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

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Aug. 9.
VICTORIA.

We have again to record substantial improvements in the business of the city. The past week has been the best in all lines of trade since May, and there is no reason to believe that it will not continue to improve. The retail trade may be slightly affected by the destruction of the tramway power-house and the consequent drawback to suburban residents to visit the city, but this will likely be overcome in a day or so. Altogether our merchants feel hopeful.

FLOUR AND FEED.

Business is reported very good in all products. The most favorable reports are received regarding the state of the crops, and an abundant harvest seems assured. New wheat is expected on the market this week and new oats by a fortnight. A large crop of both is reported and the yield is heavy. Snowflake will be on the market by the end of the week, but no price can yet be given.

The Columbia Flouring Mills quote:

Enderby flour in carload lots:	
Premier.....	\$5 40
XXX.....	5 30
Strong Bakers or XX.....	5 00
Superfino.....	4 00

Quotations to the trade are:

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

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

FRUITS AND VEGETABLES.

The receipts of California fruits and vegetables from San Francisco by steamer ship Walla Walla, August 5, comprised the following: For Victoria—201 cs apples, 143 cs grapes, 145 cs pears, 275 cs plums, 306 cs peaches, 92 cs apricots, 5 cs nectarines, 14 cs cucumbers, 5 crts cantelopes, 14 crts melons, 59 cs tomatoes, 73 sacks potatoes, 56 sacks onions, 31 cs lemons, 13 crts

bananas, 2 cs peppers, 30 cs oranges, 1 cs garlic; total, 1,531 pkgs. For Vancouver—181 cs pears, 55 sacks onions, 7 cs apricots, 3 sacks potatoes, 171 cases peaches, 12 cases cucumbers, 18 cs oranges, 182 cs plums, 63 cs tomatoes, 74 cs grapes, 5 cs nectarines, 24 cts melons, 176 cs apples, 29 cts bananas, 2 cs garlic, 2 cs peppers, 2 cs horseradish, 6 sacks peanuts, 3 cs celery, 3 cs cantelopes; total, 1,025 pkgs. Grand total, 2,556 pkgs. The receipts by the previous steamer amounted to 2,212 packages. The imports therefore show a considerable increase, and may be safely taken as an indication of the increased demand. Advices from San Francisco say that "Tomatoes, such as are fit to ship to ports at a distance, are scarce in San Francisco. Grapes are improving in quality, and are in increasing demand."

A large yield is reported of local potatoes, and it is generally believed that about the last shipments have been received from California. The local product will meet the demand. California lemons are reported \$1 a case lower than last week. Gravenstein apples are coming in nicely, and quoted at \$1.75 a box. The stock of bananas received ex Palmas are all sold, and dealers are again importing from San Francisco. The price has gone up again, and \$3.75 a bunch is the current quotation. There are some small crates of watermelons on the market, which sell at \$4.50 a crate, while the regular size is \$6.50. Grapes are coming in freely. They are in first class condition, and are in good demand. Green grapes are selling at \$1.00 to \$2 a box, and black from \$2.10 to \$2.25. Tomatoes have dropped 25c a box, and potatoes and onions are selling at 1 1/2c per lb.

Current quotations for fruits are as follows:—

Oranges—Santa Barbara.....	\$3 75 @ 1 00
Tahiti Seedlings.....	3 00 @ 3 50
Riverside Seedlings.....	3 00 @ 3 50
Lemons—California.....	5 00 @ 5 50
Sicily.....	7 00 @ 0 00
Bananas, crate.....	3 75 @
Plums, box.....	1 25 @ 1 50
Prunes.....	1 75 @ 0 00
Apricots.....	1 25 @ 1 35
Peaches.....	1 35 @
Nectarines.....	1 75 @ 0 00
Pears—Bartlett's, large boxes.....	2 25 @
Apples—Red Astracan.....	1 75 @
Crap apples.....	1 25 @ 0 00
Grapes.....	1 90 @ 2 25
Pine Apples, doz.....	5 00 @ 0 00
Cocoanuts, doz.....	90 @ 0 00
Cherries—Royal Ann's (local) 20-lb box.....	2 50 @
Watermelons, crate.....	6 50 @ 0 00
Musk " ".....	5 50 @ 0 00
Nutmeg " ".....	2 50 @ 0 00

Vegetables are quoted:

Potatoes—California.....	11 @
Local.....	11 @
Onions—Red California.....	11 @
California Silverskins.....	11 @
Tomatoes, bx.....	1 25 @
Cucumbers, bx.....	1 25 @ 2 00

GROCERIES AND PROVISIONS.

Trade is showing much improvement, and the indications are that the present month will be a good one for business. The butter trade is steady and quotations are unchanged. The very best dairy butter commands from 1 to 2 cents above quotations.

The Toronto Empire of July 20th says: "There was a tendency on the part of butter dealers to-day to make concessions in

order to move out stock more rapidly, the continued warm weather no doubt bringing about this feeling. Prices in consequence were slightly weaker, but not notably lower. Good to choice dairy butter sold at 14c to 15c; do, store packed, 12 1/2c to 13 1/2c. Common butter for bakers' use was held at 11c to 12c. Cheese is slight firmer. Dealers were jobbing at 9 1/2c this morning. Quotations are: Butter, good selected dairy, tubs, 14c to 15c; medium do, 13c to 13 1/2c; good to choice store packed, in tubs and pails, 12c to 13 1/2c; common do, 11c to 12c; large rolls, good to choice, 12c to 13 1/2c; creamery, in tubs and crocks, 21c to 23c. Cheese—New cheese, choice colored, being at 9 1/2c to 10 1/2c."

Canadian meats are still steady at quotations, but an advance is looked for, and dealers are holding firm. In answer to an enquiry last week as to the state of the market, the following advice was received: "Expect a big advance in meats very soon." It is said that there is at present no American breakfast bacon in wholesalers' hands in this city. The retail trade are importing direct from Armour's depot in Seattle, and can lay down breakfast bacon at 17 1/2c per lb.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	25 @ 00
" tins.....	26 @ 00
Manitoba Creamery, lb.....	25 1/2 @ 00
" Dairy choico.....	17 @ 19
" Cooking.....	10 @ 14
Cheese—Canadian, lb.....	13 @ 14
California.....	16 @ 00
Eggs, doz.....	15 @ 18

Smoked meats and lard are quoted:

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

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

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

SALMON.

Fishing on the Skeena River has been good, and all reports agree that the canneries have all secured a three-quarter pack. The B. A. P. cannery finished on the 20th July and the North Pacific cannery on the 22nd. The Windsor, Balmoral, and Inverness canneries are reported as having a full pack of 11,250 cases each, and the latest advice gives the pack to date of the Skeena Packing Co. at 10,800 cases and the Standard Packing Co. at 10,800 cases.

The Naas River canneries also report a good run and a full three-quarter pack is assured. McLellan's cannery has secured its full limit of 11,250 cases, and the Naas River Fishery Co. a full pack of 7,500 cases. The last report gives the pack of the Cascade cannery as 5,000 cases, but with another week of fishing they are expected to fill up to the limit. The Alert Bay cannery is reported to have closed down with a short pack, but definite word is not yet to hand.

The Lowe Inlet Canning Co., Lowe Inlet, have so far put up 7,033 cases, but are

expected to fill to the limit as there is still another week of fishing.

Reports from Rivers Inlet are unfavorable so far as received, but fishing will continue until the middle of this month. They have only a quarter pack to date. The clear water is against successful fishing, and the canneries do not expect to fill their tins. They will probably get a half pack all round. The Wannuck Packing Co. have advised a pack of 2,257 cases, but it is reported that they have about 4,400 cases up.

From all accounts the pack on the Fraser River is going to be light. Fish so far have been very expensive, and fishing has been so bad that some of the canneries took off all their day boats, and only the contract fishermen were at work. Thursday night 4th inst. showed some improvement, and Friday night it was maintained. Saturday night, it is reported that at the lower fishing stations the boats hauled in on an average about 200 fish to the boat with a slight decrease further up the stream. There are 23 canneries on the Fraser River, but only 15 are in operation this season, and it is said that their pack at the present time is somewhere between 25 and 30,000 cases. The total for the season is expected to be between 50,000 and 75,000 cases.

Reports received give the following packs of canneries to date: Wellington Packing Co., 2,047 cs; Delta Canning Co., 1,801 cs; Laidlaw & Co., 1,191 cs; Harlock Packing Co., 2,035 cs; Beaver Cannery, 1,500 cs; Richmond Cannery, 1,500 cs; and it is believed by the best informed that the canneries will only be able to put one-half of what they prepared tins for, i. e. the amount mutually agreed upon—7,500 cases for each cannery. Such a shortage in the celebrated brands of Fraser River salmon is bound to have a strengthening effect on the market. The pack is mostly sold by cannery who expect to have difficulty in filling orders already received.

