nelson, have dissolved. Corning & Clement succeed.

O'Dell & Squires, tailors, Nelson, have dissolved. Squires continues the business.

King & Nicholson, hotel, Westminster, have dissolved. Joseph Nicholson continues.

F. S. Findley and T. D. DesBrisay have opened the Victoria Electric Soap Works on Warren's wharf.

Irving & Haywood, brokers and real estate agents, Victoria, have dissolved. Robert Irving continues.

P. C. Nicolle will shortly open in business with a stock of Japanese merchandise at 90 Yates street, Victoria.

S. M. Wharton is putting in a sawmill at New Denver, West Kootenay, with a capacity of 15,000 feet per day.

W. Worden has retired from the Diamond City Furniture Co. J. May has bought the stock and continues alone.

Mrs. M. A. Tretheway, general store, Mission City, has assigned in trust to H. T. Read of Westminster. Creditors' meeting on Sept. 23rd.

G. A. Fraser & Co., ship chandlers, Vancouver, have dissolved. G. A. Fraser retires and A. & C. S. McKinnell continue under the old style.

Evans, Coleman & Evans, wholesale liquors, coal, etc., Vancouver, are opening a branch in Westminster, with J. W. Creighton as manager.

It would be a good thing, the New York News opines, if every person with an inclination to "go to law" should first familiarize himself with the facts in a litigation that has just reached the stage of "decision reserved" in one of the United States courts. The suit began in 1892, and involved the sum of \$3,900. The original plaintiff and defendant are both dead, so are the four judges before whom the case came successively, and so is the referee. There were forty-eight witnesses at the outset, and all but two of them are dead; so are two stenographers, who took the testimony, and several lawyers. The case went to the general term three times and to the court of appeals twice. But there is one element in the case that has shown no signs of decay in all these thirty years—the bill of costs.

CANADA PERMANENT LOAN AND SAVINGS CO.

HEAD OFFICE, CO'S BUILDINGS, TORONTO, ONT

J. HERBERT MASON, PRESIDENT & MANAGING DIRECTOR.

Subscribed Capital..... \$ 5,000,000
Reserve Fund..... 1,582,252
Total Assets..... P. 12,091,772

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

HEISTERMAN & CO.,

75 GOVERNMENT STREET,

Agents and Appraisers for Victoria District.

BODWELL & IRVING, Solicitors.

THE STOVE IN THE VILLAGE STORE.

When the twilight had deepened to darkness
They gathered from far and near,
Old farmers who plodded the distance
As pilgrims their shrines to rovere;
At the shabby old store at the "corner,"
They met and entered the door,
For the Mecca of these old cronies
Was the stove in the old village store.

It was guiltless of beauty or polish,
And its door was unskillfully hung,
But they made a glad circle around it,
And the genial warmth loosened each tongue;
And they talked of the crops and the weather,
Twin subjects to gossip most dear,
And the smoke from their pipes as it blended,
Gave a tinge to the whole atmosphere.

Full many the tales they related,
And wondrous the yarns that they spun,
And doubtful the facts that they stated,
And harmless the wit and the fun;
But if ever discussion grew heated
It was all without tumult or din,
And they gave their respectful attention
When a customer chanced to come in.

When the evening was spent and the hour
For the time of their parting had come,
They rapped from their pipes the warm ashes
And reluctantly started for home,
Agreeing to meet on the morrow
When the day with its labors was o'er,
For the Mecca of all the old cronies
Was the stove in the old village store.

MIDDLEMEN IN TRADE.

Speaking of the commission business generally, an American exchange says that there has been much complaint of the existence of what are called middlemen in the distribution of goods between producers or manufacturers and consumers. It is alleged that they exact a toll which reduces the price which producers receive and enhances the cost to consumers, and coupled with this the complaint is made of the cost of transportation to market, that it is too great and burdensome especially to the farmers, most of the products of whom are bulky and cost high rates of freight.

That there are some instances in which these strictures are just can not be truthfully denied, but as a rule they have little force. Competition has steadily reduced the cost of transportation and it is lower than ever before. It has been found by practical experience that commission merchants or middlemen are an absolute necessity, and serve as useful a purpose in the economy of trade as either producers or consumers, and as a rule their compensation is only fair for the service which they perform.

It requires a high class of business talent and a sterling integrity of character to become

a successful commission merchant, and the fact that many failures occur in that line of business only demonstrates that men are attracted to it who have not the requisite qualifications or capital, perhaps both. It would doubtless be very agreeable to producers to be able to realize at home all that their products sell for in distant markets, but as a rule this is impossible, and were it not for the transportation companies and the commission agents the crop could not be marketed at all, so that they are justly entitled to be paid for their services. Anyone who thinks he can dispose of his crops to a better advantage in some other way is at liberty to try it, and may have tried it to their sorrow. Of course there are some who have contiguous markets who may be able to dispense with the services of middlemen, but their operations are on a small scale; all large business must of necessity be entrusted to others. Sometimes a commission merchant will buy a crop of apples, peaches, pears, oranges, etc., in the field and market it himself, taking all risks. The producer frequently refuses to sell in this way, and often does not do any better nor as well. It is a matter in which good judgment is often at fault. The commission merchant often has facilities for prompt disposal of products which enables him to bid more than could be realized by slower or delayed marketing. There are no general rules that are applicable in such cases. The best that a producer can do is to use his utmost care in selecting a merchant of high character, and then trust to his judgment and ability to dispose of what is to be sold, to the best advantage, feeling assured that he will charge what his services are worth and will render a full equivalent in service for what he charges.

WHERE CREDIT DOES GOOD.

There are men who date their reform from the condition of the no'er-do-weel from the moment when somebody gave them credit, remarks an exchange. Many a young man needs but the steady influence of somebody's confidence and of the sense of responsibility that such confidence begets in the right nature. The population abounds with men, particularly young men, who do not feel it incumbent upon them to save any of their earnings. They use their money to dress themselves, hire livery rigs, go to every description of entertainment, and after doing this thing for probably ten years they have no surplus to begin life seriously with. If some one could persuade them to put by a little each week in a savings bank it would be a philanthropical act and one of public as well as private benefit, for each individual man of thrift is a factor in public and national progress.

But there are many people who cannot be reached by any appeal based on abstract considerations. They require something more tangible to enlist their enthusiasm. There is a

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well-defined difference between types of men who are wasters that may be reclaimed. One can be led to save by an inducement that is entirely prospective. He is persuaded to lay aside money for a year because a lot of land then is coming on the market that can be got hold of for a small initial payment, and somebody urges him to hoard up for it. Another spendthrift has not the will to keep on denying himself and accumulating for something ahead of him, and before a month has gone by the good intention dissolves, and his money is squandered. But probably the same man would have kept on economically if the object were retrospective, if he had been trusted with something and had been drawn into an engagement to pay so much per month. That engagement supplies what his will lacks, that is authority, and the young man submits to it.

Honesty is not a fault in either of the supposed cases. With one an object gained is an incentive, with the other it probably would not, though an object of pursuit would be. It is a matter of common remark that some men work earnestly and honestly to get money to pay for dead horses, but have not the enterprise to keep on earning, that they may have money in hand to buy live ones when they need them. This debt is the only thing that will make some men save money. They do not earn to buy, they earn to pay. Such people have to be trusted by traders, and they are worth trusting.

"IT'S TOO MUCH TROUBLE."

