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- Standard Packing Co., Skeena River, Neptune Brand.
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TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, April 23.

VICTORIA.

The weather has been very unfavorable for city trade, since last review, but jobbing business is reported steady all round with collections close. There has been a fair movement of goods to provincial points. The canneries are making active preparations for the season's pack, and the greater number of them will commence making tins about the 1st of May. The \$100,000 granted to reimburse the sealers for losses under the *modus vivendi* of 1891 will be a considerable benefit to the sealers and strengthen the situation of the industry.

The Kinkora is daily expected, having been spoken near San Francisco. She brings a large cargo of English goods, which are laid down here at a much lower rate of freight than previous shipments. Some lively competition may be the result when these goods are put on the market.

FRUITS AND VEGETABLES.

The following are the receipts of California fruits and vegetables from San Francisco by steamship City of Puebla, April 23, for Victoria: 48 crts cabbage, 12 crts cauliflower, 42 bxs asparagus, 14 bxs rhubarb, 30 bxs oranges, 17 bxs lemons, 17 bxs peas, 20 crts bananas, 1 bx new potatoes, 1 bx radishes, 1 bx pineapples, 3 bxs onions, 1 bx celery, 1 bx sweet potatoes, 1 bx cucumbers. Oranges are slightly weaker in price. Sicily lemons are a little higher; an advance of 75c a box took place in New York last week, and local prices are up in sympathy. Apples, in boxes, are quoted a little lower. Potatoes continue scarce, and the jobbing quotation has gone up to \$45 a ton. Onions and cabbage are both higher this week. A box of new potatoes were received by last steamer and a regular supply may be expected shortly.

Jobbers' quotations for fruits are as follows:—

Oranges—Navels, common to good	3 50 @ 0 00
" fancy	0 00 @ 0 00
Riverside Seedlings	2 00 @ 2 25
" fancy	2 35 @ 2 75
Los Angeles	2 00 @ 2 25
Lemons—California	1 00 @ 5 00
Sicily	5 50 @ 6 00
Apples—California, bxs	2 00 @ 2 50
bbls	6 00 @ 7 50
Bananas	3 50 @ 3 75

Vegetables are quoted:

Potatoes—Local	per ton 10 00 @ 45 00
Onions—Red California	00 @ 0
Oregon Yellow Danvers	3 @ 1
Cabbage	24 @
Asparagus	per lb 9 @
Rhubarb	10 @
Cauliflower, per doz	1 20 @

FLOUR AND FEED.

The principal feature this week is the general advance in the prices for bran, shorts, middlings and chop feed. San Francisco advices announce an advance of \$2.50 a ton in all feed products, and the Winnipeg market is also up about the same amount. This advance is the result, it is said, of the backward spring, and there being little grass for feed. Oil cake meal is also reported stronger.

The *Portland Commercial Review* says: "The changes which have occurred in wheat during the past fortnight have

had no appreciable effect upon the flour market, which has remained quite dull throughout. The usual average shipments of Walla Walla brands to San Francisco continue and exports to China are of fair proportions. The local consumptive demand shows some increase, but taking all the various channels of outlet into consideration, the combined demand remains far below the capacity of our mills. We quote standard brands at \$3.30 per bbl., that figure being the listed price, but agents are said to be still cutting prices. Two of the spot engaged fleet are credited to the Portland Flouring Mills and it is understood will take mixed wheat and flour cargoes."

The Columbia Flouring Mills quote Enderby flour in carload lots at Victoria.

Premier	.....	\$1 80
XXX	.....	1 75
Strong Bakers or XX	.....	1 40
Superfine	.....	3 75

Jobbers' quotations to the trade are:

Delta, Victoria mills	.....	\$ 1 75 @ 0 00
Lion, " "	.....	1 75 @ 0 00
Premier, Enderby mills	.....	5 25 @ 0 00
XXX, " "	.....	5 00 @ 0 00
XX, " "	.....	4 75 @ 0 00
Superfine, " "	.....	4 00 @ 1 25
Ogilvie's Hungarian	.....	5 15 @ 0 00
" Strong Bakers	.....	5 00 @ 0 00
H. B. C. Fort Garry Hungarian	.....	5 15 @ 0 00
" Strong Bakers	.....	5 00 @ 0 00
Oak Lake Patent Hungarian	.....	5 15 @ 0 00
" Strong Bakers	.....	5 00 @ 0 00
Regina Hungarian	.....	5 15 @ 0 00
" Strong Bakers	.....	5 00 @ 0 00
Benton County, Oregon	.....	1 85 @ 0 00
Portland Roller	.....	1 85 @ 5 00
Snowflake	.....	1 85 @ 0 00
Royal	.....	1 80 @ 0 00
Wheat, per ton	.....	28 00 @ 35 00
Oats	.....	30 00 @ 32 50
Oil cake meal	.....	40 00 @ 50 00
Chop feed	.....	28 00 @ 32 00
Shorts	.....	28 00 @ 32 00
Bran	.....	25 00 @ 27 50
National Mills oatmeal	.....	3 50 @ 0 00
" rolled outs	.....	3 50 @ 0 00
" split peas	.....	3 50 @ 0 00
" pearl barley	.....	4 50 @ 0 00
" Chop feed	.....	26 00 @ 28 00
California oatmeal	.....	4 25 @ 0 00
California rolled oats	.....	4 00 @ 5 00
Corn, whole	per ton	37 50 @ 10 00
Cornmeal	.....	2 75 @ 3 00
Cornmeal-feed	per ton	40 00 @ 00 00
Cracked corn	.....	40 00 @ 00 00
Hay, per ton	.....	18 00 @ 20 00
Straw, per bale	.....	1 00 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	.....	\$ 77 50
Best China rice	.....	100 00
China rice No. 1	.....	70 00
Rice flour	.....	70 00
Chit rice	.....	25 00
Rice Meal	.....	17 50

GROCERIES AND PROVISIONS.

The following are the receipts of California butter from San Francisco, by ss. City of Puebla, April 23, for Victoria: 24 cs, 2,652 lbs; 37 hf-cs, 2,055 lbs; 125 tubs, 5,500 lbs; total, 10,207 lbs. Receipts April 13, 12,605 lbs; April 8, 3,830 lbs; April 2, 4,895 lbs; March 26, 2,450 lbs; March 19, 7,119 lbs., March 13, 3,670 lbs.

The butter market in San Francisco is reported firm. It is believed that prices have touched bottom figures and that any change will be in the direction of higher prices. The B. C. Refinery advanced their prices of sugar 1/2c last week. The advance

for the past three weeks has amounted to 1/2c per lb. Local jobbing quotations are up 1/2c in sympathy. Raw sugar advanced in New York on Saturday last to 3 1/2c and 4c. Prices before the rise were ruling about 3c. It is said that the market is now up to speculative values. Jobbers' quotations for canned meats are steady. Eastern advices state that the markets continue firm. The English market continues to take a certain portion of the pack and a better home demand from the Eastern Canadian trade is reported. It is believed that the tendency is still upward, as all indications point to a strong situation.

The *Montreal Trade Bulletin* says: "Butter receipts during the past week were 891 pkgs., against 500 pkgs., for the week previous. Quite a change has been experienced in the butter market since our last report, a considerable clearance of old dairy having been effected in a quiet way, and buyers who wanted a few lots of dairy for Newfoundland and the Lower Ports were surprised to find the market so bare. Between 400 and 500 pkgs. of choice fall Western were sold at 19c to 20c, and a round lot of Kamouraska was offered at 20c with 10c bid. Quite a clearance has also been effected of old creamery, which had to be sold at about the same price of old Eastern Townships and Western dairy, sales having been made of this old creamery lately at 19c to 21c as to quality. New creamery and Eastern Townships dairy have been sold at 22c to 24c as to quality, one lot of dairy selling at 21c. The manner in which the old stocks have been cleared up is a great relief, as the market will be ready to receive the increasing receipts of new without being hampered with old supplies. Creamery choice fall made, 20c to 21c; Creamery good to fine, 19c to 20c. There is some enquiry for nice fresh Western rolls, which have sold at 19c to 20c. Cheese receipts during the past week were 74 boxes, against 556 boxes for the week previous. The season is evidently backward, and it is thought on this account there will not be as many April cheese as was at one time generally expected, which will be no loss to the trade, as we have always contended that the less fodder cheese Canada turns out the better. One thing is certain, namely, that however well the factories may be prepared to make early cheese, the farmers are not in a position to supply the milk in cold weather. A nominal quotation for hay cheese on this market is 10 1/2c to 11c. A few lots of this early made cheese has been disposed of in the West in small quantities for local purposes. Old cheese nominal at 10 1/2c to 11 1/2c. The cable continues steady at 5 1/2s 6d."