LUMBER.

There were three clearances last week, all for Valparaiso—the Guineveve, Robert Sudden, and Hindostan. The cargo of the Hindostan consisted of 1,209,841 feet rough lumber and 1,603 bundles laths, totaling 1,232,336 feet and valued at \$11,471. The British bark Nineveh, 1,174 tons, Capt. Broadfoot, arrived at Vancouver August 5 from San Diego, to load lumber for Sydney on owner's account. There are four vessels loading at Burrard Inlet for foreign—the Zebina Gowdy for Wilmington, Delaware, the Atacama for Valparaiso, the City of Quebec for Adelaide, and the Nineveh for Sydney. There are no new charters to report.

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 dock plank..... 14 00
Laths, per M..... 2 25
Shingles, common, per M..... 2 25
Eight per cent on all accounts over 30 days standing.

INLAND REVENUE AND CUSTOMS.

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

Victoria Division—Comprising all of Vancouver Island:

INLAND REVENUE.	
Spirits.....	\$ 5,351 62
Malt.....	3,881 40
Tobacco.....	1,475 00
Liquor.....	703 50
Licenses.....	1,375 00
Petroleum inspection.....	82 80
Total.....	\$12,868 88

WAREHOUSED, EX-WAREHOUSED.	
Spirits.... 2,326.28	p. gals 3,567.75
Malt..... 214,073 lbs	194,073 lbs
Tobacco... 7,048 lbs	5,900 lbs
Raw..... 1,360 lbs	1,360 lbs
Cigars.... 46,550	40,250
Balance in warehouse:	
Spirits.....	9,161.11 P. gals
Malt.....	22,000 lbs
Tobacco.....	3,582 "
Cigars.....	134,450

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

Duties collected.....	\$ 74,232 80
Other revenue.....	14,648 32
Total.....	\$ 88,881 13
Imports, dutiable.....	201,116 00
Imports, free.....	61,070 00
Total.....	\$262,186 00
Exports, the produce of Canada.....	56,654 00
Exports, not the produce of Canada.....	9,161 00
Total.....	\$ 65,815 00

Vancouver Division—Comprising the Mainland of B. C.:

INLAND REVENUE RETURNS.	
The statement of Inland Revenue returns at the port of Vancouver for July shows the following:	
Spirits.....	\$ 4,287 52
Malt.....	1,250 98
Tobacco.....	1,851 25
Cigars.....	554 40
Licenses.....	1,020 00
Petroleum Ins.....	62 00
Other Receipts.....	48 17
Total.....	\$9,074 52
Spirits warehoused during July.....	3,490.85 p gals
Malt warehoused.....	90,635 lbs
Tobacco warehoused.....	11,795 lbs
Raw Leaf Tobacco warehoused.....	1,322 "
Spirits ex-warehoused.....	2,858.36 p gals
Malt ex-warehoused.....	62,549 lbs
Tobacco ex-warehoused.....	7,405 "
Raw Leaf Tobacco ex-warehoused.....	1,322 "

BALANCE IN BOND.	
Spirits.....	9,422.78 p gals
Malt.....	55,691 lbs
Tobacco.....	9,540

The following is a summary of the customs returns at the port of Vancouver for the month of July:

IMPORTS.	
Free Goods.....	\$23,937 00
Dutiable Goods.....	51,604 00
Total Imports.....	\$77,541 00
Duty Collected.....	\$15,933 60
Other revenues.....	6,130 89
Total.....	\$22,064 58

EXPORTS.	
Fisheries.....	\$ 950
Forest.....	18,540
Animals.....	1,058
Manufactures.....	87,931
Miscellaneous.....	90
Total.....	\$103,569

NEW WESTMINSTER.

Statement showing imports and exports at

the port of New Westminster during month of July, 1892:

IMPORTS FOR THE MONTH.	
Dutiable.....	\$23,421 00
Free.....	2,844 00
Total imports.....	\$26,068 00
Duty collected.....	\$ 7,561 00
Other revenues.....	143 45
Total collections.....	\$ 7,704 78

EXPORTS FOR THE MONTH.	
The mine.....	\$ 1,250 00
The fisheries.....	9 00
Manufactures.....	968 00
Total exports.....	\$ 2,217 00

BUSINESS CHANGES.

W. G. Potter, tailor, Northfield, is closing out.

W. J. Meakin, hotel, Vancouver, advertises business for sale.

Joseph Carrier, hotel, Vancouver, has sold out to P. Dubois.

W. J. Weems, fruits, etc., Northfield, has removed to Nanaimo.

J. H. Falconer's vinegar Works, Victoria, slightly damaged by fire.

G. Milligan, hotel, Vernon, has leased the premises to C. C. Newhard.

Fred. H. Robson, insurance and general agent, has opened in Westminster.

The Vancouver Candy Co. contemplate erecting new premises on a larger scale.

G. J. McGrayley has bought out the Monarch saloon, Victoria, from Wm. Wolfe.

R. N. Taylor, late of Enderby, has bought out L. Draper, druggist, Vernon.

T. F. Quinn, oatmeal mill, Westminster, has admitted J. E. Wise into partnership.

Victoria Tramway power-house burned down; estimated loss \$80,000; insurance \$50,000.

A. A. Richardson, dry goods, millinery, etc., Vancouver, has sold out to Cope & Young.

Wm. Hook, baker and grocer, Mount Pleasant, Vancouver, has sold out to G. Gavesky.

Houston & Wilson contemplate erecting a machine shop and sash and door factory at Golden.

Stuart & Harber have sold out the Vernon News to A. Megaw and G. G. Henderson.

L. Lawrence and Albert Rauch, lessees Opera House building and saloon, Nanaimo, have dissolved; L. Lawrence continues.

Sivertz Bros., grocers and bakers, Spring Ridge, Victoria, stock and building destroyed by fire. Loss \$5,200, insurance \$1,500.

George Matthews, pork packer and provision merchant, is closing out his business in Vancouver and will shortly return to Peterboro.

T. J. Trapp & Co., hardware, stoves, and plumbers, Westminster, have dissolved. Shirley and Hoy have retired from the firm, and will continue the stove and plumbing business under their old firm style of Shirley & Hoy. T. J. Trapp continues the hardware business.

COMMERCIAL SUMMARY.

The Northwest Assembly met August 2.

The rice crop of the United States this season will be the largest ever known.

Florida, this season, marketed 3,500,000 boxes of oranges, as against 2,600,000 boxes last year.

Marshall & Sons, worsted spinners, of Bingley, England, have suspended. Liabilities £130,000.

The low price of sugar is responsible for a remarkable shortage in the supply of glass fruit jars this season.

The ss. City of Paris again holds the record, having crossed the Atlantic in 5 days 15 hours and 53 minutes.

The New York Central and Hudson River railroad has completed arrangements for a direct line to Montreal.

Sir Donald Smith entertained the Canadian Bisley team to dinner at the Metropole hotel in London, one day last week.

Four Bulgarians implicated in the plot to kill Prince Ferdinand and Prime Minister Stambuloff have been executed at Sofia.

Texas fever, which kills affected cattle within 36 hours, has appeared in Harrison, New Jersey, and 11 cows have died from the disease.

Charles Page, a Philadelphia banker, was shot and killed by a customer named Robert Kennedy at his banking house, last week. Kennedy afterwards killed himself.

The greater part of the town of Sarpsborg, on the Glommen river, near Frederikstadt, Norway, has been destroyed by fire. The damage is estimated at 500,000 kroner.

The American ship North American, Capt. Creelman, which sailed from Yokohama June 4 for New York, has been wrecked on the Japanese coast. No lives were lost.

Many a dollar is lost to the storekeepers by allowing loafers to congregate in their stores. A man may wish to purchase a cigar and have only enough money to buy one, but on going into a store and seeing a gang there, he will be apt to change his mind and go elsewhere, especially if he happened to be acquainted with any one of the loafers.

The town of Marshfield, on Coos Bay, is soon to have a novel fire alarm, a new idea which furnishes a practical and economical means of providing an ample warning in case of fire. It is simply the rim of a six-foot locomotive driving wheel so placed that it can be struck with an immense weight. Under favorable circumstances, such an alarm can be heard a distance of two miles.

Matthew Marshall once wrote: "Nothing is more essential to business prosperity than a confidence that existing conditions will remain unchanged. It is the novel and the untried that most powerfully affect the imagination and produce the most deterrent effect, and of these elements of mischief the most fruitful source is legislation. We can reckon upon the weather, the crops, and even upon the caprices of fashion, with a tolerable assurance of safety, but the hazards of legislative action baffle calculation."

Viscount Sherbrooke is dead in London.

An exchange says the tighter you shut your eyes to your financial difficulties, the wider you open the eyes of your creditors.