So say many retailers when asked, why don't you take an inventory? The same reply is made by those who do not keep an account with their creditors. Bills are tucked into a pigeon hole, with no thought of checking the items, examining extensions or footings. Only the other day, the schoolmaster sent in his bill, which upon being examined was found in error, he having deducted the charge for tuition the books furnished, instead of adding their cost to the amount. He innocently tried to cheat himself. Is that what you are doing? Are you wondering why the grocery business does not pay, while in ignorance of what it is costing you to do business? "It's too much trouble" to keep an expense account, and therefore you have no idea of the ratio of expenses to gross profits.

Some careless entry clerks frequently add instead of subtract tare, and you pay the cost of so many pounds of wood, hay or stubble because "it's too much trouble" to examine details.

You lose an unknown sum every year because you do not check over your pass books and accounts in general, because "it's too much trouble."

President Pellegrini of Argentina has been compelled to resign, and President-elect Larnz Pena has taken his place.

B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of July, 1892:

IMPORTS.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
Dutiable Goods.....	\$201,677 00	\$ 51,604 00	\$ 23,424 00	\$ 14,199 00	\$290,904 00
Free Goods.....	60,153 00	23,937 00	2,644 00	888 00	87,622 00
Total Imports.....	\$262,130 00	\$ 75,541 00	\$ 26,068 00	\$ 15,087 00	\$378,826 00

REVENUE.

Duty Collected.....	\$ 74,232 80	\$ 15,033 69	\$ 7,561 33	\$ 4,041 93	\$101,769 75
Other Revenue.....	14,522 42	6,130 89	143 15	303 48	21,100 24
Total Collections.....	\$ 88,755 22	\$ 22,004 58	\$ 7,704 78	\$ 4,345 41	\$122,869 09

EXPORTS.

The Mine.....	\$ 22,928 00		\$ 1,250 00	\$167,004 00	\$192,882 00
Fisheries.....	9,614 00	\$ 95 00	9 00		10,717 00
Forest.....		18,540 00		12,333 00	30,873 00
Animals, etc.....	20,018 00	1,058 00			21,076 00
Agricultural.....	108 00				108 00
Manufactures.....	6,444 00	87,931 00	858 00	40 00	95,373 00
Miscellaneous.....	6,703 00	90 00			6,793 00
Total Exports.....	\$ 65,815 00	\$108,569 00	\$ 2,217 00	\$180,337 00	\$356,938 00

BUSINESS NEEDS BRAINS.

In a late issue of the St. Louis Grocer, we find the following:

"In our last issue, the fact of all wealth being the created result of creative human ingenuity was adverted to. That this is true as to manufactured products is readily understood by all, but we doubt if it is so well appreciated when applied to the creative ingenuity necessary to every successful business undertaking, no matter how insignificant. Our merchants exercise their minds unconsciously in the determination of questions and policies, and therefore do not realize the vast amount of intellectual labor that they are accomplishing. The best mental analysis is frequently carried out with such an apparent ease that one is hardly aware of the amount of thought that has been required to attain the result.

All physical labor is performed under the dictation of the mind. Locomotion appears to be involuntary, but, in fact, it is the blind and unconscious obedience of the muscles to the determination of the mind to move in a certain direction. The difference, therefore, between the common laborer and the skilled mechanic is based upon something more than mere manual dexterity. The hands and the eyes can be trained, it is true, to such a degree of perfection that to all intents and purposes their work is purely mechanical, but back of their every movement is the subtle working of an educated brain.

We learn from observation, and analogous tendencies as well, that the merchant who devotes the most intelligent thought to his duties is ever the one who succeeds the best. Business is something more than the mere buying of goods and selling at an advance above the cost price. There is not a commercial detail that does not require thought. What we term experience—that is, experience that has been progressive—is but the education of the mind towards analysis. The constant demand upon thought to act promptly in emergencies can effect a healthy, intellectual growth only when men fully comprehend the necessity of devoting thought to apparently trivial details as well as to great events. Just as the small sums seemed the hardest of solution in our school days, so even now do matters that we would make insignificant if we could, cause us no more thought and time than we think they deserve. When we review the past, however, we see that there is nothing trivial in commer-

cial enterprises, and that many things that absorbed our thoughts once to no apparent good were really leading us up to a higher and more intelligent movement.

We hold, therefore, that it is rare indeed that circumstances either make or mar a man's life. There may be isolated instances where fate or luck were so unaccountably persistent that through the aid of one the man of mediocre ability succeeded, and through the malign influences of the other men of high capabilities were forced into failure, but such instances are so rare that they can hardly be regarded the exceptions that prove the rule. Natural conditions may militate against one's progress, but it is the prerogative of every man to avoid unfavorable conditions, and he who recognizes his power to create favorable circumstances to take the place of adverse conditions is never heard to complain that the fates are against him.

The gradient of success is never smooth, the ascent is often rendered difficult by unforeseen obstacles, and by irregularities not counted upon. To overcome these it is necessary to bring reason to bear upon them as well as brute force. The lever of physical strength is of no value without the fulcrum of mental analysis. One-third of our failures are ascribed to incompetency. The word is misleading. If it were said that they were due to the reluctance of many business men to bring the influence of a trained mind to bear upon the details of a vocation it would be much nearer the truth. All around us are merchants whose lives have been given up to the requirements of their pursuits, and yet who have made no appreciable advance for years. This is simply because they do not stop long enough to think that something more than mere physical action is needed.

DISPLAY SEASONABLE GOODS.

Do not be afraid to throw your banner to the breeze. Do not be afraid that a few packages of goods are going to get soiled or faded. Let your people know what you have got to sell in the season and tell them about it in unmistakable terms. Make a display of seasonable goods. It is true that, comparatively, it may be a very modest one, but it will tell your friends that you have such goods for sale, and now is the time to buy them. There are a hundred ways in which a thoughtful grocer can stimulate sales at any particular season of the year. If a grocer keeps a vegetable stand, a nice

display of fresh lettuce with a bottle of olive oil standing here and there in it, would be very attractive. Any way, make a display. It will show that you are awake, that you are looking for business and that you are ready to help your customers say, "I am very glad you mentioned that. I would have forgotten all about it if you had not," and these little things are more appreciated than the average grocer is apt to think. It will pay you to make your display.

AMERICAN MONEY IN CANADA.

The American silver question is a matter which is already beginning to agitate financial circles in Montreal, and justly so, for it is estimated by leading bankers, such as F. Wolf-orestan Thomas, general manager of Molson's bank; William Weir, president of the Bank Villo-Marie, and J. B. Picken, of J. B. Picken & Co., that the amount of American currency now in circulation in this country amounts to between \$1,000,000 and \$5,000,000 and as the profit on circulation in this country may be fairly estimated at 3 per cent, this means a loss of from \$120,000 to \$150,000 annually to the banking institutions of Canada.

The attention of bankers has been particularly directed to the sudden influx of silver certificates into the Dominion, as they recognize that it is quite as dangerous as the actual silver currency. At present the Montreal banks and other financial institutions refuse to take the silver American dime, quarter, half dollar or silver dollar at par. In fact, they will have nothing to do with them. Within the past six months there has been an extraordinary influx of American currency, particularly silver and silver certificates.

F. W. Thomas, general manager of Molson's bank, said: "It is a considerable evil now, because it takes the place of small Dominion notes, such as ones, twos and fours. The American silver certificates predominate more in the countries than in the cities. The banks do not take coin silver at all, and so far as we are concerned, we do not touch it."