American canned meats, staples, are quoted to the jobbers in bond as follows. Roast corned and lunch beef, 1's per doz. \$1.25; do. 2's per doz., \$2.00; lunch tongues, 1's per doz. \$3.45; do. 2's, \$6.50. Armour's white label conserved soups in 2 lb. tins are quoted at \$3 per doz.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 18 1/2c per lb; heavy hams, 18c; choice breakfast bacon, 18 1/2c; short clear sides, 15c, and dry salt clear sides, 14 1/2c. Armour's white label pure lard, 1c lb. pails, 19 1/2c per lb. Armour's Gold Band meats, which

are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 20½c, breakfast bacon, 20½c.

California evaporated fruits are quoted as follows.—Apples, evaporated, 50 lb. boxes, 14c per lb., 25 lb. boxes 13½c; apricots, 25 lb. boxes, 20c; prunes, 25 lb. boxes, 14c; plums, 25 lb. boxes, 14½c to 14¾c; peaches, 50 lb. boxes, 10c, 25 lb. boxes 17c. Canadian evaporated apples, 50 lb boxes, 8½ to ½c.

The British Columbia Sugar Refining Co. Ltd., quote as follows in their weekly price list: Powdered icing and bar, 7½c; Paris lumps, 6½c; granulated 6c; extra C. 5½c; fancy yellow, 5½c; yellow 5½c; golden C. 5½c. Above prices are for barrels or bags; half-barrels and 100 pound kegs, ½c; more, boxes ½c more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows: Finest golden, in 30 gal. bls. 2½c; ditto. in 10 gal. kegs. 3c; ditto. in 5 gal. kegs, \$2.25 each; ditto, in 1 gal. tins, \$1.50 per case of 10; ditto in ½ gal. tins, \$6 per case of 20. Prices cover delivery in Vancouver, and at Victoria, New Westminster and Nanaimo, and are subject to a discount of 2½ per cent. for cash in fourteen days. All prices subject to change without notice.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	27	@	23
Manitoba Dairy choice	18	@	22
California rolls, extra choice	24	@	00
" fancy	25	@	00
" squares,	26	@	00
Cheese—Canadian, lb.	12	@	14½
California	16	@	00
Eggs, case, per doz.	23	@	25

Smoked meats and lard are quoted:

Hams	15	@	18
Breakfast bacon	17	@	18
Short rolls	14	@	15
Long rolls	15	@	16
Dry Salt, long clear	13	@	14
Pure Lard, 50lbs.	16	@	17
" 20lbs.	17	@	17½
Lard Compound	15½	@	16

Sugar—Jobber's prices ½-barrels and kegs in each case being ½c higher:

Dry Granulated	61
Extra C.	53
Fancy Yellow	53
Yellow	51
Golden C.	53
Syrups, per lb	3
" 1 gal. tins, American	6 50
" " " " " "	6 00
" 1 " Vancouver	5 50
" 1½ " " " "	7 00

LUMBER.

The Ger. bark Heinrich, 923 tons, Capt. Henne, is now on the way from Callao to Vancouver, chartered to load lumber at the Hastings Mills for West Coast South America. The British bark Mary Low, 873 tons, was towed up to Vancouver April 21, to load for Pisagna. The Harry Morse sailed April 19, for Shanghai. The Natuma sailed April 20, for Port Pirie, and the Ivy sailed April 22 for Wilmington, Del.

The British ship Gryfe, 1,069 tons, now at Esquimalt, has been chartered to load at Vancouver, for England. The British ship Beechbark, 2,154 tons, Capt. Parry, is under charter to load at Puget Sound or British Columbia for Port Pirie, 36s 3d; Sydney, 27s 6d; but loading port is not announced.

There are at present six vessels load-

ing at British Columbia ports for foreign. At Burrard Inlet—Br. bark Blairhoyle, 1,291 tons for Sydney, Chil. ship Atacama, 1,235 tons, for Valparaiso; Nor. bark Sigurd, 1,530 tons, for Port Pirie; Br. bark Wythop, 1,248 tons, for Sydney. Br. bark May Low, 813 tons, for Pisagna. At Cowichan—Haw. bark John Ena, 2,600 tons for Port Pirie.

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

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet	\$ 8 50
Deck plank, rough, average length, 35 feet per M	19 00
Dressed T. and G. flooring, per M	17 00
Pickets, rough per M	9 00
Laths, 1 feet, per M	00

Local selling prices are quoted as follows. Rough lumber per M feet, \$7.00; shiplap, \$9.00; 1x4 t and g flooring, No. 1, \$14.00; do, No. 2, \$12.00; 1x6 t and g flooring, No. 1, \$12.00; do, No. 2, \$12.00; rustic, same as 6-inch flooring Nos. 1 and 2; laths, \$1.50; shingles, \$1.50.

PROVINCIAL TRADE NOTES.

J. S. Anderson, of G. & J. Kidston & Co., shippers and importers, Glasgow, was in the city last week.

The Moodyville Mill Company intend opening two camps immediately. One will be at Point Grief, and the other at Bickley Bay.

A Board of Trade has been formed at Mission City, with thirty-one members, and the following officers: H. B. French, president, J. McLearn vice-president, R. Penke secretary, M. DesBrisay treasurer.

The Alaska Boundary Commissioners—American and Canadian—are at present in Victoria, on their way to the scene of their operations. They are said to be making some sort of an arrangement as to the conduct of the work, but, as was the case in the past with the San Juan boundary line and the delimitation of the State of Maine and Canada, it is to be hoped that the Yankee will not succeed in pulling the wool over our peoples eyes.

The South Kootenay Board of Trade has been incorporated. It was decided to elect the officers and the minimum number of councillors, with the understanding that they tender their resignation so as to ensure a fair representation of the membership throughout the district. The following officers were elected at the first meeting: R. E. Lemon, president; J. Fred Hume, vice-president; G. A. Bigelow, secretary-treasurer; A. H. Buchanan, Charles VanNess, W. F. Teetzel, G. V. Holt, T. E. B. Turner, G. C. Hunt, F. J. Squires and J. A. Gilker, members of the council.

A Victoria branch of the Merchants' Retail Commercial Agency, of Chicago, has been formed, with Mr. Henry Saunders as president, and W. Berridge, Secretary. A complete list of those who permit their indebtedness to remain unadjusted after receiving the notices of the agency is made, and each member agrees, under a penalty of twenty dollars, to refuse credit to these until they shall be

reported as not delinquent. These lists are furnished each merchant privately as a guide to credit, and are revised every sixty days. Care is however, taken to give every debtor an opportunity to adjust or dispute his obligation, a board being selected to exclude from the list of delinquents all persons who manifest a disposition to act honestly with their creditors.

Collector of Customs Milne recently disposed of an interesting and flagrant case of customs fraud, being the abuse of the privileges of the Royal Navy, articles for use on shipboard being exempt from the payment of duties. Recently a small box addressed to—J. T. Fayer, steward, H. M. S. Hyacinth, and marked "value \$11.75," was received from Rochester, N. Y. It was delivered to the expressman who handles goods received for Esquimalt, and who, when the ships addressed are absent from port, delivers them to the naval yard. This box excited suspicion on account of its lightness, and investigation showed that the expressman, instead of delivering the box from the Custom House to the Naval Yard direct, visited a local business man en route by whom the box was opened at the bottom and the contents, a photographic camera, removed. Then the bottom was nailed on again, and the empty box delivered at the Naval Yard. All the facts shewed deliberate fraud, and Collector Milne fined the business firm \$100 and the expressman \$50. The case of Steward Fayer will be enquired into on the Hyacinth's return.

BUSINESS CHANGES.

Waller & Downer, plumbers, Victoria, have dissolved.

Horracks & Co., drugs, Kaslo, sold out to John W. Livers.

Dinsdale & Burns, contractors, Victoria, have dissolved.

Mrs. Elizabeth Conway, four mile house, Victoria, diseased.

W. T. Santo, grocer, Nanaimo, stock damaged by fire, insured for \$5,000.

A Lewis & Co., have effected a settlement with their creditors at 75 cents on the dollar.

Ruben Marcus Woodward, general merchant and sawmill, Lower Nicola, has assigned to Chas. A. Schooley of Vancouver.

The Empress line will now resume the three weeks' service between British Columbia and the Orient for the summer season.

The Morayshire, now out 186 days, from Samarang for Vancouver, is recorded overdue in the New York *Maritime Register*.

Hon. Mr. DeCosmos is apparently endeavoring to galvanize some appearance of life into the Victoria, Saanich and New Westminster Railway project. This, many people thought, was dead and buried. Can it be that the original promoters of that scheme have, as they think, some vestige of a charter which they desire to sell to the Canada Western people?

SERIOUS LOSS BY FIRE.

In the United States and Canada the fire loss during the month of March, according to the records of the *New York Commercial Bulletin*, reached an aggregate of \$15,082,350, of which \$3,250,000, was by the Boston fire. This is much more than in any other March for a long series of years, but it is less than in January of this year. The February fire loss was comparatively light, yet the total for three months of this year foots up \$14,510,650, against \$35,126,900 for the first quarter of 1892, and \$32,008,150 for the first quarter of 1891. In March there were 243 fires which entailed a loss of over \$10,000 each, embracing 23 of \$100,000 to \$200,000, and eight of over \$200,000, which includes the Boston fire. The frequent occurrence of expensive fires throughout the United States has seriously alarmed fire underwriters not only at home, but in Great Britain, for the British insurance companies must have lost heavily, probably much more than their gross receipts so far this year. The influence upon the market value of insurance stocks in New York is very marked, nearly all of which are selling for less than their value shown by the books, ranging from 1 to 90 points deficit, and only one stock showing a marked value equal to the book value.

