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The Canadian Manufacturer.

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paid. The artisan classes are likewise in demand and good wages paid.

New mercantile establishments are being opened daily in all parts of the city, and sawmills, shingle factories, sugar refineries and all other industrial establishments are running to their full capacity.

Shipping from this port to San Francisco is increasing to enormous proportions. Steamers, arriving and departing every five days, are now unable to handle the business offering.

The wholesale business is increasing and a number of houses are enlarging their stocks, as trade imperatively demands.

The eight chartered banks here report business to be satisfactory. The weekly clearances now approximate \$1,250,000, ranking next to Winnipeg and by several thousand over any other western city. Money for legitimate business is abundant, at reasonable rates of interest.

OPENINGS FOR MANUFACTURERS IN BRITISH COLUMBIA.

A Vancouver correspondent of The British Trade Journal writes as follows:

As a British resident in a British Colony, I am desirous of seeing that the trade of Canada and especially of British Columbia shall be directed and conducted through British and Canadian manufacturers as far as possible. I enclose the Report of the United States Consul here to his Government at Washington on the opportunities for trade with British Columbia, and, from it, you will see that every United States Consul in every British Colony is practically an agent to push the trade of United States manufacturers. You will notice that he recommends a mercantile office here "to show samples and take orders for shipment," "also to send out travelling salesmen to do the same." You will note the long list of our possible imports. British manufacturers have no Consular agents in any British Colony, no combinations or showrooms to take orders or show goods, and evince no readiness to do business here.

In all parts of Canada there are openings for the establishment of branch factories in connection with established factories in Great Britain, and nowhere are there greater openings than in British Columbia for factories producing iron and steel, and all products therefrom, smelting and refinery, like Vivian's at Swansea, wood pulp for paper and other innumerable uses; coal (and all its products), of which the United States Government took all its supplies for Manila via Honolulu. Iron and steel factories should lead to iron shipbuilding, and there should be a large trade done here, as we have the growing trade of the Pacific Ocean to supply, and coal and iron here to cheapen the cost. So too with steel rails, which are now brought by the Canadian Pacific Railway from Carnegie's. The armour plates for the United States ironclad, which rounded Cape Horn for the Spanish war, were made at San Francisco from British Columbia iron from Texada Island. Steamers are now carrying 5,000 tons of coal each to San Francisco every trip.

It is not in your power to compete with the developed factories of the United States in many things, as they make duty free goods, but you can recover your lost ground by branch factories to utilize the varied resources of British Columbia, whether mineral, or agricultural, and so provide new openings under the British Flag for your surplus capital, manufacturers and skilled workmen, with security to all.



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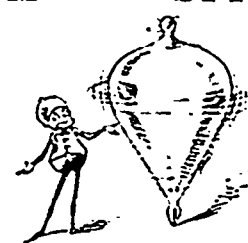
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