Mr. Weir, president of the Villo Marie bank, was the man in the breach in the great fight against American currency in 1869 and 1870, and is perhaps the best posted man on the subject in the country. In answer to a query as to why there was so much American currency in circulation in Canada, he said:

"The reason why is that the people take them at par. The worst feature, to my thinking, however, is not the silver coinage but the silver certificates. At present they do not bother us particularly, but the trouble will come when the United States fails to carry out its engagements in gold. It cannot long continue to carry a dual standard."

"Do you take the silver certificate at par?" "Yes, we do, and I think we will have to call a meeting shortly of the bankers' association to take up the subject. The silver certificate is very insidious and slides in very innocently among the United States gold treasury notes."

"How about Canadian coinage in the United States?"

"There you see their action. They recognize the fact that if Canadian currency was allowed to enter into the list with the home currency on an equitable basis it would to a certain extent curtail it. What was to be done? They bridged the difficulty by passing an act forbidding any American bank putting in circulation any Canadian currency under a penalty of 5 per cent. discount, if discovered. Thus they were allowed to take it at par, but once in their possession they would be compelled to send it back to Canada. That act was accompanied with very beneficial results from their point of view, and it might not be a bad idea for Canada to follow the example given."

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D. M. CARLEY EDITOR.

L. G. HENDERSON . . BUSINESS MANAGER.

Office--No. 77 Johnson Street.

VICTORIA, TUESDAY, AUG. 30, 1892.

UNQUESTIONABLE PROOF.

What more striking demonstration of the fact that the usefulness of the Mayor and the majority of the Board of Aldermen of the city of Victoria is gone than is seen in the fact that on Monday, of last week, five by-laws to sanction loans amounting to about half a million dollars were voted down by the ratepayers? Some of them, it is true, secured a majority of the votes cast, and were lost because they did not receive a three-fifths majority as is provided by the municipal law with the different amendments to which, some of them salutary, the others the reverse, the Hon. Robert Beaven had very much to do. Sorry are we that the public library and sewerage votes should have been adverse; but it is certainly an encouraging and satisfactory sign of the times to note that the vote should have been so decided against the project to convert the Jubilee Hospital into a civic institution, or, in default of the consent of its directors, to establish a rival institution. Whatever we might be disposed to say as to the motives that impelled His Worship to father that project, we are inclined to think the outcome indicates the fact that he would have a hard time to secure a reelection to either the majority or the provincial legislature. Out of consideration for him personally, we reserve any prediction as to his chances as keeper of the public pound, were that important office a matter with which it were the custom of the public to specially concern themselves.

We have long been of the opinion that the civic electric lighting service was by no means what it ought to be, and might be very advantageously improved; but it would appear that the ratepayers are of the opinion that the system which it would appear to have been the policy to continue and extend is not the best suited to the requirement. With respect to the health grant, we are not surprised, in view of the attitude of the Mayor and those who have supported him in his persistent and wilful wrong-headedness that the voters should not have been prepared to place at their disposal so large a sum as \$75,000—a much greater sum than is supposed to be required—until they know something about what the actual outlay amounted to.

For the result of the appeal, the unbusinesslike manner in which the whole affair has been managed is largely responsible. The controversies in the Council Chamber, which have been more or less unseemly—some of them partaking more of the partisan debate than anything else—were by no means calculated to inspire the tax-

payers with confidence in the fact that the money would be wisely expended. Moreover, the aldermen themselves failed to inspire confidence in the different proposals. As business men, had they been sure that they were right, it was for them to go ahead, and by every means in their power have sought to make converts to their manner of thinking. Instead, they allowed matters to take their own course, and, as it were, without stirring a foot permitted matters to take their own course. Reforms, for such these were—whether beneficial or otherwise, we admit, is open to question—are not carried into effect by apathetic “promoters.” Had the British Radicals and Irish Home Rulers merely announced their platform and allowed, as it were, the vote to go by default, Lord Salisbury would still have been in power; but they worked, and with the result that they removed mountains of prejudice, and induced others who had no sympathies one way or other to take sides with them.

The smallness of the vote recorded on the defeated Victoria by laws shows how great was the apathy of the ratepayers on matters of health and to a certain extent required public accommodations. Years ago it was the old-fashioned practice of storekeepers and wholesale traders to stock their shelves and expect their customers to come and extend their patronage. Competition is now the life of trade, and so the columns of the press and the glib tongues of the wholesale traveller or the retail drummer are called into requisition, with the result that the most enterprising merchant does the business, and the customer is likewise materially advantaged. So in public affairs, in order to secure the greatest good of the greatest possible number, as Daniel O'Connell said, we must agitate.

THE CANADA WESTERN RAILWAY.

The banquet given the other evening in the Victoria may be taken, we should suppose, as an official intimation by the promoters of the Canada Western—for it was they who occupied the position of hosts—that they intended to carry out the enterprise, as it was supposed they did. They certainly would not have gone to the trouble and expense of getting up the affair for the mere sake of giving the Premier, Messrs. Bakeman, Blackman, and others, an opportunity to blow off a considerable amount of gas; for, under such conditions, there could have been no common-sense reason for the demonstration. Moreover, they would not have put up a substantial deposit for the mere amusement of the thing, nor would reputable men of finance and commerce come all the way from Chicago under such circumstances as they have done for the mere sake of raising hopes and expectations which they had deliberately raised in order to destroy. Besides, they are men who are not likely to connect their names with a project that is likely to be still-born, and must unquestionably have weighed all the probabilities before they allowed the thing to go the length to which it has already been carried.

The work which they have undertaken

is one of no inconsiderable proportions. They have satisfied themselves and their friends that another Canadian transcontinental line will pay from the through traffic from the Orient and Australia which it will carry, and from the local freight which will come to it from the vast extent of territory which it will open up. In the words of Mr. Bakeman, “it is the intention to use a ferry across the Narrows between the island and the Mainland, and then after finding a way through the mountains, strike the fertile valleys and plains of Chilcotin, where the grazing lands alone are worth millions of dollars. This would give access to Cariboo, and heaped by the 1st of November, possibly by the 15th of October, to have completed the organization of the British Pacific Construction Co., with a capital of \$5,000,000, of which sum there would be \$3,000,000, immediately available for construction purposes. The section of road built with this money would place the company in possession of a very valuable asset in the way of lands granted by the Provincial Government, which lands could be bonded without any difficulty—and he could say positively that he knew now where these bonds could be placed on the market—and at what per cent.” So far the proposition seems to be in every way a reasonable and most advantageous one for the Province and it is therefore sincerely to be hoped that every expectation regarding it will be realized.

CANAL TOLLS RETALIATION.

Now that their sweat has passed off—and they were at first terribly scared at what they had brought about, more particularly since the Government will compensate them for the tolls they will have to pay on the American Sault Ste. Marie Canal—Canadian shippers are getting more cocky. It will cost them nothing directly—the public, they reflect, will pay up—and it is just as well, say they, to have another ground of grievance against the Americans. We cannot, however, as we have previously suggested, disguise the fact that the action of the Washington Government is exactly in line with our own, for they propose a discrimination between routes and not between vessels, which our Government pleads as a justification for its Welland Canal rebate scheme. We cannot complain if they interpret the Washington Treaty in the same way as we do, and that is all the President's proclamation amounts to.

Talk is cheap, but, seriously speaking, everything tends to show that we are approaching a crisis in our history. We must be more British than we are now—and every encouragement and assistance in maintaining that position must be accorded us—we must ere long be independent Canadians, or we must become a part of the American Republic. These are the three conditions between which we shall ere long have to choose. It is idle to disguise the facts. The most loyal of the British people recognize this, and we do well to consider which is the best state for us, all things considered. We in Canada are the parties primarily concerned, and the more carefully we look at the bald facts of the case the better.