CANCELLING ORDERS.

Perhaps the meanest man in the estimation of a commercial traveller is the merchant who makes a habit of cancelling orders. We are pleased to note that their number is becoming appreciably less, although we could still name a few who have not much improved in that respect, as the years roll on. There are times when a merchant may feel, on mature consideration, that he would be doing justice to himself to reduce the amount of the order given, because of some unforeseen development which would materially reduce the demand for certain lines during the prospective period of their being in stock. When such is the case and an explanation is given as to his action, we commend his good judgment, but the man who buys from A. B. and C. promiscuously and afterwards compares the copies of their orders, accepting the lower priced articles and cancelling the higher, does not deserve to be treated decently by any salesman or the salesman's employers.

Merchants who persist in this habit soon come to be spoken of in terms of reproach, and instead of profiting by what they think is cleverness, become victims of the retaliatory shrewdness of salesmen, who think it only fair to take advantage of them by way of getting square. Our idea of a satisfactory business between buyer and seller is "mutual confidence," and, unless that exists, sooner or later there will be a breach somewhere. A merchant, who has the confidence of his wholesale house, is the man who can feel satisfied that if ever there should come a "rainy day" he will be sure of all the assistance he may require; and it is only natural to argue that the buyer who tries by every little hitch in trade to make what he can, and sometimes not even fairly, is more

than likely, if ever fortune deserts him, to be left on the shoals of "his own resources." After all this, we say, treat the "traveller" fairly. Men do not like playing humbug to the tune of every capricious merchant. If an order is placed for a line of goods, have confidence enough in the seller to abide by it.

Consider the trials of the man of the road and respect the service he is giving.

What a deal of trouble he saves when he drops in to shake hands and say, "will see you during the day." Think of and appreciate the information he imparts, which has been gleaned by years of contact with different business people, and, recollecting all these, remember that, though generous to a fault, the travelling man has no consideration for any one who monkeys with his order book and will bide his time to get square with the merchant by whom he has been fooled.—*Maritime Grocer*.

HOW TO MAKE A MILLINER.

No wonder the French bonnets have an air and a style never to be attained this side of the water. Hear how they learn the pretty art of putting together a bit of lace, a flower, a ribbon, and fettering them with a wire or two. Three years is the apprenticeship of the French milliner. Influence, special talent, and money secure the aspirant tuition in a first-class house. The price demanded by the leading milliners for the secret of their skill is \$300. During the three years of apprenticeship, the apprentice is boarded by madame, and has an opportunity to become an artist. During her apprenticeship, however, she never earns a sou, and not until the third year is she permitted to design. The third year is devoted principally to visiting the wholesale houses, examining and pricing ribbons, feathers, and flowers. To every ball, reception, wedding, theatre, she must go, that no whim of dame fashion may escape her alert eye. The first night of every new play or opera finds the milliner's apprentice in a front box. The madame defrays the expenses of these outings, which to the uninterested seem a round of pleasure. It is as essential to the milliner's apprentice to be at every fashionable gathering as for the creators of literature, art, or music to be in the atmosphere of their aspirations. The third year is the severest, despite its interest, in the milliner's apprenticeship. In the height of the seasons they are on the wing from early morning often until the following daybreak. Daylight often finds them working out ideas caught at a midnight ball or soiree. Such a life demands a strong constitution, and many an apprentice never recovers fully from the strain of the third year. The trade mastered, the most skilled rarely commands a salary exceeding \$40 or \$50 a month. So jealously do most great houses guard their reputation for novelty that they change their designers frequently lest they fall into ruts or mannerisms. The saleswomen undergo almost the same discipline as the head designer or trimmer, and once in the trade they are known throughout the millinery houses of Paris by their Christian names, "Mademoiselle Marie," "Jean," or whatever it

may be. It is the ambition of each to become in time mistress of an establishment, and lucky is she who wins the smiles of a star of the *Odeon*, *Comedie Francaise*, or the *Grand Opera*.

QUEER CAUSES OF FIRE.

Moistened tin turnings and chips have been known to take fire.

A rat gnawing at a box of grease dripped friction matches ignited the lot.

A running belt which sagged into a mass of greasy waste set fire to the heap by friction.

A flood burned one factory by causing a pile of iron filings to oxidize so rapidly as to become intensely heated.

A lens exposed to the sun's rays in an optician's window frequently acts as a burning glass before being noticed.

A match carelessly dropped beneath a lace curtain was stepped upon, ignited and instantly the drapery was ablaze.

A cockchafer crawled from an oil receptacle to a gas jet, where the creature's oily body took fire, and, falling, spread the flames.

A stream from the firemen's hose started a second fire while putting out the first, the water having penetrated an adjoining building containing quicklime.

A nail glanced from a carpenter's hammer into the conveyor of raw material in a jute factory, rubbed against the drum and produced a spark, which set fire to the place.

Francis V. Parker & Co., stock brokers, Boston, have failed. Liabilities not stated.

The Commercial Bank, of Australia, which suspended recently, has resumed business.

An electrician in Nashville, Tenn., says that it would be dangerous for women wearing crinoline to cross the electric car tracks.

The Order of Adelphi is in financial trouble and a petition for dissolution and appointment of a receiver has been filed at Cleveland, O.

H. M. Whitney & Company, the principal stockholders in the big Nova Scotia coal syndicate, have bought for \$275,000 the Gowrie mines at Cow Bay, Cape Breton.

John F. Stairs, M. P., has drafted a tariff schedule embodying the principle of *ad valorem* duties, which he will present to the Government by way of a tariff reform suggestion.

The offer of \$200,000 for the Polson Iron Works estate, Toronto, made by Frank B. Polson and James B. Miller, has been accepted, and the works will be reorganized and continue. This sum merely pays the secured creditors.

The foreign trade of Italy last year showed an increase in imports of \$8,750,000 and in exports of \$16,000,000. The revived demand for silk and silk goods and higher prices for these contributed considerably to these results.

A sample of Red Fife wheat grown in Manitoba has been awarded the highest prize in the competition at the International Millers' and Bakers' Exhibition, held in the Royal Agricultural Hall, London, Eng., some time ago.

DALBY & GLAXTONReal Estate, Insurance,
Mining & Financial**AGENTS.**

-AGENTS FOR-

The Yorkshire Guaranteo and Securities Corporation, England.
Alliance Assurance Company (Fire), England
The British Columbia Fire Insurance Company, Victoria.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Company, Claxton, Skeena River.

64 YATES ST., VICTORIA.**CARELESS AUDITING.**

The *Canadian Trade Review* in writing of two recent defalcations of officers in positions of trust in Toronto, points out the necessity for a better system of auditing than now prevails in the two classes of business which have been victimized.

The one is a mortgage loan company, the other a large friendly society. In the loan company case the books and securities were certified by auditors as being correct in the 31st December last. In the ordinary routine of business that audit would not have been completed before the end of January, so that little over a month elapsed between the signing of the auditor's certificate and the disappearance of the official in question. It is not yet stated how far back the falsification of the books reaches, nor the precise mode of the fraud. It is however regarded as certain, as it is in the highest degree probable, that the irregularities did not arise after the close of the last year's audit, but extended over two years.

In the other case, that of a friendly society, it is known that the books were falsified systematically by the secretary for about ten years. During this time they had been periodically audited by different persons, all of whom had passed them as correct. In both cases then, the shareholders and the members in relying upon the supposed safeguards of auditing were leaning upon a reed.

The shareholders cannot escape responsibility for this unfortunate incident. It has become a prevailing custom to neglect attendance at the annual meetings, and to leave the appointment of auditors wholly to the Directors, who almost invariably appoint the nominees of the Manager. Thus the very officials whose duties require them to represent the shareholders, independently of the regular staff, are now no more independent of the manager, and of subordinates in his favor, than is the messenger of the company. The office of auditor has thus degenerated into a sinecure, in many cases, and the work is done in a perfunctory manner, so as to avoid giving offence to the staff, and so risking the chance of re-appointment.

The very remuneration paid to auditors of public companies proves in what very low esteem the shareholders hold their services, and how very little real auditing they are expected to do. The payment is based really upon a certain amount of mere mechanical book-keeping kind of

PAINTS, VARNISHES, ETC.,**MIXED PAINTS, DRY COLORS, CALSOMINES,**Coach Colors in oil and
Japan, Coach Varnishes,
Window Glass, Plate GlassOrnamental Glass and
all kinds of Painters' and
Artists' Requisites.**A. RAMSAY & SON.**ESTABLISHED
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The A. G. Peuchen Co, Toronto,

Factories at Montreal, Toronto, Victoria, B. C., and St. Malo, Q.
The Works at Victoria, B. C., with depot at Vancouver, include the manufacture of White Lead, dry and in oil, Chemical Colors, dry and in oil, Mineral Colors, Paints, Carriage Colors, Varnishes, Lacquers, Japans, Calsomine and Putty.