The sale of California fruits in New York increased from 1,000,000 pounds in 1888 to 7,000,000 in 1891, and it is anticipated that shipments will reach 10,000 tons.

The proprietors of the Nanaimo Pharmacy are about to open a branch drug store at Northfield. Mr. Dillon has secured them a suitable site, and a building will shortly be erected.

It is stated that through the efforts of a number of Cuban planters, a corporation of American capitalists has been formed in the east to engage extensively in the sugar business in that country, establishing an extensive central sugar house in Trinidad.

An ordinary general meeting of the Bank of British Columbia took place on Wednesday, at the Cannon street Hotel. Sir Robert Gillespie, who presided, said that the result of the half-year's business permitted the Board to recommend the payment of a dividend at the rate of 6 per cent. per annum, and a bonus of 1 per cent., free of income tax. The directors also proposed to transfer £15,000 to the reserve fund, raising that fund to £250,000, and to carry forward the balance of £10,913. The important success of the half year must undoubtedly be attributed in part to the very fine harvest gathered last year, while the prospects for the coming season are again very promising.—*The Money Market Review*.

It is a fact not generally known, says a spice trade organ, that it is impracticable—or at least not beneficial to spices—to grind certain varieties with the same faces of mill-stone that certain other sorts are ground with. For example, the mill that would grind ginger properly would not grind pepper in such a manner as to retain all the strength and aroma which the latter should possess, and which it will retain when properly ground. Likewise, cinnamon and cloves must be ground on differing faces of stone, possessing—as they do—unlike quantities of volatile oils. If such indiscriminate grinding as suggested is attempted, and as is often done by small spice millers, the essential qualities of the spices are in a great measure destroyed.

Twenty years ago the buyer went to the seller, now the seller goes to the buyer. This is not to be taken literally, of course, as if the seller was required to hawk his wares from door to door, but the whole tendency of modern business methods is that the man who has something to sell seeks out the buyer, a complete reversal of former conditions, when he who was in want of something sought out the seller. The tradesman who now-a-days contents himself with a dignified seclusion petrifies into a statue. The live man advertises, circularizes, thrusts his personality in a hundred ways on the notice of the public, presents his wares so that they speak for him, considers the taste of buyers, creates wants and desires, and studies the convenience of customers.—*Iron Trade Review*.

The announcement is made that Mr. Edward Farrer has retired from the *Globe*.

The enormous quantity of 300,000,000 eggs are annually consumed by albumen paper manufacturers in the United States.

Messrs. Kellie and Boyd have returned from their prospecting expedition in Fish Creek district, not having succeeded in finding sufficient inducement to locate. They are now prospecting in the North Fork of the Illecillewaet.

To keep pace with the rapid developments of the German Ocean carrying trade important works have been undertaken along the coast of the North Sea and the Baltic. Bremen, to secure easy access to the new Kaiser Dock at Bremerhaven, is about to construct a lock which will be the largest undertaking of the kind on record. This lock will be 200 meters long, 25 meters broad, and 10.30 meters deep. It will cost, according to present estimates, 18,000,000 marks, of which the city of Bremen is to find 10,000,000, while the Empire contributes 2,000,000. The great difficulty and expense of the works arise from the fact that good holding ground for the foundation can only be found seven or eight meters (about twenty-five feet) below the future floor of the lock.

D. Thomas Spackbrower, of Germantown, who has an interest in a large canning establishment in lower Delaware, said to a Philadelphia reporter the other day: "Most persons who think about the matter at all believe that canned vegetables are put up by hand, but such is not the case, and in that industry we have called in the aid of machinery to a surprising extent. For instance, my firm owns a machine that will shell 1,800 bushels of peas in a day, and another ingenious contrivance that packs the peas into the cans at the very brisk rate of 1,500 cans an hour. The work of both machines is clean and economically done, and the peas are not crushed or in any way injured. These two clever devices last season handled the peas that filled nearly 400,000 cans, and this year the figures will be close upon half a million. That is one reason, and a very important one too, why canned vegetables are now so reasonable in price."

In some respects our Canadian neighbors are a conservative and slow-moving people, clinging to old ways and resisting innovations; but they are ahead of us in adopting improvements in governmental matters. Up in Manitoba the Torrens land title system has been in successful operation for two or three years, and gives universal satisfaction. Under it the province guarantees and conveys all titles, or if there is anything cloudy about a title, it makes the fact known to the intending purchaser. After a title has once been guaranteed, any attempt to contest or impair it must be made with the government and cannot affect in the least the holder of the property. This law, which originated in Australia, is based on the theory that the state, having eminent domain, is the source from which all titles to land should proceed. An effort will be made at the next session of the Minnesota Legislature to adopt this system.—*Northwest Magazine*.

SHOW WINDOW DRESSING.

Window dressing of the present day is one of the best advertisements that a retailer may indulge in. Goods neatly and artistically arranged in a show window appeal to the passer-by as to what may be obtained inside the store. It is a silent salesman in itself, and a continuation of displays week in and week out will invariably bring customers to your store which otherwise it would not have done. In the arrangement of goods it is best to offer a continuous change, even if it is necessary to show the same articles, and change the display, if possible, once a week. It is not always the amount of goods you display that make an attractive show, but sometimes the most simple will produce the desired effect.

The most successful windows and by far the most effective is to trim with only one line of goods.

The main requisites are the trained eye, quick comprehension of effects in color, distribution and shape, and a natural neatness and nattiness in apportioning to a variety of articles a proportionate arrangement of display.

In considering the subject of window dressing, the salesman who has this particular branch of the business in charge should aim to display a fair sample of goods to be found within—displayed so that it will appeal with force to the purchaser at the time he is looking at them; displayed only with seasonable goods; displayed, the attention having been attracted, curiosity must be gratified, and he must not be allowed to go away disappointed.

A special feature retailers may adopt, and more so in the grocery line, is to introduce special days once or twice a month and arrange the windows as well as the interior with one line of goods. For example, articles for table use, such as cat-sups, sauces, pickles, etc. In the manner of window display the interior, if space will permit, may be provided with a table dressed off with a fancy table cover and the various articles arranged as they are used. The background may be built up in pyramid style from the same line of goods; the interior of store arranged with the same goods displayed prominently where space will permit, and placards distributed about, giving prices, etc.

The important part of a show window is the background, and while many windows in the grocery line are not boxed in, a good plan is to build up stationary steps, running from the edge of window pane extending into store, the back of which may rest on supports if the window is not of sufficient depth. If this is followed out, then the merchant or clerk may change his display once or twice a week; some days showing up a line of canned fruits; then change to bottled goods, on to a display of soap, and so on, constantly offering a continuous change of goods.

Windows that are boxed in should always have a background, which may consist of cheese cloth tacked to a strip across the back of the window. Another way is to build up a solid wall of canned goods if stock will permit.

There are numbers of ways of making a window attractive, but there is one feature

which must be always that way and no other way, and that is cleanliness. Dress your store windows and continually cultivate improvement in the art, and you will then fortify yourself with one of the most valuable adjuncts of business success.—*Northwest Trade.*

CULTIVATING THE PUGET SOUND MARSHES.

A Seattle correspondent writes as follows:

More than once the fact has been noted that in these new communities of the Pacific Northwest there is a tendency to throw upon the State, county, or city governments undertakings which in the east are usually left to private enterprise. In this State, for example, there is a law according to which the diking and reclaiming of marshlands owned by individuals may be done by the county, instead of forming a private company to do the work. The owners petition the county commissioners for a dyke, just as they might for a road. The commissioners form a "dike district," carry out the improvements, and charge the cost to the property-holders benefited, just as street grading is charged. Under this law, Snohomish County, which lies on Puget Sound, a little north of Seattle, is now building a dyke to reclaim 4,000 acres of tide-marshland. The expense of the whole undertaking will be about \$1,000, but land now practically valueless will be made worth \$200 an acre.

If any State is to have such a law, none is better entitled to it than Washington; for as long ago as 1886 the Department of Agriculture published a "Report on the Tide Marshlands of the United States," declaring that "reclamation has nowhere been so popular and uniformly profitable as with the pioneers of Puget Sound." These lands are classified as tide marsh prairies and spruce or brush tide marshlands.

The prairies, which stand on the level of ordinary high water, are covered with grasses. The spruce or brush lands are a foot or two above ordinary high tide, and are covered with a heavy growth of spruce timber. In this State, there are about 100,000 acres of marsh prairies and from 120,000 to 150,000 acres of spruce marshes. The improvement of these tracts began in 1861. Progress was slow for five or ten years, but when the era of experiment was passed, progress was rapid and steady. It is estimated that thus far 250 miles of dike have been built along the sound at a cost of \$500,000. Some of the recent dikes are immense levees, many miles long, and wide and thick enough to form solid wagon roads.

