

British Columbia.

R. P. Edwards & Son have opened a general store at Nanaimo.

Mason & Eligh, dairymen, Vancouver, B. C., have dissolved partnership.

Application has been made to wind up the affairs of the Peoples' Steam Navigation Co., of Victoria.

The Victoria *Colonist* indulges in a tirade of abuse at the Vancouver P. O. officials for inefficient service.

The following were elected directors of the Nanaimo Courier Printing and Publishing Company: Arthur Bullock, J. Hilbert, Dr. E. A. Præger, J. H. Pleace and J. E. R. Tagart.

Two new canning companies are going up on the Naas, one by Findlay, Durham & Brodie and the other by the Cascade company at Echo Cove. The machinery, tin and entire outfit was taken up on the Princess Louise some time ago.

J. W. Stein, of Brownsville, is about to set out one of the largest fruit orchards in British Columbia. He purchased from Mr. J. L. Walworth \$1,000 worth of fruit trees, which will be set out this fall. This sale of trees is considered the largest ever made in the province.

Thirty-five barrels of sealskins in pickle, were shipped over the C. P. R. via Montreal, consigned to London, England. It is certain that the importance of this trade impresses itself upon those of our merchants who are engaged in the skin and fur business, these importations to England and other countries from this province will assume very large proportions.—*World*.

The Nanaimo Fire Company have no horses and to procure the same for service at a fire the following novel method is employed: "A premium of five dollars to the owner of the first span of horses arriving at the engine and hauling the same to the nearest tank or well in the vicinity of the fire. The company do not bind themselves to pay the premium in case of false alarms."

The *World* reports being shown a fine specimen of gold quartz taken from a ledge not far from Vancouver. The precious metal is plainly discernable all through the piece. Every one seems interested in gold mining and prospecting, more or less, just at present, and this item may have the effect of sending many more prospecting the district contiguous to that city.

The journeymen plumbers and tanners of Vancouver struck recently for shorter hours. They have heretofore been working ten hours per day and making from \$3.50 to \$4 per day. They have decided that nine hours are long enough to work, and, the employers aver, they want the same remuneration as for the ten hours work. The employers refused to come to time and a strike was declared. There are between 20 and 30 men out.

It is a fine country that has not some drawbacks. The following is taken from a B. C. exchange: "Under the new municipalities act the city council has the power to pass a by-law enforcing the destruction of caterpillars within

the city limits. The caterpillar gives promise of being as bad as usual this year, and it would be well for the council to enforce the destruction of these insects for the protection of the many people who are troubled with careless neighbors."

An enquiry in the British House of Commons in reference to the defence to be constructed at Esquimalt, elicited the following: The Dominion Government find it difficult and expensive to provide a garrison and the Imperial Government has, therefore, decided to provide a Royal Marine artillery garrison under command of three officers at an annual maintenance charge of \$7,000 to the Dominion Government. The men and officers left for Esquimalt some time ago, excepting the submarine miners who have not yet completed their drill. Armaments are now on the way.

Under the new fisheries law, by which only 450 boats are allowed on the Fraser River, the allotment to canneries has been made as follows: Ewen's cannery, 31; Delta Canning Co., 24; Wadham's cannery, 24; Laidlaw & Co., 24; B. Young, 24; Wellington Packington Co., 24; Phoenix cannery, 23; Harlock & Co., 20; Richmond Canning Co., 20; Bon Accorde Canning Co., 22; Beaver cannery, 18; Sea Island Canning Co., 18; Camanche Pass Canning Co., 18; Fraser River Fishery, 20. One hundred boats have been allowed to outside fishermen, and of this number 44 have been licensed.—*Columbian*.

The rivalry between the O. R. & N. Co. and the West Seattle Ferry Co. over the occupancy of a slip adjoining the latter's wharf, came very near culminating in a serious accident recently. The ferry boat City of Seattle left the slip on her trip to West Seattle, when the steamer Emma Hayward, according to the account, deliberately attempted to head her off and cross right in front of her. The master of the ferry boat, seeing that a collision was inevitable, backed his engines at full speed, but the momentum of the vessel was so great that she kept right ahead and crashed into the Hayward, carrying away about forty feet of her side between decks, and causing damage to the amount of \$500. The excitement among the passengers was intense, but fortunately no one was injured. An investigation is to be held.—*Colonist*.

The bond to be given by C. M. Sheafe & Co. to the city of New Westminster, as a guarantee that the railway between that city and Whatcom will be operated and maintained forever has been satisfactorily arranged and agreed to by Mr. I. B. Fisher, of the Bank of British Columbia. The Southern railway Company and the Bellingham Bay Railway and Navigation Company have been agreed on as sureties for the \$300,000 bond, which is to be given on completion of the road and is to be perpetual. The half million dollars will cover the operation and maintenance of 48 miles of road, which when built and equipped will cost \$1,500,000. The bond of the companies was taken in preference to that of an individual, on the ground that an individual may die or become insolvent, rendering the bond worthless, while sound corporations are on the whole more substantial security. The change in the personnel of the bond has given general satisfaction to all concerned.—*Columbian*.

General Notes.

Canadian fisheries were unprofitable last year. The cod, herring, salmon and lobster all show a falling off.

The Dominion Commercial Travellers' Association propose to start a superannuation fund for aged travellers. It will start off with \$10,000 cash and a subscription of \$5 from each member. The weekly allowance of \$8 to be made to the disabled or aged.

A shoe manufacturer of Portland, Maine, being asked to assist in providing bread for the suffering poor, said he would contribute to the extent of 100 sacks of flour and 100 bushels of meal, one sack of flour and one bushel of meal to be given to each man in Portland who neither kept a dog, drank rum, nor used tobacco, and was in need of bread. According to the local papers the first man had not appeared to claim the gift.—*Manufacturer*.

The four-masted British clipper-ship Reliance arrived at Queenstown last week from San Francisco, having made the passage in the remarkable short time of 86 days. Her cargo—consisting of wheat—is one of the largest, if not the largest, ever carried in a sailing ship, and the number of bushels 143,850. Fifty-one other ships left the Pacific coast for Europe previous to the sailing of the Reliance but none of these have yet arrived. Their cargoes of wheat and flour are equivalent to about 4,000,000 bushels.

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