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

work. It is not based upon any recognition of serious responsibility, or of the duties requiring highly trained expert knowledge and long experience of accounts and of business.

There are a number of companies whose books have never been balanced by the auditors. They could not do this unless paid double their present fees, unless willing to work for the remuneration of a third class clerk. There are companies whose deposits have not been tested for some years, nor the amounts due on mortgages which are being paid off by instalments. In the absence of tests being applied to these vital points, it is like short of a farce to say the accounts have been audited. There is also very great looseness in regard to the debentures accounts of some companies, a door is left open for the easy entrance of large frauds.

Shareholders of companies whose accounts are required to be audited need to rouse themselves, and see that this safeguard is made more efficient and reliable than is now the case, chiefly owing to their indifference, and their allowing the auditors to be the servants of the very officials whose accounts they are set to watch and to examine.

In regard to friendly societies we regard it as the imperative duty of the Government to appoint experts as auditors of these institutions. They are almost wholly in the hands of artisans, and others with no knowledge of accounts. Yet from their own ranks they select auditors who very rarely indeed know enough to audit the affairs of a peanut stall.

We sympathise sincerely with the company over which has come the recent cloud, and trust its loss will prove less than feared, and its freshly gained experience be an asset valuable enough to cover such loss.

Germany makes an excellent brand of "Scotch" whiskey which finds a ready sale in India.

SHIPS THAT CANNOT SINK.

The ship that cannot founder or go to pieces on the rocks has yet to be built; but England is making way in this direction. Lord Ravensworth, in his address to the Institute of Naval Architects, declared his belief that in the whole range of scientific industry there is nothing in which we have made greater progress than in the materials of which ships are built. He specially referred to the case of the *Apollo*. No ship, in his belief, has ever been known to sustain such injuries to her hull as she did and live to tell the tale. The length of the damage was about 100 feet, of which some 60 feet or more consisted of one great rent. She was shown to have struck on three different rocks, but such was the toughness and strength of the steel employed in her plates that in many cases they were bent upwards without breaking, and such was the elasticity of her frame, and particularly the connections between her two skins, that, notwithstanding the tremendous amount of injury, the inner skin was never penetrated. It is believed that not a single drop of water ever got into the ship. She was taken back safely into Queenstown.

Since 1810, thirty-seven vessels, of which a part of the name was the "City of," have been wrecked or lost.

No hearses are used in the City of Mexico. The coffins and the mourners are borne to the cemeteries in horse-cars.

Extraordinary qualities are possessed by the river Tinto, in Spain. It hardens and petrifies the sand of its bed; and if a stone falls in the stream, and alights upon another, in a few months they unite and become one stone. Fish cannot live in its waters.

Ex Premier Mercier, of Quebec, who was in New York recently, said he was not in favor of Canadian annexation at present, but of Canadian independence. He thought it would be useless to attempt annexation without first obtaining complete separation from England.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

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Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, APRIL 15, 1893.

SEALING MATTERS.

News from all the sealers with which it has been possible to communicate is in the highest degree unsatisfactory. There have been plenty of seals but the weather has been too rough for the boats to go out, and the seals in consequence reached Behring Sea comparatively unmolested. In the Antarctic ocean some immense catches have been made, not by regularly equipped sealers, but by disappointed and unsuccessful whalers, who found fortune where they did not expect it. Meantime Collector of Customs Milne has prepared a list of the British Columbia sealers who are entitled to the indemnity granted by the British Government for losses incurred under the "modus vivendi" of 1891. According to his statement the claims of twenty-five out of forty-four applicants have been allowed, aggregating to owners \$66,896, and to captains, crew and hunters \$29,538. Thirteen claims were rejected to each of which was allowed \$100 expenses, a similar sum in addition being given to the successful applicants, thus making a distribution of \$100,231 on this account. The claims of the *Viva*, *Oscar* and *Hattie* and *Katherine*, were virtually withdrawn by the owners as unsustainable. The commission rejected the claim of the *E. B. Marvin* because the vessel was seized for disregarding the warning conveyed to her, and threw out that of the *Otto* because she was seized for having improper papers; also that of the *Ethel* because she was registered as a foreign vessel. The money to pay the claims has not yet been received, but will be forwarded it is said, so soon as certain forms have been filled in and transmitted.

"PAYS NO DIVIDENDS."

The *Insurance and Finance Chronicle*, of Montreal, contains an article under the heading "the business pays no dividends," in which it says that in 1892 the American and Canadian fire insurance companies paid for losses and current expenses 98.3 per cent. of the premiums received, while including those of Great Britain which do underwriting both in Canada and the United States, the total average of losses and expenses on the entire business of all the companies amounts to a little over 99 per cent. of the premiums received. It is declared that the "fair dividends" which have been paid come almost wholly from interest earned by judicious investment of

the capital paid in by the stockholders as a guarantee of ability to pay losses. If this be the case, we cannot understand how it comes that business men are content to risk their capital in an enterprise which does not pay and in which at any time all the available resource might be swallowed up in the flames. We never knew before that fire insurance companies were charitable institutions; having always believed that people invested their capital in them because of their dividend earning power with, at the same time, a fair amount of security for the funds subscribed.

One thing appears to be forgotten by our contemporary, viz., that in many of these institutions but a comparatively small amount of the capital subscribed is paid up, the interest being earned upon the percentage that has found its way into the treasury and the surplus that has been accumulated in years of good business. Meantime, the company's funds which have remained in the hands of the non-paying up stockholder have been earning interest for him and at the same time he has been benefitted in the proportion of his subscription by the dividends which the insurance company has been able to declare in which, moreover, the policy holders—cash contributors—have been in no way participants by way of bonus, as is the case with life assurance associations. The subjoined table will prove interesting, though it does not show the amount of capital which has not been paid up. The figures are taken from the same number of the *Insurance Chronicle* in which the article to which we refer appears:

	Cash capital.	Cash assets.
Commercial Fire....	\$1,000,000	\$2,500,000
Agricultural (Water- town)	500,000	2,133,833
British America	500,000	1,015,570

From its advertisement in the above paper, we find it announced that the *Sun*, of London, has a surplus over capital and all liabilities of \$7,000,000. This is accumulated profits. Then, in connection with the *Alliance*, it appears from its annual report that the average loss ratio of the past five years in the fire department was but 47.17 per cent., the expense ratio having been 32.76, leaving an excess of premiums over losses and expenses of 20.27 per cent. This company, it may be remarked, has a subscribed capital of \$25,000,000, the amount paid up and invested being \$2,750,000, its total funds reaching \$17,500,000. No doubt a large proportion of this is accumulated profits. But, to proceed still further—and we take the figures from the companies' own advertisements as published in the *Trade Review*, also of Montreal. We there find that the *Imperial*, of London, has a subscribed capital of \$6,000,000, its cash assets over that amounting to \$8,000,000. The *National* and the *Atlas* have each fire reserves of \$2,500,000. The *Guardian* has a subscribed capital of \$10,000,000, but its funds in hand exceed \$22,500,000. The *Royal*, which is both fire and life, has a capital of \$10,000,000 with a reserve of \$35,000,000, while the *Commercial Union*, doing several kinds of underwriting, has capital and assets of \$25,000,000, its invested funds being \$12,500,000. The *Northwestern Assurance* (fire and life) had, in 1891, capital and accumulated funds reaching \$35,285,000.

The *Phoenix*, of Hartford, has a cash capital of \$2,000,000 with assets of \$5,305,000 and a net surplus of \$1,301,235. The *North German*, of Hamburg, has a capital of 3,150,000 marks with assets over 7,000,000 marks.

The *Monetary Times* has also some figures worthy of consideration, many of those cited having also appeared in its columns. The *Liverpool*, *London* and *Globe* has invested funds of \$38,814,254. This is not by any means all subscribed stock. The *North British and Mercantile* claims to have fire funds amounting to \$16,569,431, its fire revenue during 1891 having been \$7,537,263. The *Phoenix*, of London, claims to have paid out during the last hundred and ten years over \$75,000,000 for fire losses, and still claims to have in hand a sum of \$3,000,000 for the payment of fire liabilities. The *Western Assurance* (fire and marine) has a capital of 2,000,000, its assets being over \$1,900,000 with an annual income of \$2,300,000. This, like the *British America*, as well as several others which have been named, is a Canadian company. The two companies last named cannot have been doing a losing business, or they would not have issued new stock nor would the public have been so eager to purchase it, as we notice that while the call upon this stock amounted to \$200,000, or \$600,000 were paid in. The *North America*, of Philadelphia, claims a capital of \$3,000,000 and has assets of \$9,730,689. The *Manchester, England, Fire Insurance Company*, which does considerable underwriting in Ontario, held its annual meeting last month. The report showed that, after paying all expenses, commissions and taxes, the fire account for the year closed with a surplus of £43,655 11s. 8d., the income from investments having yielded £13,781 18s. or less than a quarter of the total surplus on the fire underwriting account which reached £57,437 9s. 8d.