The lucky owners of these tide marshlands are, as a class, well to do. Most of them are out of debt and many of them can lend money to their neighbors. This fact is not surprising in view of the enormous crops which these lands raise. The first crop usually planted after the diking is oats; and after that hay or grains, vegetables or fruits are produced. With diked land in good condition one hundred bushels of oats, eighty bushels of barley, sixty bushels of wheat or four tons of hay per acre are a common crop.

In many parts of Skagit County, hay

can be cut twice, and six or eight tons taken from an acre in a season. In many instances, from a farm of 160 acres of well-improved diked tide marsh there will be sold yearly 10,000 bushels of oats, 100 tons of hay, and \$1,000 worth of dairy products, fruits and vegetables. In addition, a large number of cattle, horses and hogs will be fed, and all farm produce that can be profitably consumed on the place will be raised.

Immense crops are sometimes secured on single tracts, but, to say nothing of these, the following are actual results of good and bad farming for large areas of Skagit county tide marsh land in 1888. On 10,820 acres were produced 15,530 tons of oats; on 2,330 acres were cut 6,940 tons of hay, and 6,000 acres, mostly in meadow, pastured 1,735 cattle, 755 horses, 1,350 hogs and 550 sheep.

It is not to be wondered at, then, that the State has framed laws to encourage the most profitable kind of farming carried on in Washington.

TAKING IT COOLLY.

The ship of an admiral, who was the Duke of Wellington's near connection, was wrecked. He was placed in command of a second ship, which was also lost and he himself was drowned. Lord Charles communicated the disaster to his father, who merely exclaimed, with Spartan calmness and brevity, "That's the second ship he has lost." The twin anecdote, so to call it, had reference to Lord Charles himself. Being ordered with his regiment abroad, he felt much concern at bidding farewell to his aged father, whom he might never see again. On his making the announcement, the duke, who had been reading, damped his emotion by saying shortly, "Good-bye, Charlie, good-bye!" and, taking a last look before leaving the room, the son was mortified to see that the father appeared to be as intent on his reading as ever.

BALLAST AT NEWCASTLE, N. S. W.

The following extract from a letter received from a shipping firm in Newcastle, N.S.W., will be interesting to parties chartering vessels to that port:

"We think it would be as well if you were to bring shipowners' notice having vessels coming here from foreign ports, that any ballast, but stone ballast, must be taken out of the port to sea by lighters, the health department only permitting discharge of stone ballast at the ballast wharf. The expense attached to taking it out to sea is from 1s to 1s 3d extra."

San Salvador has given notice of the renunciation of the treaty of amity, commerce and consular privileges with the United States. The treaty remains in force until May next.

It is reported that Owens Lake, Inyo County, Cal., has been sold to an English syndicate for \$3,000,000. The lake is estimated to contain soda worth \$200,006,000, and the object of the purchase is to establish great soda works. It is said, further, that the syndicate will build a railroad from one end of the lake to Mojave, a distance of 100 miles.

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VICTORIA, TUESDAY, AUG. 9, 1892.

BUSINESS ALDERMEN.

Is there not something small, mean and contemptible in the action of the City Council on the subject of the completion of the sewerage system, the handling of the smallpox question, its treatment of patients and suspects, and its conduct of matters generally? It is needless to further specify. The record of proceedings and of the speeches that have been made demonstrate that the majority of the members from the Mayor down are of limited capacity as public men, the width and extent of their ideas showing that they were designed and built to move upon a system of very narrow gauge and at the very slowest speed. How much have they accomplished during the seven months of their official being—we say nothing of the sins of omission and commission of some of them during the previous year? Little or nothing. Indeed, the official acts, which are not likely to rise in judgment against them and condemn them before an enlightened electorate, might almost be counted upon the fingers of one hand. At the last elections one reason urged why new blood should be imported into the Council was that its members had gone altogether too fast, that it was necessary to put on the brakes and reduce the speed. A number of gentlemen, including His Worship, were chosen on this ticket, and upon their success in arresting progress they are to be congratulated. Possibly their course was not so much dictated by absolute unprogressiveness as by ignorance and an apparent lack of that element which was wanting to Lord Dolly Spanker, who did not, according to his wife, know enough to come out of the wet when it rained.

Experience has shown them to have been the very worst class of men that the city could have had to control its destinies at a crisis like the present. We want, as THE COMMERCIAL JOURNAL has many a time urged, business men at the head of our concerns, who have sufficient "savvy" and common sense not only to watch the progress of events, but to look ahead men, for instance, of the class of Mr. T. B. Hall, who are so well thought of by business men as to be deemed worthy of occupying as mercantile men the highest positions that are within their gift as a class. The fact is, as Alderman Hunter pertinently put it, "the city is not being attended to," and if the streets and water-works are neglected, it must fall behind.

We must confess to having been somewhat amused at the wonderful display of enterprise and public spirit on the part of the Mayor when he proposed that the city

—which he and his friends have declared to be sufficiently taxed, if, indeed, the burden was not greater than it could bear—should take over and carry on the Jubilee Hospital. His spirit of enterprise when he had his office over at James Bay, was, it will be remembered, rather of the picayunish sort, and this departure is really so wonderful that the ordinary citizen can hardly understand it unless he recalls the fact that His Worship having failed to be equal to the smallpox situation, was practically superseded in his function in this regard by the Provincial Premier. As every one is aware, the premier and the mayor, do not look upon public affairs through the same party glasses, and rumor has it that he proposes to try to make it hot for the attorney general when the House next meets.

Meantime, in order to draw a herring across his own trail which is really that of the pursued rather than of the pursuer, this Jubilee Hospital project has been devised. Business men in the council would at once have noticed the hollowness of the sham Mr. Beaven was perpetrating, and its mere presentation would have sufficed to ensure its prompt defeat. What the Aldermen neglected to do in rejecting the proposal to burden the city with a loan of \$100,000 for hospital purposes will devolve upon the rate-payers on the 17th instant, who, it is certain, will, when they consider how much their confidence has been abused by the "weighty men" who now control affairs, reject this and other proposals that will then come up for their approval. Let us have business men in the future, and not as at present only a few such—not, in fact, sufficient of them to make their influence felt.

A TRANSCONTINENTAL CANAL.

Gigantic and extremely problematical as was the Panama canal scheme of Ferdinand de Lesseps, it would appear that, though it did fail in face of the most energetic exertions and enormous outlays in its behalf, it has not yet been abandoned. It may be that the life which has been infused into the Nicaragua canal project has put new life into some of those who favor the Panama idea, and now we have the announcement that the vice-president of the Paris Chamber of Commerce has joined the judicial liquidator in accepting a contract for the completion of this big enterprise.

The ninety-nine years concession of the canal granted by the Columbian government in May, 1876, stipulated for the opening of the canal within twelve years. In 1881, M. de Lesseps formed his Panama Canal Company, which stopped payment and suspended operations, December, 1888. The amount of capital raised by that now bankrupt company amounted, according to the liquidator, to 1,324,623,078 francs. Soon after the discomfiture of M. de Lesseps's company, the judicial liquidator, with the support of the government, sent a technical commission to the Isthmus of Panama, to determine whether it would be possible to complete the work. This commission, at the head of which was Engineer M. Gillemine, declared in its report that there was no obstacle to the completion of the canal with the lock. The capital required for that work was e-

estimated at six hundred million francs. In December, 1890, the Columbian government extended to the promoters of the enterprise a further delay of ten years for the opening of the canal, on condition that the bankrupt company should hand over all its assets, plants and rights to a new company to be constituted for the completion of the canal, and that the new company should resume the canal works on the 28th of February, 1893, at latest.

In view of the early advent of the end of the time limit, the Paris Chamber of Commerce, which has always manifested a keen interest in the project, has taken the steps we have indicated. Every one recognizes the vital importance of the work which M. de Lesseps had so much at heart. It means a very great shortening of time in the length of ocean voyages from Europe or the Atlantic side of the American continent; it means a very great diminution in the cost of transportation, the avoidance of many of the greatest perils of the ocean voyage, the delivery of goods in much better condition, and, besides, the cheapening to a wonderful extent of the cost of shipping insurance. Every one knows how much was done to advance trade between Europe and the East Indies by the construction of the Suez canal, and what the Panama or the Nicaragua would bring about it is impossible to estimate. One or both of them are absolute necessities. The voice of commerce has declared that they must be had, and even should there be still further delay in the carrying out of the idea to successful completion, it goes beyond saying that the present generation will witness and benefit by the departure.

SUNDAY'S FIRE.