IT HITS BACK.

"Put that in your pipe and smoke it!" is a homely but cogent expression which occurred to us as specially applicable to Mayor Beaven, who, as the leader of the Opposition in the Provincial Parliament, attended Nanaimo's Labor Day celebration, and thus delivered himself: "We have had a most singular chain of circumstances enacted this year. Our affairs have been governed most shamefully, and we have had the Executive Council legislating matters without the sanction of law." Suppose we were to put the word "municipal" between "our" and "affairs." We scarcely think we need to make any more direct application of His Worship's remarks than to repeat that we require more business and common sense, and less politics and personality in the Town Council of Victoria. The Mayor, no doubt, congratulates himself very warmly in having gotten his political gun off so satisfactorily to himself in Nanaimo, but it was a *ricochet* shot which he fired.

LOCAL VS. FOREIGN ENTERPRISE.

Is it not a singular fact, one, indeed, which is worth mention, particularly at this juncture, that it should have required Americans to see the value and the advantage of the Canada Western railway project, whilst our own local capitalists and promoters should have hesitated to take up the matter themselves and, indeed, have, as it were, allowed the charter of the company to lapse? That charter lay dormant for some years, held by local men who did nothing in the way of carrying out their undertaking, and, but for the fact that Tacoma capitalists with Col. Northey at their head had become attracted to the matter, it is doubtful if even now anything would have been done in the way of carrying out the originally contemplated project. As far as we are concerned, it matters not by whom the road will be built, but it would have been much more pleasing and to the greater credit of all concerned had our own men been foremost in the work.

Mr. Rithet and one or two others, it must be said, strongly interested themselves in the matter, but what of the men who affecting to see something behind it secured the charter and held it without doing a single thing to advance the work? Their programme appears to have been to secure the incorporation and, in the meantime, to quietly get hold of as much real estate as possible in anticipation of the enhancement which public works carried out by others would give to it. Some of these men are rich in cash and all of them own large quantities of property, but had not nerve enough to bond or mortgage that property so as to build the road, the right to construct which they had secured at so small a cost, and whose possession coupled with their occasional references as to what the enterprise would do in the early future had helped them to become wealthy by land deals.

There was not genuine and enlightened enterprise as compared with that described by Mr. Bakeman, who, recognizing that two-thirds of the trans-continental carrying trade from the Orient and Australia

was handled by the one Canadian route and that its western and mountainous divisions, which at one time no one thought would pay even running expenses, were now crowded with traffic, was convinced that another Canadian trans-continental line would pay. And what was his course? He showed his faith by his works and involved himself on the strength of that faith alone to the extent of about \$25,000 in connection with the enterprise. In this way, he—a total stranger to the country—demonstrated the strength of his convictions, and the result is that the Canada Western Railway is, as Mr. Davie put it, a living reality. It would appear from all this that there are outsiders who have far more faith in us and in our future than we have ourselves. How many men have we not who were just as able to put up \$25,000 as the American gentleman we refer to, and who, on business principles alone, without any appeals to patriotism or considerations of mere local interest, might have taken up the project and have raised the required capital as there appears every likelihood will now be done? The Americans have already "figured" to some purpose; they have worked out their ideas to a mathematical demonstration and have full confidence in what they have done and are doing.

We have in this province numbers of promising projects, but our people fail to "figure them out," and, in consequence, hesitate to do anything, thereby losing opportunities which others seize and profit by. Here we have immense territorial and other resources to develop, and, referring to them, it may not be out of place to say, in the words of Hon. D. W. Higgins, that we believe any scheme which has for its object the development of the rich empire of the Chilcotin district, and the equally rich gold fields of the Cariboo country, will have the hearty and entire support of the legislature. Fancy what such an enterprise as this railway carries with it—the opening up of a vast amount of at present comparatively inaccessible mining and farming country, on conditions whereby settlers with their families can be located on Government land along the line, the railway company guaranteeing the able-bodied men among them four or five years' steady employment. It, of course, matters little by whom this is accomplished; but our own people might have done this long ago had they been far-sighted enough.

EDITORIAL NOTES.

For our part, we cannot agree with Dr. Milne that "the Mayor and Board of Aldermen are far in advance of the citizens of Victoria." The latter, it is true, voted down five by-laws which were, the Dr. says, "for the advancement of the city." The voters did not regard them all in that light, and, moreover, lacked confidence in the men who promoted them and in their methods of securing that advancement.

EASTERN papers are, we see, referring with interest and satisfaction to the fact that some of the packers of this province are going more extensively into the freezing and exportation of salmon in hermetically sealed cases. It is thus satisfactory to notice that in reality our packers will

not be compelled to stimulate, if not to create, a demand for the article, but are supplying a want that is already experienced, which, if properly catered for, is certain to continue and increase.

It is satisfactory to know that the directors of the Electric Tramway and Lighting Company have taken vigorous action towards putting themselves in a position to resume operations at an early date. We never knew of what service the company was till we were deprived of its lighting and car service. The insurance losses, it may be noted, have been promptly and satisfactorily adjusted, the machinery will be here in a few days, and it is promised that the cars and lights will be going in a month.

A FEW days since, the city surveyor made an examination of the three city bridges, at James Bay and at Point Ellice, which, he says, are not equal to the heavy traffic continually passing over them. Why have not the municipal authorities taken advantage of the stoppage of tram car traffic to do the necessary strengthening or re-building? A council composed of business men would have done so. Instead, however, of taking such action in public matters as is required, they commence to talk of resigning. Perhaps, it might not after all be so bad if some of them did so. There are good men yet available.

THE British Post Office authorities have sanctioned the introduction of penny-in-the-slot machines for the distribution of postage stamps. On the insertion of a penny the machine delivers an envelope which contains a memorandum book, a sheet of writing paper and a penny stamp. The advertisements in the memorandum book are sufficient to pay for the book, envelope and paper, and to cover expenses and pay a dividend. No rebate is allowed by the Government to the distribution company or the purchase of great quantities of stamps. A similar scheme is being floated in the United States. Two 2-cent stamps and a card allowing a purchaser a rebate at the store of any concern advertising on it are given for 5 cents.

THE following table shows the growth of life assurance in the different countries referred to and may be taken as tolerably correct. Having been gotten up by a German statistician, the written sums are in millions of marks, still the proportionate increase will be readily seen:—

	1880.	1890.
Germany	2,282.0	4,311.9
Austro-Hungary	327.0	1,500.5
Belgium	48.0	60.0
Denmark	27.2	29.6
France	2,182.9	3,202.5
Italy	25.8	103.3
Netherlands	86.4	227.4
Russia	117.7	515.9
Sweden and Norway	108.6	367.0
Switzerland	152.0	223.6
Great Britain	9,312.8	11,015.6
United States	6,376.0	14,812.2
Canada	151.2	495.0
Australia	460.1	800.0
Other countries	30.0	100.0
	22,381.6	38,634.5

DEBT A SACRED PRIVILEGE.