To refer to the market values of some of these non-paying fire insurance stocks, we find that the most recent sales were as follows: *British America*, (\$50, paid up), \$119 to \$121; *Queen City*, (\$50, \$25 paid), \$200; *Western Assurance*, (\$40, \$20 paid), \$155.50 to \$159. These prices are those of Canadian stocks only; equally as satisfactory figures being given with respect to those which are quoted on the *London*, *England*, and *American* markets. Many fire insurance stocks cannot be purchased at any price, which fact, with the figures given, does not go very far to substantiate the statement and the inference that fire insurance does not pay. There are, of course, years of loss and years of profit; but they must be taken one with another to arrive at any proper conclusion as to results, and it is to dispel any misapprehensions as to a bald and misleading statement that we have given these figures. The insurance companies are strong enough and have had sufficient experience in the business to protect themselves as they do by, when they find it necessary, augmenting their rates. They are not expected to continue to do a business which does not pay them; but it is a certain fact that, in view of the large profits which many of them have accumulated, they owe at least some consideration in bad years to that element from which their surpluses have been derived.

THE PROVINCIAL BUILDINGS.

Last week's Provincial Gazette contains a notice to contractors inviting sealed tenders for the excavating, granite, stone and brick work required in the erection of the foundations and basement for the administrative block of the new Parliament Buildings in this city, etc. The plans and specifications will be on view at the Lands and Works Department until May 3, and the time for receiving tenders will expire at 1 p. m. of May 27.

We must confess that this announcement has been to us as well as to many others a source of considerable regret. It had been hoped that these extensive works would have been carried out by British Columbia labor, and that, so far as possible, home labor would have been employed exclusively, without the interposition of contractors, if they could, in any way, be done without, and proper persons be obtained to supervise and direct the conduct of operations. In a previous number we advocated the immediate vote of \$600,000 for public buildings, because as we said there is a large element, both on the Island and Mainland, at present out of work. These people belong to us, many of them have contributed materially to the development of the Province in which they have considerable personal as well as material interests at stake. It is out of them and their belongings as well as those who will succeed to them that the ultimate cost of the public buildings must come, not one cent being contributed by the Chinamen or the strangers from across the Sound and elsewhere who are certain to pour in upon us the moment they know that there are public works of any magnitude to be carried out.

It will be perfectly outrageous should those whose interests the Government is in duty bound to protect be passed over in the interests of contractors whose only anxiety is to get the work through their hands and make all the money there is in it, no matter what the expense of home blood and home sweat there may be entailed in the obtaining of the funds to meet the necessary expenditures. There scarcely ever was a public contract carried out that did not involve an extra outlay of fifty per cent., if not more, than the contract called for, many of these extra items being unjustifiable charges against which, however, the documents provided no safeguard. Moreover, in cases of litigation the judgment has almost invariably gone against the public, thus adding heavy law expenses to an already monstrously bad bargain. To pass by the contractors would manifestly displease them—and experience has shown them to be influential factors when money was wanted for election purposes; but we shall be much mistaken if a far greater influence be not lost to the Government at the polls should the policy apparently contemplated be carried out. We are not speaking from a Victoria point of view alone, but there are many Mainlanders, as we have said, who would be deprived of employment, at adequate remuneration, under the contract plan, and who, at present favorable to the adminis-

tration, would cast their votes the other way.

It is not a cheap Jack slop job which the Province requires, but one that will last, and if it only be gone about in the proper way, we hold that by day's labor cheaper and better work can be secured, with this advantage, that if, at any particular stage of operations, a more excellent way can be devised of securing a special object, the change can be made without special friction. We would remark, moreover, that it is a serious reflection upon the skilled labor and engineering talent of the Province if men cannot be found to carry out the works required without falling back upon contractors, who, some people may say, are blessed with a greater amount of experience than are ordinary workmen and engineers.

It may possibly be that the authorities by advertising desire to get some idea, from contractors, of what the work is likely to cost, in order that they may govern themselves in making arrangements to carry on operations in the manner we have suggested; but that would not be fair to the contractors, upon whom would be devolved a vast amount of work in preparing tenders. Although the authorities might, perhaps, have legally protected themselves by the intimation that they are "not bound to accept the lowest or any tender" they would not be dealing in a justifiable manner should they call in the contractors without the intention of dealing with them. We should, therefore, suggest that they withdraw their advertisement, and go to work upon the lines of day's work and day's pay.

CANADIAN INDUSTRIES.

We notice that the Government have taken steps to inaugurate, this week, that inquiry which they promised to make into the condition of the industries of the country, with a view to a revision of the tariff where it is found to be necessary. Ministers themselves will, it is announced, conduct the inquiry, and the Boards of Trade of Montreal and Toronto have been communicated with, the object being for them to arrange so that local industries may be adequately represented before and properly heard by the members of the Government. The conferences are, it is satisfactory to know, to be strictly informal, so as to ensure a frank and full interchange of ideas, only the one industry concerned to be present at the one particular time. It may be, and we trust such will be the case, that special facilities will be afforded to the minority in any particular calling to have their own side of the case duly presented. That is to say, there are certain manufactures in which practical monopolies have been created whose representatives might possibly be disposed to brow beat the little men who manage to exist outside the combine, not because of the good will of the latter; but because of their own vitality and the large margin of profits which the excessive prices demanded by the rings allow them to make, even though their machinery and methods may be of an antiquated kind. This minority—and in the different industries, taken altogether, it is not a small one—will most certainly have something to say that is

worth hearing, and that probably of much more importance and public interest than anything that the combines may have to offer, for they are certain to keep up their fight for well nigh prohibitive tariffs to the last moment.

We are not among those who as a rule believe that inquiries of this kind should be held in private, but inasmuch as possibly a fuller and freer expression of ideas might be secured than if the necessarily crude reports published in the newspapers were allowed, as it were, to unwittingly misrepresent by not fully explaining what the parties said or wished to say, we concede that the public interest might perhaps be best secured by making the proceedings partake of a confessional or confidential character, at any rate for the time being. We would, however, suggest that transcripts of the evidence taken down or printed copies of it be submitted to the parties before it is acted upon, in order that they may correct or amend their statements or, should they feel that they have been in any way improperly treated while being investigated, they might have the benefit of an appeal to public opinion before the House is called upon to act.

As we take it, that the Government seek to secure the best interests of the greatest number of people, we should suggest that the report of the evidence be printed and distributed among the members of Parliament and the newspapers before the House meets, the Ministers, of course, reserving their own conclusions until they are formally presented by the Finance Minister or in some other constitutional manner that may be thought best.

EDITORIAL COMMENT.

AS AN outcome of the proposed new steamship service between Australia and British Columbia, it is suggested that in view of the fact that mutton sells here at fifteen to twenty cents per pound, and that it can be laid down here from the first named country at ten or eleven cents per pound, it is very probable that the vessels will be fitted with cold storage and bring large quantities of that product as part of their cargo. London is an extensive market for sheep in carcase from the Antipodes, and it is believed that a large demand will be found in this country and Province.

WE have been reminded, by the proceedings of the Behring's Sea arbitration, of the story told of an Old Country divine who, upon numerous occasions, preached from the words "The prayers of David, the son of Jesse, are ended." One of his parishioners once remarked that he would like to know if those prayers of David ever would be ended. "No," said the divine, "they are ended so far as this world is concerned, but David is praying up on high and there's no knowing if he ever will stop." It seems much the same with U. S. Consul Carter's arguments. They have been several times announced in the telegrams, which came from American sources, as having been finished; but every morning when we read the papers we find that he is at it again, having been, as it were, wound up for an indefinite period.

GOLD PRODUCTION IN TRANSVAAL.

The gold production of Africa is increasing quite rapidly. This is shown at the annual meeting of the Chamber of Mines, held at Johannesburg on January 26, the chairman, Mr. Lionel Phillips, stated that the Rand production for 1891 was 47½ per cent. better than 1890, while that of 1892 passed 1891 by 66 per cent. The number of stamps working in 1892 increased from 1,510 at the beginning to 2,036 at the end. The yield per ton from mills was 9.07 dwts., against 11.23 in 1891. This is attributable chiefly to the deliberate working of lower grade by some companies, and the compulsory working of pyritous ore by others during the year. It was clearly demonstrated that the pyrites bogie had disappeared. Turning from gold won from mills to extraction from all sources, he found that the average for 1891 was 12 dwts. 5 grs., whereas the average for 1892 was 12 dwts. 13 grs. Thus the treatment of tailings and concentrates more than counterbalanced the decrease due to lower grades and pyritous ore. During 1891 six companies produced 42,954 oz., from tailings and concentrates, whilst in 1892 twenty-two companies treated and obtained 211,867 ozs. In 1891 £197,428 was earned in dividends, against £791,823 in 1892. This was an increase of nearly 60 per cent., and he thought he might safely predict that under present conditions the current year would see the output 1,600,000 ozs.

WHAT IS A TRADE PAPER?