Victoria has had a pretty severe visitation in the fire which, early on Sunday morning, destroyed the National Electric Company's power house, doing considerable damage to its plant, without, however, touching the car house and its contents that is the rolling stock. The amount of damage done has, we notice, been placed at a very high figure—between \$200,000 and \$300,000. We do not, however, take stock in that amount which we believe would cover it several times over. However this may be, that loss belongs to the company and its shareholders who, if they have not covered themselves by insurance, have no outsiders to blame. There is no doubt that they will deem it to be their duty and their interest also to rebuild and have both their lighting and tramway plant in working order as rapidly as possible. Meantime the car service will, of necessity, be stopped, and the lighting and power, in so far as they were supplied by them, cannot be furnished. This will cause a temporary boom for the Gas Company as well as for the dealers in coal oil. The city will be very materially inconvenienced on this account as to even partially supply the lighting of which it has thus been deprived, will occupy several days. The street lighting and those who derived their illumination from the Corporation works will be continued as usual, but in view of many of the private lights by which the city was advantaged the streets cannot fail to present a duller and more dismal appearance.

THE SICK PREMIER.

The public of British Columbia will have learned with regret, during the last few days, of the serious illness of the Premier of the Dominion, Hon. J. J. C. Abbott, who appears to have had a very serious attack—much more than an indisposition. It would seem that he had been both nervously and physically prostrated, and he has not yet got over it. It is sincerely to be hoped that the worst is passed, and that he will soon be fully restored. Canada can ill afford, at the present time, to again undergo the uncertainties and put up with the veritable suspension of business that invariably and unavoidably attends such Cabinet changes as those which followed the death of Sir John Macdonald. The competitions for place, particularly among the French-Canadian element, were especially keen, particularly after the exposures that were made, and it is more than possible that the end is not near.

No small amount of the time of the last Parliamentary session was consumed in the discussion of scandals, and the Premier and his colleagues did hew pretty close to the line, though we cannot help thinking that before all is over the line itself will be drawn very much closer. The anxieties incidental to these things and the relentless persistency of the Opposition place-seekers must have imposed on the Premier a terrible burden of care. To this he has shown himself fairly equal. He has certainly demonstrated himself the man for the situation, though he has failed to altogether satisfy British Columbia. With rest and restored health, we look forward to still greater things from Mr. Abbott than he has yet done. In all that he has undertaken politically or professionally he has shown himself to be the man for the occasion, and it is therefore to be hoped that he will have the opportunity of still further achieving all the objects of what appear to be his mission—that of assisting to develop the greatness of that Dominion of which his predecessor and his colleagues so well and truly laid the foundations.

MANUFACTURING INDUSTRIES.

The need of manufacturing industries in Victoria, and in the whole Province for that matter, fully manifested itself during the dullness incident to the visitation of smallpox. If manufacturing were carried on as extensively as it very well could be in this Province, the contraction of money would have scarcely made itself felt. The creation of wealth and the consequent prosperity of the people would have gone on, and therefore the purchasing power of the people would not have been perceptibly restricted. Although our manufacturing industries have increased rapidly and large amounts of money have been added to the capital employed in manufacturing, our cities are practically without industrial institutions, as compared with their importance and the opportunity presented for carrying on such works.

Certainly Victoria is not lacking in the wealth required to engage in such enterprises. It is doubtful if any city in Canada can produce men with such high rat-

ings as are to be found here, and to the credit of many of them it can be said that they have in the past evinced a disposition to invest their capital in a manner beneficial alike to the city and Province. But there are others who have not done so, and are not likely to let a dollar get so far away from them that it cannot be pulled back with a string. These men are of no use to themselves nor to the community which is unfortunate enough to be their abode.

As has before been pointed out in these columns, the illimitable resources of this Province offer unprecedented inducements for manufacturing enterprises. Coal, iron, lumber, minerals, and other raw products occur in endless profusion throughout the Province, and if judiciously developed would eventually build up a Province unexcelled for permanent prosperity and substantiality. It would be well for our business men to consider that, while railroads are an essential necessity to the prosperity of the Province, we must also have something here for them to do when they are built.

EDITORIAL NOTES.

It is announced that a British syndicate is now in negotiation for the purchase of the bleacheries of New England.

THE second steamship of the Northern Pacific line, the Devawongse, arrived in port on Saturday and passed down the Sound.

THE list of new buildings so far this year is given by the *Vancouver World* as follows: Ward I., \$131,000; Ward II., \$760,000; Ward III., \$15,000; Ward IV., \$99,000; Ward V., \$183,900. Total, \$1,197,900.

Since the United States market has been closed to Canadians by the McKinley tariff impost of 30 per cent., it pays better to export horses to England, where, although the cost of bringing over is considerable, the very good prices paid for them make it fairly worth the while of the importer.

At the eighty-ninth annual general meeting of the Imperial Fire Insurance Company recently held in London, the record of the business done during 1891 was shown to be good, although the year was generally an exceptionally disastrous one. The usual large dividend was declared, and the company's special reserves now amount to \$6,000,000.

THE victory of the Greenway Government in Manitoba is interesting chiefly as an emphatic pronouncement in favor of non-sectarian schools. The struggle has not been conducted on the political lines ruling in Federal concerns. Liberals and Conservatives have supported Mr. Greenway for the sake of his policy, and dissident Liberals have combined with old-style Tories in opposing him.

It is estimated at the *Cher* (Ottawa) mills that 26,000,000 feet of lumber has gone forward to the English, United States and

South American markets since the first of June. Of this quantity about 18,000,000 feet was shipped in 125 barges, and 8,000,000 feet in 775 cars. This means a turn over of about \$800,000, or more than \$800,000 a week, Ottawa mill men averaging the price at \$14 a thousand feet.

The *Winnipeg Commercial's* British Columbia correspondence has the following: "It is safe to say that the smallpox epidemic is under firm control. It is unnecessary to state that business has been greatly interfered with, and more than that a great deal of bad feeling between cities engendered; besides the cost of litigation, preventive measures and all the rest of it will be very great. Two things will result as necessary consequences—improved quarantine regulations and amended health laws with the powers of local governing bodies more clearly defined. At the outset, had a conference of the representatives of the four cities been held and measures agreed upon for mutual protection, the firing of local jealousies and an exhibition of malignant animosity would have been spared us, with all their dire consequences."

THE United States Department of Agriculture announces that the inspection of meats, and especially of pork, by the officers of that department, under the act of March 3, 1891, has had the effect of adding not less than one cent per pound to the value of hogs marketed. The department says: "The efficiency of the inspection is well attested by the increased price in the markets, not only of this country, but of the whole world, of American meats bearing the inspection certificate of the Department of Agriculture. Meats bearing this certificate command half a cent more per pound in our own markets; and, although the law in Great Britain does not exact our inspection at a prerequisite to importation, the packers have advice from their agents in that country that the United States government certificate on American pork adds from 2 to 3 shillings per hundred to its market value."

REFERRING to the gold production of Canada, the *Bankers' Journal* of Montreal contains the following: "In gold we are not doing so well as formerly. Nova Scotia, which has since 1862 produced about \$10,000,000 worth, in 1890, only showed a product of \$474,000. British Columbia, which has, altogether, given the world \$55,000,000, produced in the same year only \$491,000 as compared with \$4,000,000 in 1863. However, it is claimed by California and Australian miners of experience that in the Cariboo district there once existed, and ultimately will be found, immense obliterated river channels traversing the country upon a higher level than the present streams, which must have received at some time a large supply of the precious metal. The first of these, it is claimed, has been discovered on the South Fork of the Queanelle River." Manifestly the magazine has lost sight of the Kootenay country and is ignorant or has accidentally omitted the now celebrated Kalso mines with their wonderful developments.

THE VARIATION IN DEMAND FOR CANNED FOOD.

The development of the canned goods business has been so rapid that the phases of demand can be better noted than in older and slower lines of commerce. Coming into notice first as a new and curious method of preservation, costly and therefore within the reach of but few, it was used only on fine fruits and foods that were the perquisites of the very wealthy, a panderer to unseasonable appetites that had the financial means for gratification. Then with improvements in methods of producing the wrappers (cans), and system in operating the cannery, came the ability to reduce prices till the better class (so called) of employers could indulge in these luxuries of canned fruit out of season. Parenthetically we would say that in our country oysters appear to have been among the very first things to which this new industry was adapted, and there is no surprise in this, for oysters were a luxury to the inland dweller that at all times would command a high price among a large though still limited class of people. But when the factories in the fruit lines found competition increasing they turned their attention to the vegetables and it required a preparation of a more careful kind to furnish these than it did for fine fruits, for the fruits were at first largely put up in heavy syrup and the heavier the syrup the easier it is to keep hermetically canned food. Besides this when fruit begins to swell, a reprocessing will generally restore its good qualities, except it suffers somewhat in appearance, according to its kind, but with vegetables they not only could not be put up with sugar, and were therefore entirely dependent on the processing for keeping qualities, but once they swelled, reprocessing did not restore them to good eatable condition, so they were a virtual loss. Nor could such good prices be obtained for them as for the fruits, yet it was hardly possible to pack them except at a good price, because of the trouble and risk involved. On the other hand they were cheaper in the green product than the fruit, and the absence of sugar saved some expense. All this time canned foods were luxuries for the well to do only.