There has been so much said and written of late relative to the purchasing value of money, and more especially has there been presented arguments aiming to show why the circulation of money in this country is inadequate to our commercial necessities. Summarized, the arguments may be placed in these words: "If there was more money in circulation there would be more per capita, and, as a natural result, there would be a noticeable disposition towards a cash business, as everybody could come nearer to paying their debts." It is a painful fact, but none the less a fact for that, that a proportion of our writers on economic questions can never get beyond the question of the "wealth per capita," and it is equally impossible to convince them that the government does not have to turn out all the purchasing mediums that stand in the place of money. If the immense commerce of this country were to be met by a circulation of cash commensurate with its requirements, it stands to reason that a dollar bill would soon be considered too cheap to light a good cigar with. Every merchant knows full well that a large proportion of trade does not take the shape of cash transactions. A note that is bankable represents so much money, and is, therefore, to all intents and purposes, so much available cash. An agreement to pay on a certain day secures merchandise just as well as the ready money, where the purchaser is good.

The best evidence of this is to be found in our clearing-houses. Passing through the hands of those who have the management of these houses every day is paper, representing billions of dollars; in fact, it is the same as dollars, and often preferable to the actual coined money. Railroad bonds, mining stock, shares in manufacturing and business enterprises, etc., are used to the extent of millions every day, where probably only thousands of dollars in cash changed hands.

All this brings us up to the statement that debt is both justifiable and reasonable. It is more than that—under many conditions it is essential. It is the incentive that urges men on to greater exertion, and is often the basis of great wealth. It is the abuse of indebtedness that causes commercial disasters. The privilege of exchanging paper for commodities is the grandest of all privileges when properly handled, for it is the foundation of every great enterprise that has so prospered us as a nation. The men who work only for the satisfaction of earning money that they can hoard are an impediment to progress; it is those who are not afraid to venture that we must depend upon in all time to come to continue the advancement that has been so noteworthy in our industrial and commercial progress the past quarter of a century. Under the improved laws that are certain to obtain within the next few years, we believe that persons who use the debt privilege to the detriment of those they deal with will find it impossible to continue in business.

Martin Howard, credit man for C. M. Henderson & Co., Chicago, says: "I am a firm believer in a reasonable and justifiable indebtedness—such as is in keeping with a man's financial ability—and such

an indebtedness must prove of value in every respect. The best and most vigorous effort of honorable liquidation is brought into play, and the consequent wholesome education makes of such a man a good manager, a careful, prudent merchant, and leads him on to abundant success. Alexander Hamilton said that a national debt, if not excessive, is a national blessing, and if this is true in respect to a nation, it is also true in respect to the individuals composing a nation. A proper indebtedness gives to a man a high and lofty ambition. Webster said that the mind is the great lever of all things; that human thought is the process by which human ambition is ultimately attained."—*St. Louis Grocer*.

HARD TO COUNTERFEIT.

"The paper money of the United States is the least handsome in the world," said the proprietor of an American money exchange. That is because the United States Government depends entirely upon the intricacy and elaborateness of the designs on its notes and certificates for protection against counterfeiters. In foreign countries, on the other hand, much effort is directed to making their currency beautiful with pictures and arabesques in the classical style. Not only are the results pretty to look at, but they serve their chief purpose better, for any engraver will tell you that real art work on a bill is far more difficult to imitate than any purely mechanical effect, no matter how complicated the latter may be made by the geometric lathe and other devices.

"Most beautiful of all paper notes are those issued in France and Prussia. Here is a pretty Austrian bill for 100 florins, printed in blue ink, with the design mainly composed of two large standing figures of cherubic children and an oval of children's heads. That seems a queer notion from our point of view for the ornamentation of currency, but it is certainly both interesting and handsome. This is a Russian bill for 100 rubles, done in pink and green. Here you have a scotch note, issued by the 'British Linen Company,' which promises to pay \$5 on demand. In Great Britain the privilege of issuing paper money can be obtained by corporations other than banks from the government.

"You will need a magnifying glass to examine this note with. It is Irish. The 'one pound' are printed across it in big letters; but this broad stripe extending from one end to the other of the document is a curiosity. To the naked eye, even upon scrutiny, it seems to have no significance; but when magnified you will perceive that it is wholly made up of the words 'one pound' in microscopic letters. From the superficial appearance of the Bank of England notes you would suppose that they could be readily imitated by photography or otherwise, inasmuch as their design consists of very little more than lettering in black that is almost severely simple. But the great financial institution depends altogether upon the water marking of its paper which is wonderfully elaborate, as you can see by looking at the light through it. This water marking has been imitated, but never with success."

THEY ALL DO IT.

"Here, you get out of this! Don't let me catch you in this store again."

A little feminine shriek followed this rough salutation.

The writer turned and beheld a beautiful and fashionably dressed young lady in the clutches of a floor walker. He had torn open a little bundle which she had just received from the package desk and forced back her money into her hand, and with considerable roughness was hurrying her to the door. The face of the young woman was a picture. She looked like an angry queen. Her eyes were half aflame and half drowned in tears. Her magnificent teeth showed through the reddest kind of lips, and her clear complexion was like marble touched with the fine scarlet of flowers.

I was tempted to interfere, but the tales of kleptomania and other strange things which happen in our great bazaars, and knowing the man, besides, to be a gentlemanly floor walker—for this drama was taking place in one of the most fashionable stores in this city—I withheld my hand.

"Do you know that lady?" said the floor walker, with a laugh. "I should say I do. She is a very grand lady, indeed. My dear sir, she is one of the tricks of the trade."

"That bewitching lady in Paris-made gown and imported bonnet is a sales girl in the store of our enterprising neighbor on the next block. She gets \$11 a week. She came down here disguised as a customer, bought a dozen handkerchiefs as a blind, and proceeded to price a number of our goods in which our enterprising neighbor suspects we are underselling him. This is so as to give him a tip how to mark his goods. In short, she is a spy, and as we are not permitted to hang spies in this warfare of trade, all we can do is to escort them to the picket lines and let them go. Now that this young lady has been discovered, her occupation in this line of usefulness is gone; but our neighbor will have another rigged up in less than no time."

"Eternal vigilance is the price of underselling."

"But do all the big stores keep these spies, as you call them?" I asked.

"Well," said the ungallant floor walker, with a sly wink and smile, "they all of them do but ourselves."—*Dry Goods Retailer*.

The movement in India for a gold standard is spreading.

The catch of whitefish on Lake Winnipeg this season is larger than ever before.

The wheat crop will average 20 bushels to the acre all over Manitoba, according to estimates of good judges.

G. M. Bligh, a commercial traveller, was killed while boarding a street car, Aug. 16, at the corner of York and King streets, Toronto.

H.M.S. Tartar has arrived at Halifax on her first trip to North Atlantic waters. She has six guns and all modern armaments, is a twin-screw torpedo cruiser, with a speed of 16 knots. Her crew numbers 175 men.

COMMERCIAL SUMMARY.

The death is announced of Suleiman Pasha, Governor of Bagdad.

The prohibition against the export of rye, rye meal and bran from Russia has been annulled.

Toronto is asking permission of the Government to raise a six company battalion of bicycle cavalry.

The steamer City of New York has again lowered the Atlantic eastward record by about 11 hours.

The London *Times* favors a gold standard for India if the difficulties to such a course could be overcome.

The total tonnage which passed the Soo Canal last year for Canadian ports was 87,126, which paid, at 20 cents per ton, \$17,425.

Mr. Dalton McCarthy, M. P., who has just returned from England, says that he has no intention of abandoning Canadian for Irish politics.

The Grand Trunk board announces a dividend for the past half year on the guaranteed stock at the rate of 2½ per cent. per annum.

Owing to the alarming news of the outbreak of cholera at Hamburg, extra vigilance has been enjoined on the quarantine officials at Grosse Isle.