Seems a simple question to answer, doesn't it? And yet, it were almost easier to say what it is not. At least it would take fewer words and would touch less points. We believe that we are safe in saying that you have never asked or been asked the question, "What is a trade paper?" and, if so, have never given or received a very lucid reply. Let us consider one together, and, perhaps, by combined effort, we may throw some light on the subject. In the first place, there are the advertisements. Don't you say you never read them, for you do. If you are an agent or dealer, you constantly watch your company's advertisement as well as those of your competitors. Changes in either or both are noted, and comments made upon them. If the space occupied remains the same and the matter be changed judiciously, you notice it at once and conclude that the company—be it your own or not—is doing well. Then, too, the time may have come—or, if not, it may come at some unexpected future day—when you desire to make a change. Where will you apply for information and advice? In the daily newspapers or in your trade journal? The question is answered in itself. In the pages of the trade paper, you find just the names and addresses you want. Therefore, the trade paper is a business directory for your use, the reliability of which can not be questioned. On the other hand, it is as good as a trades union, a debating club or a lodge. Valuable contributions in its pages, from men in your business, discuss subjects of importance, some of which might never have come to your notice. It is, of course,

supposed that you yourself do not know it all. If you do, however, it will be amusing to you to read what others want information on, and to supply these wants. Correspondents' letters, too, from all parts of the world, are full of interest. Comparisons can often be made by which matters in your locality and your special business could be improved. Different men's methods in conducting their affairs will tend to show you where you can make changes for the better also. So you see the trade paper acts as a wise counselor. Perhaps you are a mechanic, and as such have but little to do with the strictly business affairs of the trade. You will find articles and discussions prepared for your special need, and you should not only read them yourself, but also give your views on the same. Don't shrink back because you are not a "good letter-writer." Your ideas may be bright and good, and your manner of expressing them will not detract from their value. And all should do this, no matter what their position may be. The object of a trade paper is to assist, and this can be done best when it receives the fullest support from all, not only by subscribing for it—that discharges only a small part of your obligation—but by furnishing it with such material as will aid it in its work.

STICK TO YOUR BUSINESS.

There are many men and, particularly young men, who are always getting dissatisfied with what they are doing. When they have been working in a certain line of business for some time they begin to think they are better fitted for something else. Instead of working right on what is plainly set before them to do, they allow the spirit of unrest to take complete possession of them and they are of no account in the positions which they occupy, and they might be of less account in something they had not tried. No one wants to discourage ambition in any way, but there may be a difference of opinion as to what ambition is. According to Webster, the word means "an eager and sometimes inordinate desirement of preferment, honor, superiority or power." In its original use, it meant going round seeking votes for office, but the quoted definition will best apply to business purposes.

The ambitious youth would do well to study this definition before allowing his desires to get away with him. He ought to consider what preparation he has had to entitle him to preferment, superiority or power. Would he know what to do with himself if exalted to the position he might crave? Many things should be taken into consideration. One needs executive ability to hold high positions in business to-day. The man of ideas is the one who "gets there" in the store, in the manufactory and in every other place in the business world. He must know his business "from the ground up" to attain best results. There are many men, it is true, who are placed in positions where they are not at home; where they have no special adaptability for their work, but still if these are the only positions which they could secure for the time being, it is

best to do something until the right thing comes along.

There is danger in this changeable disposition. Many good qualities which should be sought after are overlooked entirely in this greed for gain. Not long ago a business man said, "I should consider my life ill spent if I thought I did not fill a place where I could be of use to my fellow-men." This man is at the head of a large establishment which gives employment to a large force of men. It is in giving these men work and looking after them that this man finds his reward.

It takes time to tell whether one is well fitted for a place or not. If he is able to do the work well there is reason for his sticking to it until he knows that he is wanted elsewhere. The place first secured may be the one which will lead upward to a rich reward.

MERCANTILE AGENCIES.

We have had occasion repeatedly to draw attention to the want of concord between the statements respecting business failures submitted periodically by the two mercantile agencies doing business in Canada. Those for the first quarter of the year 1892 continue to exhibit different results, which it is in the interest of business men should be satisfactorily explained if confidence in their reliability is to be expected. Deprived of their reliability, these statements become worthless, and, therefore, some effort should be made by the two institutions to bring their figures more into line. For the past quarter *Bradstreet's* gives the number of failures in Canada, in which are included 5 in Newfoundland, at 526 while R. G. Dun & Co., show the total at 474—a difference of 52. The former agency gives the total liabilities at \$1,788,824, while the latter places them at \$1,661,319—a difference of \$124,505. It thus appears that *Bradstreet's* reports 52 failures and \$124,505 liabilities more than R. G. Dun & Co. Now the question suggests itself, "Is either of these statements correct, and if so, which of them?" The presumption would ordinarily be in favor of the one showing the larger amount, but in this case such a presumption might be tinged with inaccuracy. Under any circumstances it would be not only interesting but advantageous to those putting their trust in these agencies to know how it comes that their statements do not agree. They both profess to cover the same territory, to have equal advantages and to be each thoroughly reliable. There is a screw loose somewhere, and unless it is tightened up at once the patrons of these institutions will be apt to conclude, if they have not already done so, that the returns furnished them are not reliable, and that in some cases they must be misleading. Statistics of this kind to be of any value must be reliable. If they are not reliable they are useless and worthless.—*The Shareholder.*

Havana advices just at hand report scanty receipts of molasses readily disposed of at 8c per gallon for first and 1c do for second class at which prices the market closed steady.

LUMBERING IN BRITISH COLUMBIA.

The Timber Inspectors's report, of British Columbia, which has just been published furnishes an interesting account of the progress of lumbering on the Pacific Coast. The total quantity of timber cut during 1892, and which is subject to royalty, is 61,186,820 feet, and the royalty thereon is \$32,093.41. Rent from timber leases during the year amounts to \$31,673.63; thirty-four special timber licenses at \$50, representing \$1,700 and ninety general timber licenses at \$10, or \$900. The total revenue from timber sources foots up \$66,367.01. There have been issued thirty-four timber leases, covering 112,691 acres, the rental being \$11,269.40. The acreage leased for timber cutting in 1886 was only 23,012, showing in six years a very encouraging development of lumbering operations.

An analysis of the amounts paid in royalty by the different lumber companies, shows that the British Columbia Mills, Timber and Trading Co., of Vancouver, contributed \$12,033.92, or nearly a half of the whole. The Island mills paid \$10,303.83 and the Mainland mills \$21,789.58 of the total. The percentage in regard to rentals, licenses, etc., as between Mainland and Island, is about the same. The acreage of timber lands held by the mills is 386,122, of which in round figures 85,000 acres are held by the British Columbia Mills, Timber and Trading Co.; 50,000 by the McLaren-Ross Co.; 32,000 by the Moodyville Saw Mills Co.; 32,000 by the Vancouver Saw Mills Co.; 22,000 by the Brunette Saw Mills Co.; and 20,000 by the Michigan Lumber Co. The remaining acreage is divided among smaller mills on the Mainland and Island. The total daily capacity of 41 of the 51 mills in the province is set down as 1,657,000 feet.—*Canadian Lumberman.*

AUSTRIA'S NEW CURRENCY.

A great deal has been said recently, in connection with our exports of gold, of the accumulation of gold by Austria-Hungary for the purpose of restoring the gold standard. Some account of the methods and progress of this experiment may be of general interest. The new currency of Austria is issued under the law of August 2, 1892. It provides for a new unit of value, known as the krone, or crown. One kilogramme of fine gold will contain 3.221 krounen, or crowns. The krone will be worth about twenty and one-fourth cents in American gold. The gold coins will be ten and twenty crown pieces, worth respectively a little more than two and four dollars of our currency.

An important point in the new scheme is the method adopted for replacing the old currency with the new. The present unit is the florin, or gulden, a silver coin, the face value of which is about forty-eight cents—that is, it is worth that as compared with American silver dollar, it containing a little less than half as much pure silver as our dollar. The old coins, however, are not to be taken at face value. The basis is said to have been obtained by taking the average current value of the florin in the international money market for a series of years pre-

ceding 1892. The law provides that two florins, face value about ninety-six cents, shall equal four crowns of the new currency, equal to eighty-one cents in gold. In other words, the old currency will be taken at a discount of nearly 16 per cent.

The law of August 2, 1892, authorizes the minister of finance to negotiate a loan through the sale of 4 per cent gold interest-bearing bonds sufficient to purchase gold to a total of 183,456,000 florins. In partial execution of this law a loan of sixty million florins was arranged with the Rothschilds in January, they agreeing to take 30,000,000 absolutely and the remainder at option. A few weeks since a popular subscription was opened, and six hundred millions were speedily subscribed for, so that the whole loan was provided for many times over. The loan was offered to the public at 97½, but it is said the Rothschilds paid only 95½.