But the apparently vast profits that seemed to exist between the cost of the green product and the same article in the cans naturally tempted numbers into the business, many of them farmers who saw easy fortunes in the new business. As the crop of fruit is always limited and that of vegetables can be increased almost at pleasure, the latter naturally offered the greater opportunity and temptation, so vegetable canners multiplied.

Just as in early days the dissemination of the oyster depended on the introduction of the railroad and the demand grew with the dissemination, so the success of the canning business is mainly due to the contemporary development of improved appliances for this business, the production in nearly all cases of parties not in the canning business. Some of the most important and most radical and remarkable improvements have been accomplished by packers, and we are glad to say they nearly always reaped a good financial reward from them.

But the extent to which the business has

been dependent on modern rapid invention is remarkable, and there is no other single line of modern material progress that is more directly complimentary to our age and the American inventive genius than this.

No sooner was the field of demand apparently supplied than the excess of goods reduced prices, this increased the area of demand, this again increased the number of canneries; the increasing competition in connection with the greater volume of consumption led to the introduction of new methods and machinery, this reduced prices in turn to such figures as placed this food within the reach of the most humble, and a vast development of demand was the immediate result. From this sprung the extension of the business in the west until now nearly every section of the country has canneries sufficient for its supply. Even the far away North Pacific Coast States are developing numerous factories, the advantage of the region for fruit justifying the establishments.

With the growth of this great business has come the increase of orchards and all manner of fruit cultivation, for the fruit grower has the cannery as a guarantor of consumption and the winter for a market.

With the increase of fruit culture has arisen the regular railroad fruit trains to carry special or sectional fruits to sections not so blessed, so that it now matters not whether you live on "Greenland's Icy Mountains or Africa's burning strand" you can have the products of either at any time, and this was not possible until the growth of the canning business justified the horticulturists in increasing their orchards with the cannery as a guarantor against loss if fruit crops everywhere happened to be prolific in any one season.—*The Trade (Baltimore.)*

A TIMELY HINT.

The manager, the bookkeeper, the cashier, the entry clerk, the shipping clerk, the salesman, the office boy, the porter—everyone, in fact, who is in any way connected with a business establishment should bear in mind that there is such a thing as cultivating trade, and that they, as well as the proprietors, are responsible for a share of the firm's success. Because a man is hired to fill a certain position, there is no excuse for his hesitating to do any other work which may require attention. A bookkeeper might soil his fingers by stepping outside the office and waiting upon a customer if occasion required, but he would not lower himself in the estimation of his employer through thus signifying his willingness to make himself generally useful, and anyhow the dirt will wash off. To make a business grow and make it pay should be the main object of every employee, regardless of position or conditions. The day is gone when business can be conducted successfully without the undivided and best efforts of those who are responsible for it. In days gone by a merchant might succeed by sitting down and waiting for trade to come to him, but not now. In our day and generation, the most persistent and systematic efforts are essential to bringing about a satisfactory result. A progressive spirit and a capacity for pleasing customers will work wonders in any business.

THE SALMON OUTLOOK.

There is no change in the situation. The market presents some very encouraging features, and if there is any pronounced tendency any way it is in the direction of still firmer prices.

The understanding now is quite general that the pack of strictly choice Columbia River salmon this year will be lighter than it has been for many seasons past. A number of leading canners agree that the pack of straight Chinook salmon will not exceed 250,000 cases. The east seems at last to have recognized the fact that there can only be one course for the market for choice packs, and the inquiry thence is of a more urgent character than it has been since the season opened.

A considerable distribution of choice salmon has been made from the Columbia River by rail, and when the season closes it is not likely that there will be any large stock of good packs on hand. That there will be a tolerably full pack of off grades is a pretty well established fact. There has always been a full supply of blue-backs and steel-heads, and packers who could not secure supplies of Chinook salmon were compelled to use these inferior fish. A number of them, it is to be regretted, have packed and sold quantities of these inferior grades as choice Columbia River salmon. There is a possibility that they may have occasion to regret such action after they have delivered the goods. No steel-head pack can ever be graded as choice Columbia River salmon, and it is not probable that any buyer could legally be compelled to accept delivery of such inferior goods under the terms of contract calling for a choice pack.

No prices have yet been made for new Alaska packs. The representatives of the northern packing interests have as yet no important news from Alaska, and are as a consequence not in a position to make prices now were they ever so well inclined. Many of the canneries are in places not reached by regular mail, and no news of how well or poorly they may be doing can be had until vessels returning with the season's product reach here, and it will be the middle of August before early arrivals can be expected and the middle of October before the bulk of the catch can reach this port. By that time the Columbia River pack will all have been disposed of in all probability, and the results of packing operations on the Fraser and other British Columbia streams will have been pretty well established.

The Alaska Packers' Association evidently sees an advantage in waiting for the conclusion of operations elsewhere before opening its pack. In the event of the realization of the present anticipations of a very light pack in the aggregate on this coast, the Alaska product will find a very good market. We rather incline to the belief that the canners represented in the Association will have no cause to regret the course they have pursued this season.

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

The textile mills of the United States are running at their fullest capacity.

TACOMA AND THE CHINESE.

We would infer from the following article in the *West Coast Trail*, of Tacoma, that that city regrets the driving out of the Chinese some years ago:

"The establishment of the Oriental steamship line has brought to Tacoma a serious and important commercial question to be carefully considered and judiciously decided. Tacoma feels proud of her record in the matter of Chinese expulsion, and no one has any desire to see the return to our midst of a base horde of coolies to prey upon the rights of white labor and contaminate the moral atmosphere of our fair city.

In opening trade relation with China, it is necessary, in order to obtain satisfactory financial results, that American representatives be located at Chinese ports and Chinese representatives be located at American ports. It is natural that most people prefer to deal with tradesmen of their own nationality, and this feeling is even stronger among a superstitious and reserved people like the Chinese, than among an enlightened people like the Americans. Every American importing house considers it to be good commercial and financial policy to have branch houses in foreign ports to look after their business interests, and make their deal with foreign merchants in person rather than by correspondence, and Chinese importers have the same sound ideas of business. It is true that a certain amount of business may be transacted with Chinese cities by Americans and everything we wish to buy of them can be purchased, but that is not half of the amount of business we wish to do, for the American policy is to sell of American products an amount in excess of the foreign products which we purchase.

The desirability of fostering amicable commercial relations with the Chinese is apparent to all, and the question arises, can Chinese importing houses be established in Tacoma, and only the desirable persons necessary to transact the business be admitted, and the gates of the city remain closed against coolies and cheap Chinese labor? The representatives of Chinese trade assure us that this is their only desire and that they are willing to enter into agreements with the city authorities upon that basis, and it would seem that there should be no objection to such an arrangement, but, on the contrary, a desire on the part of the part of the people of Tacoma to secure another important commercial enterprise. The legal phase of the case is another point to be considered. Any Chinaman now in the United States has a perfect right to come here and demand the protection of the law, and should he be treated with violence, an indemnity could be demanded by the Chinese government which this government would be obliged to pay, and there are wealthy Chinese who will undoubtedly demand and obtain their rights under the law, should opposition to their coming here be attended with violence, and we should be powerless then to stem the tide of coolie laborers who would rush in to exult over their victory.

The importance of Tacoma had not been established when the committee of fifteen so effectually purged the city from the disagreeable element that then infested the

city, and no one cared to appeal to the law for protection. Now the case is different. Tacoma has been recognized as a desirable place for the terminus of a trans-Pacific steamship line, and a class of Chinese merchants is needed to supply freight for a return cargo for these ships. They propose to come peaceably, and give assurance that they will assist in discouraging and practically controlling the keeping out of the coolie element. Tacoma cannot afford to be shortsighted in the matter, and in attempting impossibilities, lose all the vantage ground she now has in excluding cheap Chinese laborers.

BANK CHEQUES.

The bank cheque is the most perfect form of currency known because it is drawn for a particular purpose, and when this purpose has been accomplished, either by presentation and payment of the cheque in cash or by exchange through the Clearing House, the instrument is cancelled and perishes. The nearer a paper currency, whether of bank notes or Government notes, comes to this ideal the better it is. There is an old custom of the Bank of England that seems, without any particular meaning, to be still kept up by the bank. It never issues a note a second time. The notes it pays out are all new, and when they return to the bank, even upon the very day of their issue, they are at once cancelled. In this custom there is the survival of the original and correct idea that the nearer the bank note, like the cheque, could be kept to the exclusive performance of the particular purpose for which it was issued the better it was for currency. Even cheques often travel a long time before they are cancelled in these days of country checks, and bank notes and Government notes frequently are never redeemed at all until they are worn almost to pieces. There is great economy in the re-issue of notes, and within certain limits it is an undeniable advantage.