The quarterly meeting of the New Westminster Board of Trade was held Tuesday evening last, at which Mr. John Hendry's official report from the London Congress was submitted.

Banker Wolff, of Berlin, Germany, who stole 4,400,000 marks, and an accomplice named Leipziger, have been sentenced to 10 years' penal servitude and loss of their civil rights for five years.

Another move is to be made to continue the development of the South Westminster Coal company's shaft on the Stein property. A diamond drill will be procured immediately and put to work.

It is understood that the majority of Nanaimo aldermen agree to introduce and support a by-law to purchase the Electric Light Works for \$45,000, provided they can be shown the works can be made to pay.

Considerable attention is being paid in Jamaica to the drying of bananas for meal. Hundreds of bunches which formerly were wasted can now be used. A bunch of bananas which costs 1s. is worth 3s. when dried and packed.

A queer superstition is said to exist in some part of Russia that nothing but milk will extinguish a fire started by lightning. We take it that lightning risks without dairy attachments are not popular with insurance companies in that benighted country.

Prominent grain men of Toronto have been interviewed on the crop prospects. The consensus of their opinions is that Manitoba will make a capital showing. In Ontario fall wheat is of good quality and a fair average yield, though disappointing in some sections. Barley is considerably below the yield of last year. Peas are a fair average; oats good, but spring wheat does not promise well.

The New York *Sun* says it has made an investigation of the size of the wheat crop

for 1892, and it estimates that the aggregate output in the United States will be about 490,000,000 bushels or 132,000,000 bushels less than the product of last year, and that the exportable surplus will be about 140,000,000 bushels less, as domestic requirements have increased fully 8,000,000 bushels since last year. According to the *Sun's* information the European crops indicate a yield below the average. Last year the *Sun* "estimated" a deficiency in the world's supply of wheat of 50,000,000 bushels, whereas the United States could have exported 35,000,000 bushels more than it was called upon to send abroad if that quantity had been demanded. If the *Sun* was 86,000,000 bushels away from the facts a year ago, it will require something more than double-leads to lend confidence to its assertion of last Sunday.—*Northwest Trade*.

Is insurance commerce? This question is in a fair way to be more thoroughly discussed, not only by the insurance journals but by able legislators in the Congress of the United States than ever before, and possibly authoritatively settled during the next year or two. Congress has authority under the Federal constitution to control and regulate commerce between the several States, and one class of journals, of which *Vices* is the leading exponent, has contended that national supervision of insurance is just as legitimate under the constitution as is the national supervision of railways, as provided in the Inter-State Commerce law; while another class of journals, of which *Insurance* is the leading exponent, contends that insurance is not commerce in the sense contemplated by the constitution, and hence that Congress cannot adopt a system of national supervision. Heretofore supervision has been a matter regulated by each of the States in its own way. Recently, however, Congressman Pattison, of Ohio, who is also president of the Union Central Life insurance company, has introduced in the House a bill providing for a system of national supervision of all insurance companies which transact business in other States than the State where incorporated. Its consideration will go over to a future session.—*Insurance Chronicle*.

BUILT A PIER TO THE WRECK.

An exchange from Washington State says: Every reader is familiar with the wreck of the ship Abercorn, which went ashore on the weather beach near Gray's Harbor; also the fact that A. M. Cannon, of Spokane, bought the wreck and its cargo of steel rails, which are now being taken out. The ship lies just outside of the breakers, and a pier 1,750 feet long has been built from the beach out to the wreck. Altogether 35 men are at work. These include four professional divers, who are paid \$10 a day for four hours' work, and \$4 a day when not engaged. Suits are also provided for them at a cost of \$5 a day for each diver. The wreck lies in 24 feet of water at high tide and 12 at low. The higher the tide the better the divers can work, as the sea is comparatively still below, the breakers rolling over the divers and not bothering them in their work

Four rails make a ton, and a ton is raised at a time. The divers adjust the chains around the ends of the rails and give the signal to hoist, and two engines do the rest. During this fine weather from 50 to 100 tons are lifted out daily. The ship carried 2,300 tons, and 500 tons have already been taken out. It is expected that the work will be ended some time in August. After the rails are taken out they are loaded on wagons and hauled along the beach 5 miles. They are then placed upon a railway built by the wreckers, and carried a mile across the peninsula to a point on Gray's harbor where they can be loaded either on the railroad, or on a vessel and carried to market. These are worth from \$50 to \$60 per ton in Portland, and as they can be gotten there for \$2 a ton or less than \$3 from the wreck itself, it is seen that Mr. Cannon has hold of a \$100,000 proposition, and that all between that figure and the cost of the undertaking will be profit. The profits will be somewhere between \$50,000 and \$60,000. The rails are not injured in the least. They were covered with coal tar before being placed in the vessel, and when this is scraped off the red sand of the blast is still found attached to the steel.

SOUTH AFRICAN GOLD.

Speaking of the world's metal money South Africa is beginning to play an important part, argues the *Salt Lake Tribune*. Johannesburg in South Africa is a great centre of the gold mining region. Railroads are stretching away from Cape Town and also from Port Elizabeth, and will make connection with Johannesburg before the end of the year; three months later connection will be made with Pretoria, the capital of the Republic. Work has been resumed on the Delago Bay Railroad, which has already been completed from the Indian Ocean to the mountain boundary between the Portuguese possession and the South African Republic. It is thought this line will be completed to the centre of the great auriferous fields by the end of the year. The charges of transportation now from Johannesburg amount almost to prohibition, but notwithstanding this disadvantage the mines around that town are yielding 85,000 ounces gold per month, and with the completion of the road it is believed that amount will be increased to 100,000 ounces a month, and with roads from the South and the East this amount, it is thought, will be indefinitely increased.