These figures show that Austria is paying a pretty high price for the change in her currency, and in view of that fact it is not surprising that it has been possible to take gold from the United States at times when the rate of exchange did not seem to justify it. It is well understood that the gold for this loan has practically all come from the United States. Austria was able to get it for the very simple reason that she was willing to pay more for it than we would pay to keep it. The terms upon which the new currency is to replace the old throws upon the holders of the latter the loss resulting from its depreciation.—*West Coast Trade.*

EMBASSADORS INSTEAD OF MINISTERS.

Great Britain and France are to be represented at the seat of Government in the United States hereafter by Ambassadors instead of by Ministers Plenipotentiary as in the past. In the Fifty-second Congress a law was passed providing that whenever any nation should confer the rank of Ambassador on its representative at Washington, the President might make a like change in the grade of the United States corresponding official at that nation's capital. Great Britain, with characteristic intelligence and promptness in embracing opportunities calculated to secure to it moral or material advantages, was the first to make the change, and its representative thus becomes the head of the Diplomatic Corps at Washington. France, the other country which has made the change, will be the second. The rest of the big Powers, it is probable, will soon follow the example of the two great nations of Western Europe. Mr. Cleveland has reciprocated by conferring the rank of Ambassador on the diplomatic representative at London whom he has just appointed, Thomas F. Bayard, and, of course, the same rank will be extended to James B. Eustis, who has been sent to Paris.

These ranks are recognized among diplomatic representatives, viz: Ambassadors, Envoys Extraordinary and Ministers Plenipotentiary, and Charges d'Affaires. Ambassadors compose the highest class, Envoys the second and Charges the third. U. S. representatives at foreign capitals up to the present time have been of the

second class. Robert T. Lincoln, who is about to leave the British Court, is an Envoy Extraordinary and Minister Plenipotentiary, and so are the like U. S. officials at the courts of the other foreign nations. And, conversely, the diplomatic representatives of those nations at Washington have been of the same rank.

The differences in privileges and prerogatives attaching to the different classes of representatives are marked and significant. An Ambassador is the personal representative of one potentate at the court of another, while an Envoy only represents the nation. Ambassadors may, as a matter of right, demand an interview of the monarch, president or other head of the State to which they are accredited, but Envoys can ask such an audience merely as a favor. A Charge d'Affaires is supposed to deal only with the Foreign Minister, Secretary of State or other official of this rank.

The alteration in status which this change will bring to the United States is of considerable importance. In a diplomatic sense, that country will stand in the front rank among the nations at foreign capitals. Along to this time its representatives in London, Paris and the rest of the Old World States have stood socially below those of some of the second-class Powers. It is the diplomatic rank of the representative and not the population, wealth or general resources of the country to which he belongs which determines his standing in the nation to which he is accredited. As the president makes the necessary changes in the rank of U. S. representatives, they will, in foreign capitals, be on the same footing as those of Great Britain, France and the other leading Powers, instead of being on a level with those of the smaller nations. The change will, or at least, ought to, necessitate the selection of men of the highest order of ability and political experience as representatives at the courts of the great nations, and it may render desirable an increase in their salaries. To the former requirement, the president will doubtless conform, and, at the latter, the people will hardly grumble when they consider the added dignity which is conferred on the country which boasts of its democracy.

The Greenland whale has a heart a yard in diameter.

Thos. M. Bar & Co., of the New York Coffee Exchange, have failed. Liabilities large.

The Ottawa Board of Trade has adopted a resolution in favor of the application of single tax to municipalities.

Five hundred tons of hay have been shipped from St. John, N. B., this winter, at prices showing a fair margin of profit.

The bankrupt stock of Fournier & Co., of Ottawa, has been sold for 41 cents on the dollar cash to Fournier & Forest of Ottawa.

Robert Taylor & Co., wholesale boot and shoe merchants, of Halifax, N. S., have suspended payment, which is hoped will only be temporarily.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Martha Fisher	811	Meadowcroft.	Oct. 18.	Victoria	Liverpool	34,002	\$163,451	pr April 14.
Br bark	Glengarry	802	Davidson	Nov. 3.	Westminster	Liverpool	37,352	186,700	pr April 15.
Br bark	Chill	678	McKenzie	Dec. 12.	Victoria	Liverpool	34,033	163,061	
Br bark	River Ganges	642	Budge	Dec. 19.	Victoria	London	29,161	147,305	
Br bark	The Frederick	812	Simpson	Dec. 18.	Victoria	London	32,403	167,896	

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	1,495,123	8,265	March 18	47s 6d
Nor ship.	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	1,001,171	9,133	March 25	60s
Am bark	Hesper	664	Sodergren	Feb. 20.	Vancouver	Shanghai	754,924	7,781	April 23.	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	834,937	7,035	May 20	42s 6d
Nor bark	Czar	1324	Christophers	March 4.	Vancouver	Adelaide	1,016,611	10,476	June 7	57s 6d
Nor ship	Agnes	844	Hofgaard	Feb. 20.	Chemainus	Antofagasta	602,509	6,413	June 11	40s
Nor ship	Kathinka	1163	Klevenberg	March 12.	Vancouver	Melbourne	1,228,925	9,251	May 28	60s
Chil bark.	India	933	Funke	Feb. 22.	Vancouver	Valparaiso	803,291	7,018	May 10	owners ac
Br bark	Glenbervic	800	Groundwater	March 24.	Vancouver	Iquiqui	631,810	7,689	June 8	37s 6d
Br ship.	British India	1193	Lines	March 31	Vancouver	Valparaiso	863,866	9,315	July 11	37s 6d
Am schr.	W. H. Talbot	776	Blum	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	70,275	7,986	Aug. 31	\$16 00
Br bark.	Craigend	2213	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	632,823	9,330	Sept. 11	\$15.00
Br bark.	Thermopylae	948	Winchester	June 2.	Vancouver	Yokahama	328,576	8,949	July 22	Private...
Nor bark.	Fritzoe	1078	Rolfson	May 29	Chemainus	Melbourne	983,124	8,072	Aug. 3	45s
Br ship.	Burmah	1617	Newcombe	June 2.	Moodyville	Valparaiso	1,289,359	9,833	Aug. 23	37s
Br ship.	Crown of Denmark	2029	Smith	June 24	Vancouver	Melbourne	1,850,725	15,435	Sept. 23	37s 6d
Nor bark.	Ursus Minor	305	Johanson	June 1.	New Westmr.	Sydney	481,214	4,393	Aug. 3	37s 6d
Br ship.	Earl Granville	1149	Flack	June 16	Cowichan	London	853,537	12,333	Nov. 5	62s 6d
Chil bark	Antonietta	990	Stack	June 27	Chemainus	Valparaiso	836,353	9,015	Dec.	owners ac
Ger bark	Palawan	967	Van Heuvel	July 8	Vancouver	Iquiqui	689,831	7,521	Sept. 27.	33s 9d
Chil bark	Leonor	801	Jenatsch	July 8	Moodyville	Antofagasta	637,375	6,520	Oct. 13.	owners ac
Chil bark	Guinevere	940	Glenne	Aug 6	Chemainus	Valparaiso	762,062	7,612	Oct. 28.	owners ac
Am bktn	Robert Sudden	535	Uhlberg	Aug. 3.	Vancouver	Valparaiso	771,140	8,797	Nov. 26	40s
Chil ship.	Hindustan	1513	Walsh	Aug. 7.	Moodyville	Valparaiso	1,232,386	11,471	Oct. 23.	owners ac
Br bark.	Zebina Gowdy	1057	Manning	Sept. 5.	Vancouver	Wilmington	853,218	10,125	Jan. 1	\$13.00
Chil. ship.	Atacama	1235	Caballero	Aug 24.	Moodyville	Valparaiso	994,491	9,089	Nov. 1	owners ac
Br ship.	City of Quebec	708	Carnegie	Sept. 6.	Vancouver	Adelaide	517,409	4,018	Nov. 30	40s
Br bark	Nineveh	1174	Broadfoot	Sept. 3.	Vancouver	Sydney	951,900	9,287	Nov. 8	owners ac
Am schr.	Robert Searles	570	Piltz	Sept. 8.	Vancouver	Port Pirie	815,321	5,962	Nov. 23	41s 3d
Am. ship	George Skolfield	1276	Dunning	Sept. 20.	Vancouver	Valparaiso f.o.	931,316	8,781	Dec. 21.	40s
Chil bark.	Lake Lemna	1035	Bozzo	Sept. 22.	Moodyville	Valparaiso	763,839	6,610	Dec. 18	owners ac
Br bark.	Scammell Bros.	1218	McFarlane	Oct. 15	Vancouver	Philadelphia	907,554	11,763	Feb. 16	\$11.00
Am schr.	Alice Cook	732	Penhallow	Oct. 5.	Vancouver	Sydney	919,800	8,338	Dec. 19	30s
Nor ship.	Morning Light	1310	Johansen	Nov. 3.	Vancouver	Liverpool	929,193	10,000	April 1	58s 9d
Br bark.	Columbus	691	Melhuish	Nov. 16.	Vancouver	Adelaide	565,720	4,539	Feb. 3 pr	37s 6d
Am schr.	Lyman D. Foster	730	Dwyer	Nov. 5.	Moodyville	Sydney	892,558	7,809	Jan. 13.	30s
Nor bark.	Benj. Bangs	1118	Byonness	Dec. 20	Vancouver	Halifax	786,085	10,015		48s 3d
Br bark.	Fernbank	1338	Boyd	Nov. 25.	Moodyville	Iquiqui	500,300	4,728	Feb. 13	36s 3d
Br bark.	Grasmere	1246	Carter	Dec. 25.	Vancouver	Valparaiso f.o.	911,683	10,370	March 23.	36s d
Am ship.	Edward O'Brien	1725	Taylor	Dec. 10.	Vancouver	London	1,257,695	14,229		50s
Nor bark.	Fortuna	1322	Mikelsen	Dec. 17.	Moodyville	Valparaiso f.o.	1,265,729	12,088	March 5.	36s 3d
Br ship	Abcona	979	Black	Dec. 29	Vancouver	Port Pirie	775,140	6,425		37s 6d