Any note that continues to circulate without carrying with it a motive for its redemption in the circumstances that put it into circulation in the first place must necessarily become dangerous to the financial system of which it forms part. This is the disadvantage of legal-tender notes and other forms of Government paper. It was originally intended that a legal-tender note should be cancelled by being made redeemable in United States six per cent. bond, and since 1879 it has been redeemable in gold. The bond redemption was abrogated by law in 1893; and as the gold redemption does not carry cancellation with it, it has no effect whatever in imparting any elasticity to the note. The silver certificate carries even less motive for its redemption, and the Treasury note of 1890 still less. They are put out for the very object of being kept in circulation, and when they are once issued there is no motive for their return as long as confidence in the financial strength of the Treasury is continued. As these notes carry no motive for their redemption so long as circumstances are favorable, and have a tendency to accumulate to a formidable extent in the banks at the money centres, the fact that they are all practi-

cally presentable for redemption in gold, under the terms of present laws, makes them a continued threat to the Treasury in case a great foreign demand for gold arises. The lack of motive for their redemption in ordinary times and their consequent accumulation also causes dangerous speculation, and gives the money centres undue control over enterprise in other parts of the United States. The National bank note as it now exists need not be separately considered, because it too is properly a Government note with its payment guaranteed by the Government. The only currency that approaches to the ideal of the cheque consists of bank notes issued by each bank in accordance with the demands of the business presented to it. Issued to carry on certain business transactions, as soon as these are completed, instead of accumulating at the money centres to invite fictitious trading or speculation, they are returned to the bank that issued them for redemption in real money, either coin or coin certificates. Such a currency, under appropriate regulations, meets the wants of business, and, with a properly organized banking system, will be always safe.—*Rhodes' Journal of Banking.*

MOTHER-OF-PEARL.

The most beautiful mother-of-pearl, unless that of the obalone be excepted, is obtained from the nautilus, which is a cephalon and related to the cuttle-fish. Occupying only the mouth of its dwelling, the latter is composed of a series of empty chambers, each of which the animal has successively lived in and vacated as it grew bigger, building up behind it at each move a wall of purest pearl. These vacant rooms of pearl are all connected by a pneumatic tube, which enables the creature to so control the air supply in its house as to make the domicile lighter or heavier at will, in order to ascend or descend in the water. The shell is too thin to bear grinding, and so muriatic acid is used to remove the outer coat and disclose the exquisite nacre beneath. A method of treating such shells consists in drawing upon them with a brush and wax varnish any designs desired, after which they are placed in a bath of weak acid. The latter eats away the outer coat wherever it is not protected by the varnish, the result being a lovely cameo with raised figures in white on a pearly ground. Nature, however, beats art hollow at this sort of work. In the cretaceous epoch, hundreds of thousands of years ago, there lived certain cephalopods, since extinct, which science calls "ammonites." The pearl they produced was of wonderful beauty, and many fossil ammonites dug up to-day have been so operated upon by the process of decay as to form elaborate patterns on the shells in pearl and white.

The wool clip of Montana will aggregate 12,000,000 to 15,000,000 pounds this year. It is of excellent quality, and is rapidly going into the hands of eastern buyers at from 17 to 19 cents per pound. All kinds of stock are in prime condition, and very large sales of beef and mutton will be made.

THE COMMERCIAL JOURNAL'S SHIPPING LIST. BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASKS.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	Feb. 23
Br bark	Callio	978	James	Oct. 6	Victoria	London	41,640	\$212,090	March 17
Br bark	Lebu	726	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,421	April 6
Br bark	Rothsey Bay	750	Partridge	Nov. 18	A Westminster	Liverpool	32,690	169,553	April 5
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	April 19
Br ship	Titanla	879	T. W. Selby	Jan. 15	B Westminster	London	22,366	107,919	May 16
Br bark	City of Carlisle	823	Kendall	Feb. 13	Victoria	London	21,574	113,885	July 3

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

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	A 959,793	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	B 942,986	9,193	March 25	60s
Am bark	Hesper	664	Sodergren	Feb. 20	Vancouver	Shanghai	C 716,183	7,781	April 23	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	D 834,337	7,055	May 20	42s 6d
Nor bark	Czar	1324	Christophers'n	March 1	Vancouver	Adelaide	E 1,017,147	10,476	June 7	57s 6d
Nor bark	Agnes	841	Hofgaard	Feb. 20	Chemainus	Antofagasta	F 440,339	6,413	May 10	40s
Nor ship	Kuthinka	1457	Klovenberg	March 12	Vancouver	Melbourne	G 1,142,212	9,251	May 23	60s
Chil bark	India	637	Funk	Feb. 22	Vancouver	Valparaiso	H 787,497	7,018	May 10	owners ac
Br bark	Glenbervie	800	Groundwater	March 21	Vancouver	Valparaiso	I 429,897	7,689	ar Iquiqui	37s 6d
Br ship	British India	1199	Limes	March 31	Vancouver	Valparaiso	J 680,372	9,315	July 11	37s 6d
Am schr	W. H. Talbot	776	Bluhm	March 14	Vancouver	Tientsin	K 359,865	10,272	May 23	67s 6d
Am schr	Reporter	3331	Dreyer	March 3	Chemainus	San Pedro	L 416,386	3,476	March	Private...
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	M 1,079,156	9,873	June 28	47s 6d
Br bark	Misticoe	821	Smith	April 21	Vancouver	Wilmington	N 64,275	7,866	June 28	\$16 00
Br bark	Craigend	2218	Lewthwaite	April 13	Vancouver	Iquiqui-Callao	O 1,616,000	19,351	July 11	27s 6d & 30s
Br barktn	Toboggan	676	Porter	May 20	Vancouver	Wilmington	P 603,328	9,330	June 28	\$15.00
Br bark	Thermopylae	948	Winchester	June 2	Vancouver	Yokohama	Q 328,576	8,949	July 22	Private...
Nor bprk	Fritzo	1073	Holfsen	May 29	Chemainus	Melbourne	R 902,514	8,072	June 28	45s
Br ship	Burmah	1617	Newcombe	June 2	Moodyville	Valparaiso	S 1,284,049	9,883	June 28	35s
Nor bark	Crown of Denmark	2023	Smith	June 24	Vancouver	Melbourne	T 1,690,300	15,435	June 28	37s 6d
Nor bark	Urus Minor	305	Johnson	June 1	New Westmr	Sydney	U 602,019	4,393	June 28	37s 6d
Br ship	Earl Granville	1149	Flack	June 16	Cowichan	London	V 853,900	7,521	June 28	62s 6d
Chil bark	Antonietta	329	Stack	June 27	Chemainus	Valparaiso	W 824,361	9,015	June 28	owners ac
Ger bark	Palawan	967	Van Heuvel	July 8	Vancouver	Iquiqui	X 688,831	7,521	June 28	33s 9d
Chil bark	Leonor	1811	Jenatsch	July 8	Moodyville	Valparaiso	Y 637,375	6,520	June 28	owners ac
Chil bark	Guinevere	960	Glennie	Aug	Chemainus	Valparaiso	Z 824,361	8,797	June 28	owners ac
Am bktn	Robert Sudden	535	Uhlberg	Aug. 3	Vancouver	Valparaiso	AA 1,232,386	11,471	June 28	40s
Chil ship	Hindostan	1543	Walsh	Aug	Moodyville	Valparaiso	AB 1,232,386	11,471	June 28	owners ac
Br bark	Zebina Gowdy	1087	Manning	Aug	Vancouver	Wilmington	AC 1,232,386	11,471	June 28	\$13.00
Chil. ship	Atacama	1235	Caballero	Aug	Moodyville	Valparaiso	AD 1,232,386	11,471	June 28	owners ac
Br ship	City of Quebec	708	Carnegie	Aug	Vancouver	Adelaide	AE 1,232,386	11,471	June 28	owners ac
Br bark	Nineveh	1174	Broadfoot	Aug	Vancouver	Sydney	AF 1,232,386	11,471	June 28	40s

A-Also 2,389 bbls lath and 5,550 bbls pickets. B-Also 41,130 ft pickets and 943 bbls laths. C-Also 38,741 ft t and g flooring. D-Also 1,053 bbls laths. E-Also 157,070 ft t & g flooring and 50 bbls laths. F-Also 8,269 ftpickets and 127,170 laths. G-Also 61,893 feet pickets and 25,020 feet laths. H-Also 49,846 feet t & g flooring and 1,015 bundles laths. J-Also 183,494 feet t & g flooring. I-Also 204,913 feet t & g flooring. K-Also 77,550 laths and 75,100 feet pickets. L-Also 60,000 shingles. M-Also 192,000 feet t & g flooring. N-Also 273,000 shingles. O-Composed of 61,187 feet t & g flooring, 9,809 feet deck plank, 1,210,033 feet rough and 31,960 laths. P-Also 85 spars and 300 tons coal for Hong Kong. Q-Also 697 bbls pickets and 1,190 bbls lath. R-Also 7,060 pickets and 72,810 laths. S-Also 2,715 bbls laths and 1,330 bbls pickets. T-Composed of 486,364 feet rough and 151,011 feet t & g flooring. U-Also 40,900 laths and 5,180 pickets. V-Composed of 592,427 feet rough and 96,404 feet t & g flooring.