It is quite possible that central southern Africa is to develop into a new California, and the gold to be given up from that region by its placers is liable to make an important factor in the finance of the world. Beyond that, it seems evident that central southern Africa is going to be more and more the concernment of the world for some years to come. Penetrated by the iron horse, all its possibilities will be brought forth, and a state is liable to grow up there rich in all the attributes that make a state great, such as mines, soil, climate, plenty of water, indeed all the possibilities that slumbered in California, altogether unappreciated, fifty years ago.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUK.	ARRIVED.
Br bark.	Serica.	913	Smythe.	Sept. 29.	Victoria.	London.	38,623	\$200,782	Feb. 23.
Br bark.	Callao.	378	James.	Oct. 6.	Victoria.	London.	11,640	\$212,080	March 17.
Br bark.	Lobu.	726	Worrall.	Nov. 16.	Victoria.	Liverpool.	30,800	161,424	April 6.
Br bark.	Itchesay Bay.	750	Partridge.	Nov. 18.	A. Westminister.	Liverpool.	32,680	159,553	April 6.
Br bark.	Wanlock.	745	Cooper.	Nov. 18.	Victoria.	Liverpool.	29,918	157,743	April 19.
Br ship.	Titanica.	879	T. W. Selby.	Jan. 15.	B. Westminister.	London.	23,367	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.	VALUK.	ARRIVED.	RATE.
Br ship.	Athlon.	1371	Dexter.	Jan. 5.	Vancouver.	Adelaide.	1,495,128	8,265	March 18.	47s 6d
Nor ship.	Morning Light.	1316	Johansen.	Jan. 22.	Vancouver.	Melbourne.	754,171	9,193	March 25.	60s
Am bark.	Hesper.	604	Sodergren.	Feb. 20.	Vancouver.	Shanghai.	1,001,521	7,781	April 23.	50s
Br ship.	Angerona.	1215	Anderson.	Feb. 26.	Vancouver.	Valparaiso.	834,937	7,093	May 20.	42s 6d
Nor bark.	Czar.	1324	Christophers'n	March 4.	Vancouver.	Adelaide.	1,046,611	10,470	June 7.	47s 6d
Nor bark.	Agnes.	844	Hofgaard.	Feb. 20.	Chemainus.	Antofagasta.	602,509	6,413	May 28.	40s
Nor ship.	Kathinka.	1463	Klevenberg.	March 12.	Vancouver.	Melbourne.	1,228,925	9,231	May 28.	60s
Chil bark.	Judla.	953	Funke.	Feb. 22.	Vancouver.	Valparaiso.	803,291	7,018	May 10.	owners ac
Br bark.	Glenbervie.	800	Groundwater.	March 24.	Vancouver.	Iquiqui.	631,810	7,689	June 8.	37s 6d
Br ship.	British India.	1199	Lines.	March 31.	Vancouver.	Valparaiso.	863,866	9,315	July 11.	37s 6d
Am schr.	W. H. Talbot.	776	Bluhm.	March 14.	Vancouver.	Tientsin.	1,024,876	10,272	May 28.	67s 6d
Am schr.	Reporter.	333	Dreyer.	March 3.	Chemainus.	San Pedro.	416,386	3,476	March.	Private....
Br bark.	Riversdale.	1453	Finlayson.	April 25.	Vancouver.	Sydney.	1,167,181	9,873	June 28.	47s 6d
Br bark.	Mistletoe.	821	Smith.	April 21.	Vancouver.	Wilmington.	64,275	7,986	.....	\$16 00
Br bark.	Craigend.	2218	Lewthwaite.	April 18.	Vancouver.	Iquiqui-Callao.	1,808,000	19,351	July 11.	27s 6d & 30s
Br barktn.	Toboggan.	676	Porter.	May 20.	Vancouver.	Wilmington.	605,328	9,330	.....	\$15.00
Br bark.	Thermopylae.	948	Winchester.	June 2.	Vancouver.	Yokohama.	323,576	8,949	July 22.	Private....
Nor bprk.	Fritzo.	1078	Rolfson.	May 29.	Chemainus.	Melbourne.	983,124	8,072	Aug. 9.	45s
Br ship.	Burmah.	1617	Newcombe.	June 2.	Moodyville.	Valparaiso.	1,289,359	9,883	.....	35s
Br ship.	Crown of Denmark.	2029	Smith.	June 24.	Vancouver.	Melbourne.	1,850,725	15,435	.....	37s 6d
Nor bark.	Ursus Minor.	705	Johnson.	June 1.	New Westmr.	Sydney.	481,214	4,383	pr Aug. 5.	37s 6d
Br ship.	Karl Granvilla.	1149	Flack.	June 16.	Cowichan.	London.	853,900	.....	.....	62s 6d
Chil bark.	Antonietta.	999	Stack.	June 27.	Chemainus.	Valparaiso.	836,358	9,015	.....	owners ac
Ger bark.	Palawan.	967	Van Heuvel.	July 8.	Vancouver.	Iquiqui.	688,831	7,421	.....	33s 9d
Chil bark.	Leonor.	801	Jenatsch.	July 8.	Moodyville.	Valparaiso.	637,375	6,630	.....	owners ac
Chil bark.	Guinevere.	960	Glenne.	Aug. 6.	Chemainus.	Valparaiso.	762,082	7,612	.....	owners ac
Am bktn.	Robert Sudden.	555	Uhlberg.	Aug. 3.	Vancouver.	Valparaiso.	771,110	8,797	.....	40s
Chil ship.	Hibostan.	1543	Walsh.	Aug. 7.	Moodyville.	Valparaiso.	1,232,388	11,471	.....	owners ac
Br bark.	Zcoina Gowdy.	1087	Manning.	.....	Vancouver.	Wilmington.	.....	.....	.....	\$13.00
Chil ship.	Atacama.	1235	Caballero.	Aug. 21.	Moodyville.	Valparaiso.	994,491	9,069	.....	owners ac
Br ship.	City of Quebec.	708	Carnegie.	.....	Vancouver.	Adelaide.	.....	.....	.....	40s
Br bark.	Nineveh.	1171	Hroodfoot.	.....	Vancouver.	Sydney.	.....	.....	.....	owners ac
Am schr.	Robert Searls.	576	Piltz.	.....	Vancouver.	Port Pirie.	.....	.....	.....	41s 3d
Am. ship.	George Skiffeld.	1276	Dunning.	.....	Vancouver.	Valparaiso.	.....	.....	.....	40s
Chil bark.	Lake Lemau.	1035	.....	.....	Moodyville.	Valparaiso.	.....	.....	.....	owners ac

L—Also 60,000 shingles. N—Also 275,000 shingles. P—Also 85 spars and 300 tons coal for Hong Kong.

SHIPPING INTELLIGENCE.

The Empress of Japan arrived Aug. 21 from the Orient.

The Ben Nevis, now at Vancouver, under charter to load grain at Tacoma, sails for that port early in the week.

The British ship Mylonene, 1,900 tons, Capt. Wilkins, entered at Port Angeles Aug. 21, from Valparaiso and Coquimbo.

The British ship Crown of Denmark, from Vancouver June 21 for Melbourne, was spoken July 5 in lat. 31.50 N., long. 134.51 W.

The British Fingal, 2,485 tons, Capt. Fulmore, from Kobe July 26, arrived at Vancouver Aug. 23 with a cargo of tea for shipment east by the C. P. R.

The British bark Martha Fisher, 511 tons, Capt. Meadowcraft, will go on the berth this week to load salmon for the U. K. on account of R. P. Rithet & Co., Ltd.

The Chilean ship Atacama, 1,235 tons, Capt. Caballero, sailed Aug. 21 from Moodyville to Valparaiso on owner's account with 994,491 feet lumber, valued at \$9,069.

The American schooner Alice Cook, 732

tons, Capt. Penhallow, now on the way from San Francisco, has been chartered to load lumber at Vancouver for Sydney at 30s, by Williams, Brown & Co., of San Francisco.

THE DIRECT WEST INDIA LINE.

The Montreal Trade Bulletin observes that the direct trade between Canada and Jamaica will suffer from an impediment in the present arrangement of the duty on sugar, unless some steps be taken to alter the tariff. The cargoes of fruit are not sufficiently heavy, and solid freight is necessary to occupy the hold and steady the ship. The only freight of this description offering in Jamaica is sugar, which is just what is wanted for the requirements of navigation. On both inward trips the "America" has carried sugar, but unfortunately the importation has not proved a paying one, and it is likely that no more will be imported unless a change is made in the customs regulations. At present, only sugar under what is called No. 14 Dutch Standard is admitted free; and as soon as the color is even a shade lighter than the

standard, it is subject to a duty of 80c per 100 lbs. Although the sugar was purchased in Jamaica as being below the standard, yet some barrels have proved to be slightly higher, and accordingly have been charged the duty, and thus the importation has proved a loss. The hardest part is that while the sugar is sold as it leaves the ship, the decision as to how many barrels are dutiable is not given for about a couple of weeks. The remedy for this is apparently either to raise the Standard to No. 16 Dutch, or else to allow a certain percentage of every importation a little latitude. If some remedy is not found, it means that it is impossible to import sugar from Jamaica by the direct line, and the chances of continuing the services are lessened. A plucky attempt has been made to connect the West Indies with Canada, and to enable Canada to supply her goods to the sister colonies, and it would be a pity to see the attempt fail because some small changes were not made.