B. C. LUMBER FLEET, 1893.

Br bark	Geo. Thompson	1128	Young	Jan. 13.	Westminster	Sydney	806,938	7,844	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 4.	Vancouver	Queenston UK	923,058	9,832		52s 6d
Nor bark.	Fritzoe	1078	Rolfson	Jan. 10.	Vancouver	Valparaiso	879,260	8,081		36s 3d
Am. bark.	Colorado	1036	Gibson	Jan. 19.	Cowichan	Valparaiso f.o.	832,657			37s 6d
Br bark.	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	886,653	15,537		Private...
Chil. bark	India	933	Funke	Jan. 14.	Moodyville	Valparaiso	798,782	7,169		owners ac
Br bktn	Bittern	393	Stronach	Jan. 20.	Vancouver	Fremantle, Au	302,950	4,201		owners ac
Ger. ship.	Katharine	1630	Spille	Feb. 7.	Moodyville	Iquiqui	1,328,879	14,058		35s
Br. ship.	County of Yarmouth	2151	Swanson	March 23.	Vancouver	U. K. f. o.	1,628,530	17,500		50s
Chil. ship.	Hindustan	1542	Welsh	March 6.	Moodyville	Valparaiso	1,196,826	10,242		owners ac
Am. bark.	Seminole	1439	Weeden	March 19.	Moodyville	Santa Rosalia	1,010,913	7,966		Private...
Am. ship.	Ivy	1181	Lovell	April 22.	Vancouver	Wilmington				Private...
Br bark	Assel	735	Gilmour	March 6.	Moodyville	Antofagasta	631,165	6,577		35s
Br ship	Natuna	1106	Grahn	April 20.	Vancouver	Port Pirie				42s 6d
Am. bark	Hurry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900		45s
Haw. bark	John Eno	2600			Cowichan	Port Pirie				40s
Br bark	Blairhoyle	1291	Gray		Vancouver	Sydney				31s 3d
Br bark	Mary Low	813	Robertson		Vancouver	Sydney				Private...
Nor. bark	Sigurd	1530	Aase		Vancouver	Port Pirie				40s
Chil. ship	Atacama	1235	Caballero		Moodyville	Valparaiso				owners ac
Br bark.	Wythop	1248	Edwards		Vancouver	Sydney				31s 3d
Br ship.	Gryfe	1069	Roberts		Vancouver	England				

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ship.	Kinkora	1799	Lawton	Nov. 15	J Liverpool	Victoria & Van	R. Ward & Co. & Bell-Irving & Paterson	181
Br ship.	Morayshire	1428	Mowatt	Oct. 21	Q Samarang	Vancouver	B. C. Sugar Refinery Co.	186
Haw. schr.	Americana (new)	839	Denny	Nov. 5	L Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	171
Br ship.	Blair Athole	1697	Taylor	March 3	R Samarang	Vancouver	B. C. Sugar Refinery Co	53
Br bark.	Dochra	1016	MacJarrow	Dec. 19	G Liverpool	Victoria	Robert Ward & Co., Ltd	129
Chil bark.	Entella	693	Mangini		Callao	Moodyville	Moodyville Sawmill	
Br bark.	Formosa	915	Kain	March 16	H Liverpool	Victoria	R. P. Rithet & Co., Ltd	40
Br bark.	City of Carlisle	823	Hughes		K Newcastle	Victoria	Turner, Beeton & Co.	
Br ship.	British General	1751	Tulloch		A Samarang	Vancouver	B. C. Sugar Refinery Co	
Br ss.	Victoria	1922	Panton	April 4	B Hong Kong	Victoria	Dodwell, Carlin & Co.	20
Br ss.	Empress of china	3003	Archibald		C Hong Kong	Vancouver	C. P. S. Co.	
Br ship.	Candida	1279	Whettem		J London	Victoria	Turner, Beeton & Co.	
Br ship.	Drumcraig	1919	Sparring		F Liverpool	Vancouver	Evans, Coleman & Evans	
Br ss.	Miwera	1911	Stott		N Sydney	Vancouver		
Nor bark.	Fortuna	1332	Brydo		N Valparaiso			
Br ship.	Rathdown	2058	Morrissey	April 1	Barrow			24
Am ship.	A. J. Fuller	1782	Wallnut		Yokohama			
Ger bark.	Heinrich	923	Henne		D Callao	Vancouver	Hastings Sawmill	
Br bark.	Thermopylae	918	Winchester		E Hong Kong	Victoria	Victoria Rice Mills	

Q—Cargo of 2,100 tons raw sugar. Chartered to load lumber at Vancouver for West Coast of South America. R—Cargo of 2,300 tons raw sugar. H—May 19 passed Holyhead. Chartered to load salmon for Liverpool or London. F—To sail during May. K—Via Santa Barbara. Chartered for salmon to Liverpool or London. L—Spoken Dec. 16 lat. 4° N., long. 23° W. G Spoken Jan. 14 lat 11° N., long. 27° W. A—Cargo of sugar. B—Via Yokohama April 15. N—To sail May 10. D—Chartered to load lumber for South America. E—To sail about May 1 with a cargo of paddy. I—To sail before May 10. J—Spoken April 14 near San Francisco.

VESSELS IN PORT.

(April 24, 1893.)

VICTORIA.

Ger. steamship Romulus, 1,722 tons, Capt. Berendt, in Esquimalt dock.

Br ship Gryfe, 1,069 tons, Capt. Roberts, from Cardiff, with coals for naval store-keeper. To load lumber at Vancouver for England.

Br. bktn Tacora, 911 tons, Capt. Thornton, arrived April '5 from Honolulu, in 22 days, for orders.

VANCOUVER.

Br. bark Blairhoyle, 1,201 tons, Capt. Gray, arrived March 27, loading lumber at Vancouver for Sydney.

Chil. ship Atacama, 1,235 tons, Capt. Caballero, arrived March 31, loading lumber at Moodyville for Valparaiso.

Nor. bark Sigurd, 1,530 tons, Capt. Aase, arrived April 2, loading lumber for Port Pirie.

Br. bark Wythop, 1,248 tons, Capt. Edwards, arrived April 5, loading lumber for Sydney.

Br. bark May Low, 813 tons, Capt. Robertson, loading lumber for Pisagua.

COWICHAN.

Haw. bark John Ena, 2,600 tons, arrived March 26, to load lumber at Cowichan, for Port Pirie. Robt. Ward & Co., consignees.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.
Am. ship Wm. A. Macy, 2,092 tons, Capt. Amesbury.

Am. ship Wachussetts, 1,519 tons, Capt. Williams.

WELLINGTON SHIPPING.

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

Am. ship Columbia, 1,399 tons, Capt. Nelson.

Am. ship John A. Briggs, 2,033 tons, Capt. Balch.

Am. ship America, 1,952 tons, Capt. Harding.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	3	3,702
Vancouver	5	6,117
Nanaimo	6	10,260
Cowichan	1	2,600
Total	14	20,079
Previous week	20	29,521
Correspond'g week last year	14	19,771

FREIGHTS.

The market continues steady, and no changes in quotations are reported.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 30s to 32s 6d; direct port, 30s; Sydney 31s 3d; Melbourne, Adelaide or Port Pirie, 35s to 36s 3d; United Kingdom, calling at Cork for orders, 50s; Shanghai, 45s. The latter two are nominal and for Yokohama no quotation can be had.

Grain freights from San Francisco to U. K., Cork for orders, 16s 3d to 17s 6d; and weak; September loading 25s; from Portland, 22s 6d; Tacoma, 20s.

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.

SHIPPING INTELLIGENCE.

The ss. Victoria sailed from Yokohama April 15, and is due at this port April 29.

The British ship Kinkora, from Liverpool for Victoria, now out 161 days, was spoken April, 11 near San Francisco by a ship which arrived at Port Townsend on Sunday.



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Eng.; Whight & Co.—The "Prima Donna"
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Piano Mfg. Co.—Pianos—New York; Brinsmead
& Sons.—Pianos—London, Eng.; Miller et Cie.,
—Cigars—Grand Canary Isl's; La Soldena Mfg.
Co.—Havana Cigars—Havana, C. J. & F. Lewis.
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