SHIPPING INTELLIGENCE.

The Nineveh arrived at Vancouver August 4.

The Guinevere has sailed from Chemainus for Valparaiso.

The Robert Sudden sailed from Vancouver August 3 for Valparaiso.

The Chilian ship Hindostan has cleared for Valparaiso with a cargo of 1,232,386 feet lumber, valued at \$11,471, from the Moodyville Mills, composed of 1,200,841 feet rough and 1,503 bundles laths.

D. McGillivray, of Vancouver, who secured the contract for street paving there, is chartering two vessels to bring up the material, consisting of 3,000 tons of bituminous rock and 5,000 barrels cement.

FOREIGN COAL SHIPMENTS.

The following are the foreign coal shipments for the month of July:

New V.C. Co.	26,917
Wellington	15,250
East Wellington	818
Total	43,085

VESSELS IN PORT.

(August 7, 1892.)

VICTORIA.

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

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

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

British steamship Mascotte, 2,113 tons, Capt. Ross, from Kobe, discharging general cargo. F. C. Davidge & Co., consignees.

VANCOUVER.

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

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

Chil. ship Atacama, 1,235 tons, Capt. Caballero, from Valparaiso, arrived July 13, loading lumber at Moodyville mills for Valparaiso.

Br. ship City of Quebec, 708 tons, Capt. Carnegie, loading lumber for Adelaide. British bark Nineveh, 1,174 tons, Capt. Broadfoot, arrived August 5, loading lumber for Sydney.

NANAIMO.

EAST WELLINGTON SHIPPING.

Am. bark Theobald, 932 tons, Capt. Killman.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	5,000
Vancouver	5	5,480
Nanaimo	1	932
Total	10	11,412

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending August 6:-

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
1.	Mogul, str., Port Townsend	40
4.	Eclipse, ship, San Francisco	2,505
4.	Sea King, bark, San Francisco	2,436
4.	Wanderer, str., Port Townsend	51
Total		5,032

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS	MASTER.	SAILKD.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ss	Bushmills	1188	Venning	April 13	H Liverpool	B. C. ports	Baker Bros. & Co. (ld), R. Ward & Co. (ld)	118
Br bark	Fernbank	1350	Boyd	April 21	A Glasgow	Vancouver	Bell-Irving & Paterson	105
Br bark	Chill	678	McKenzie	May 27	E London	Victoria	Turner, Beeton & Co.	74
Chil. bark	Eritrea	1060	Serra		P. Lobu	Moodyville	R. P. Rithet & Co., Ltd.	
Br bark	Rivor Ganges	642	Budgo	July 27	F Rio de Janeiro	Victoria	Findlay, Durham & Brodie	13
Br bark	The Frederick	812	Simpson		C Talcahuano	Victoria	Robert Ward & Co., Ltd.	
Br bark	Fingal	2185	Fulmore	July 26	J. Kobo	Vancouver	C. P. S. S. Co.	14
Br ss	Empress of Japan	3003	Leo	July 30	K Hong Kong	Vancouver	C. P. S. S. Co.	10
Br bark	Assel	795	Gilmour		L London	Victoria	R. P. Rithet & Co., Ltd.	
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver		33
Br. SS.	Victoria (ex Parthia)	2035	Dowell	July 7	B Glasgow	Victoria	R. P. Rithet & Co., Ltd.	33
Br bark	Glengarry	1057	Davidson		M Talcahuano	New Westm.	Bell-Irving & Paterson	
Br ss	Phra Ning	1057	Walton		G Hong Kong	Victoria	R. P. Rithet & Co., Ltd.	
Br bark	Thermopylae	918	Winchester		O Hong Kong	Victoria	Victorrig Rice Mills	
Am schr.	Robert Searis	570	Piltz	July 19	L San Diego	Vancouver		21
Br. SS.	Mary Low	813	Robertson		L Liverpool	Victoria	R. P. Rithet & Co., Ltd.	
Br bark	Empress of China	3003	Archibald		D Hong Kong	Vancouver	C. P. S. S. Co.	

P—To load lumber for Valparaiso on owners' account. A—Spoken May 20, lat. 3 N., long. 25 W. Chartered to load wheat at Tacoma or U. K. E—Passed Deal May 29, spoken July 2, lat. 3' N., long. 21' W., chartered for salmon to London. F—Chartered for salmon to London at 37s 6d. To arrive in September. H—June 7, sailed from Coronel. Arrived at Corinto prior to July 12. B—Via Suez Canal. To sail from Hong Kong about Aug. 20 and Yokohama Aug. 30. C—Salmon to London at 35s, Sept-Oct. loading. N—July 9 passed Dover. J—Cargo of 2,860 tons tea and misc. K—Sailed from Yokohama Aug. 8. M—Chartered for salmon to the U. K., Sept.-Oct. loading. G—Via Yokohama. L—Chartered for lumber to Port Pirio at 41s 3d. O—Cargo of rice paddy, due to arrive in October. D—To sail Aug 30. Via Yokohama Aug. 29.

MANIFEST.

British ship Ben Nevis, 1,100 tons, Capt. Gliddell, for Vancouver, C. Gardiner, Johnson & Co. consignees:—

The manifest and consignees for Victoria and Westminster appeared in THE COMMERCIAL JOURNAL of June 14.

14 csks composition, 2 drums do, Union Steamship Co; 50 cs whiskey, A. B. Gray & Co; 18 csks color, 1 csk do, 4 csks red lead, 29 csks color, 1 csk pumice stone, 1 csk chalk, 3 kegs red lead, 8 sheets lead, order; 18 csks color, 1 csk red lead, Tye & Co; 2 csks red lead, 7 csks color, 1 sheet lead, 1 csk lead pipes, order; 2 puncheons rum, 5 qr csks whiskey, 20 cs do, Holmes & Grace; 1 csk whiskey, 5 qr csks do, 20 cs do, Holmes & Grace; 50 cs whiskey, Capt W Webster; 83 bales rope, 58 bales do, 55 pkgs paints and dry colors, 2 bbls calzo oil, 13 bbls linseed oil, 38 kgs dry colors, 95 bls oakum, 8 bales life belts, 6 coils galvd iron wire rope, 2 coils steel wire rope, 41 kegs wire nails, 275 bars and 40 bdls iron, 81 bales iron, 3 bales Cork fenders, 3 bales do, G A Fraser & Co; 338 bdls and 225 w iron tubes, 12 csks sheet zinc, 40 ingots tin, 20 pigs lead, 15 cs galvd sheet iron, 100 bxs torne plates, 9 bdls sheet iron, order; 2 csks antimony, order; 1966 csks cement, H Abbott, C P R Co; 265 cs window glass, Thos Dunn & Co; 20 bdls tubes, 1 cs ingot tin, 5 pigs lead, Thos Robertson & Co; 1053 C I pipes, 790 C I connections, 4 sheets and 5 pgs lead, 1 cs ingot tin, 10 bdls tubes.

COAL AT SAN FRANCISCO.

In reference to the San Francisco coal trade, the following appears in J. W. Harrison's latest circular: "The receipts of

coal for the past week consist of 28,935 tons from the coast mines, and 3,505 tons from foreign sources. Our imports during the week have been large, but very little of the coal received has gone into the yards, the major portion having been delivered direct to customers in fulfillment of contracts. There is no positive change in quotations, but the market is stronger in feeling, and business shows quite an increase in volume. Cargoes can now find ready buyers at prices which importers were soliciting purchasers at, early this month. Although domestic consumption at this time of the year is always light, nevertheless the wholesale dealers report liberal sales; the present low prices induce customers to purchase freely, as they are fully aware of the fact that there must be a marked improvement in values before the end of the year. Inward foreign coal freights were never before known to have remained at the figures now ruling for such a length of time as at present."

Daniel Hunter, of Toronto, late of Ingles & Hunter, has purchased the Vancouver business of the John Doty Engine Co. estate, comprising a stock of engineers' and mill supplies. Mr. O. P. St. John continues as manager.

Julius Frazell Galbraith, general merchant at Cloverdale, Westminster district, has assigned to Wm. Skene, of Vancouver. The assets are valued at \$5,503.45. Liabilities \$3,056.04, unsecured; Bank of Montreal, \$1,025, secured by mortgage on real estate. The estate shows a surplus of \$1,547, and an extension will probably be granted at two, four, six and nine months from August 10.

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