C. A. Godson has been appointed agent for T. McAvetty & Son, of St. John, N. B., manufacturers of brass goods and steam fittings.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	T'NS	MASTER.	SAILED.	PROM.	FOR.	CONSIGNEES OR AGENTS.	DAY'S OUT.
Br bark	Fernbank	1338	Boyd	April 21	A Glasgow	Vancouver	Bell-Irving & Paterson	127
Br bark	Chill	478	McKenzie	May 27	E London	Victoria	Turner, Becton & Co.	95
Chil. bark	Elitrea	1069	Serra		F Lebu	Moodyville	R. P. Rithet & Co., L'td	
Br bark	River Ganges	612	Budgo	July 27	F Rio de Janeiro	Victoria	Findlay, Durham & Brodie	34
Br bark	The Frederick	812	Simpson		C Talcahuano	Victoria	Robert Ward & Co., Ld	
Br bark	Assel	795	Gilmour		London	Victoria	R. P. Rithet & Co., L'td	
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver		51
Br SS	Victoria (ex Parthia)	2035	Dowell	July 7	B Glasgow	Victoria	R. P. Rithet & Co., L'td	51
Br bark	Glengarry	802	Davidson	July 25	M Tak uano	New Westminster	Bell-Irving & Paterson	36
Br ss	Phra Nang	1057	Watton	Aug. 6	G Hong Kong	Victoria	R. P. Rithet & Co., L'td	24
Br bark	Thermopylae	948	Winchester		O Nagasaki	Victoria	Victoria Rice Mills	
Br SS	Mary Low	813	Robertson		Liverpool	Victoria	R. P. Rithet & Co., L'td	
Br bark	Empress of China	3003	Archibald	Aug. 20	D Hong Kong	Vancouver	C. P. S. S. Co.	10
Br bark	Valparaiso	742			L Liverpool	Victoria	R. P. Rithet & Co., L'td	
Haw. bark	Mauna Ahia J. J. Lotz	537	Nelson		H Honolulu	Victoria		
Br ship	Morayshire	1428	Swinton		Q Java	Vancouver		
Br ship	Andreta	1708	Peregrine	July 1	R Antofagasta	Royal Roads		60
Br bark	Bankburn	1352	Davies	July 17	T Talca	Royal Roads		44
Nor ship	Morning Light	1310	Johansen		R Honolulu	Vancouver		
Am bark	Colorado	1036	Gibson		H Port Harford	Vancouver	D. McGillivray	
Am bark	Highland Light	1265	Herriman		H Port Harford	Vancouver	D. McGillivray	
Br ss	Batavia	1628	Hill		K Hong Kong	Victoria	R. P. Rithet & Co., L'td	
Br bark	Grasmere	1248	Carter	Aug. 5	K Coquimbo	Royal Roads		25
Br ss	Empress of India	3003	Marshall		K Hong Kong	Vancouver	C. P. S. S. Co.	
Am schr	Alice Cook	732	Penhallow		J San Francisco	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. 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. B—Via Suez Canal. To sail from Hong Kong about Aug. 20 and Yokohama Aug. 30. July 13 passed Gibraltar. C—Salmon to London at 35s, Sept-Oct. loading. N—July 9 passed Dover. X—Cargo of 2,860 tons tea and mdsc. M—Chartered for salmon to the U. K., Sept-Oct. loading. G—Via Yokohama Aug. 17. O—Cargo of rice paddy, due to arrive in October. D—Via Yokohama Aug. 29. L—To sail end of October. Q—To sail in September with 2,000 tons raw sugar. H—Cargo of bituminous rock. R—Chartered to load lumber. K—To sail Sept. 10, and from Yokohama Sept. 19. J—Chartered for lumber to Sydney at 30s.

VESSELS IN PORT.

(August 20, 1892.)

VICTORIA.

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

Br. bark Martha Fisher, 811 tons, Capt. Meadowcraft, arrived July 17, loading salmon for U. K. on account of R. P. Rithet & Co., Ltd.

Br. ss. Bushmills, 1,588 tons, Capt. Venning, from Liverpool, arrived Aug. 15 with general cargo, Robt. Ward & Co., L'td., consignees.

VANCOUVER.

Br. bark Zebina Gowdy, 1,087 tons, Capt. Manning, arrived July 20, loading lumber for Wilmington, Del.

Am. ship George Skoldfield, 1,276 tons, Capt. Dunning, arrived July 21, loading lumber for Valparaiso for orders.

Br. ship City of Quebec, 703 tons, Capt. Carnegie, loading lumber for Adelaide.

British bark Nineveh, 1,174 tons, Capt. Broadfoot, arrived August 5, loading lumber for Sydney.

Am. schr. Robert Searles, 570 tons, Capt. Piltz, arrived Aug. 10, loading lumber for Port Pirie.

Chil. ship Lake Leman, 1,035 tons, arrived Aug. 20, to load lumber at Moodyville for Valparaiso, on owners account.

Br. ss. Empress of Japan, 3,003 tons, Capt. Lee, arrived Aug. 25 with general cargo.

Br. bark Fingal, 2,485 tons, Capt. Ful-

more, arrived Aug. 23 from Kobe with tea for C. P. R. Co.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship J. B. Brown, 1,473 tons, Capt. Cameron.

Am. bark Oregon, 1,364 tons, Capt. McCartney.

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

Am. ship Commodore, 1,970 tons, Capt. Davidson.

Am. bark Gen. Fairchild, 1,356 tons, Capt. Duck.

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

Am. bark Wilna, 1,489 tons, Capt. Slater

Am. bark Carrollton, 1,390 tons, Capt. Lewis.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	3	3,435
Vancouver	8	11,335
Nanaimo	8	12,187
Total	19	26,960

The Kootenay Star notes a vast increase in business at Revelstoke over last year. One firm has already received twelve carloads of general merchandise this season, and their sales for the month of July realized \$3000 over those of the same month last year. Development in the interior generally is also making satisfactory progress.

FREIGHTS.

Since last report there has been a serious decline in lumber freights. The latest quotations from British Columbia or Puget Sound are as follows:—Valparaiso for orders, 46s nominal; Sydney, 30s; Melbourne, Adelaide or Port Pirie, 40s; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 45s; and Yokohama, 42s 6d, nominal.

Grain freights from San Francisco to the United Kingdom may be quoted at 20s, at which rate it is profitable for recent arrivals to accept charters, although in the case of vessels which have been laid up a considerable advance would have to be established before they could get out with profit.

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.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the two weeks ending August 27:—

Date.	Vessel and Destination.	Tons.
14.	Derawongse, str., Yokohama	803
15.	Queen, str., Port Townsend	655
16.	Bertha, str., Port Townsend	454
16.	Sea Lion, str., Port Townsend	42
17.	Tyoc, str., Port Townsend	78
17.	Mogul, str., Port Townsend	44
17.	Wanderer, str., Port Townsend	53
19.	Wanderer, str., Port Townsend	30
21.	Two Brothers, ship, San Francisco	2,199
21.	Sea Lion, str., Port Townsend	47
23.	Wilmington, str., Port Townsend	132
Total		4,537



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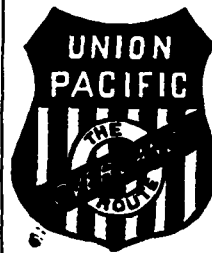
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