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British Columbia Paragraphs.

[The following items for our British Columbia department, were crowded out last week.]

The Vancouver business of the legal firm of Drake, Jackson & Helncken has been taken over entire by the firm of Davis & Marshall. E. P. Davis is a former resident of Calgary. His associate, D. G. Marshall, is from Hamilton, Ont.

Young & Dennis have become proprietors of the Palace livery and sale stables. Mr. Young is a member of the dry goods firm of Cope & Young and Mr. Dennis is from Jarvis, Ontario. It is the intention of the firm to import at intervals and keep on hand for sale well bred horses.

Geo. Mathews, pork packer, is giving up business in Vancouver and is going back to Peterboro. The firm of Matthew Bros. are going largely into the export trade, and will concentrate their efforts in that direction. Mr. Mathews built up a good business in this Province and was well liked among the dealers.

The following have successfully passed their examination for admission to the bar of this province: C. H. Barber, as barrister and solicitor, with Yates & Jay, Victoria; J. L. Reed, New Westminster, as barrister; J. B. C. Herry, solicitor, New Westminster; as barrister; R. McBride, New Westminster, as barrister and solicitor.

The first stamp mill ever imported into the lower Okanagan country, and which is now working the ores of the famous Black Bear and War Eagle claims at Loomiston, has dispelled the illusion that the ore in the Okanagan gold belt is not of a free milling nature. More sales of mining properties have been closed during the last 60 days than ever before in the history of the lower country.

The last Census bulletin issued shows that the output of manufactured products *per capita* of Westminster City, which in 1881 was \$584 (the largest in Canada,) in 1891 was only \$212, arising from the large increase in population, who are chiefly concerned in trade and shipping business. The output in Victoria increased from \$216 in 1881 to \$261 in 1891. Vancouver, which had no existence till five years after the earlier period, shows the largest output of any in 1891.

The case in the British courts at Victoria, involving a one twenty-sixth interest in the Kootenay Bonanza mine, was decided on the 5th instant in favor of James Durkin, who purchased the interest in question from J. C. Cobough. It is reported the suit was brought to determine the rights of all parties in the property, and the termination has resulted satisfactorily to all concerned. There is no ill feeling among the parties, as may have been supposed. Rumor has it that Durkin gave a

suit claim to the Kootenay Bonanza company in consideration of \$25,000.

The preliminary arrangement between the directors of the Canadian Western Railway company and Frank Bateman, trustee for the construction company, was executed on Tuesday night at Victoria. It was signed by Messrs. R. P. Rithet, Thomas Earle, M.P., E. G. Prior, M.P., and Frank Barnard, M.P., for the railway company. By the agreement Mr. Bateman undertakes to deposit \$50,000 with the Government, as a guarantee for the expenditure of that amount during the first year, and also to form a construction company to build and construct the road. Before going home Mr. Bateman, with a party of Victorians, will take a trip to Butte Inlet.

H. F. Davis, fur trader, has just returned from the Peace River country. In an interview he said: "Mining is rather slow just now. A number of placer claims are being worked in the various small streams, but, as yet, no very rich deposits have been discovered, and the returns are generally small, though it is probable that, if machinery could be gotten into the country, much of the ground now idle could be worked with profit. But transportation is very difficult, and the inducements are scarcely sufficient to lead any one to attempt to put in a modern plant. Hunting and trapping are as yet the only industries that amount to much. Those are carried on principally by the Indians, and are on a steady increase. I brought my furs by pack train to Quesnelle. They will come down by way of the Cariboo road, and I expect them in a few days. Take it altogether, I have done a fairly good season's business, and have nothing to complain of.

COAL—J. W. Harrison writes as follows in reference to the San Francisco coal market. "Although the latest mail advices from Australia reported only three vessels loading and very few engagements being made for later loading, our market has shown no improvement either as to tone or values. Stocks on hand in the yards are still excessive. The latest cables from Australia report some charters for this port, which show an advance of 9d per ton on coal rates, and tonnage is said to be very scarce even at the advance. This stiffening of freights, combined with the fact that nearly every cargo now en route from Great Britain and Australia has passed out of first hands, should help quotations in the near future. We are now fully assured that the lowest prices have been reached, and it will be a long time before some of the purchases recently made can be duplicated. This is the general opinion now expressed by those well posted in the coal trade." Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

Dried Fruits in California.

The San Francisco *Grocer and Country Merchant* in reviewing the situation of the trade in dried fruits says: "The indications are that the experience of 1890 will be repeated this year in the market for fresh and dried fruits and that prices, particularly for the latter, will reach figures that will greatly decrease the demand from consumers in the east, where the great bulk of these goods is sold. In their desire to obtain large profits, producers are advancing prices to an extent which seems quite unwarranted by the situation. While short crops of nearly all kinds of fruit in the eastern State is a legitimate basis for considerably higher prices than those of last year it does not seem to warrant figures for fruit which many producers are disposed to exact. Dried fruit, such as apricots and peaches, are regarded by a large class of consumers in the east as a luxury only to be indulged in when prices are reasonable. The former article has advanced in this market some 3c per pound during the past fifteen days, and many driers, it is said, refuse to meet the market even at current quotations, say 12½c per pound. At this date last year the same goods were selling here at 8½c per pound. When apricots bought at present quotations reach the retail buyer their price will be increased to some 20c per pound; a price which will in many cases cause him to look upon the grocer's barrel of dried apples with a good deal of interest. The same state of things exist in regard to prunes, which are approaching figures, which if maintained will lead to heavy foreign importations, the crop of this fruit in France this year being abundant. Merchants or producers, it is to be expected, will strive to obtain full value for the articles in which they deal, but those of shrewdness and experience find that the policy of meeting the market usually wins.

Canadian Progress.

The industrial progress of Canada during the past decade has been very marked, the amount of capital invested and the number of men employed having increased enormously. The number of factories has increased to 70,929, being 52 per cent. in excess of those in existence in 1881. The number of employes at the same time has risen to 352,661, or 44 per cent. more than in 1881. The eastern maritime provinces are those which have shown the most activity, but in proportion to its population British Columbia holds first place. The total capital now engaged in manufacturing establishments is put down at \$80,803,346 and the number of steam engines, exclusive of those in mines, ships, and on farms, at 9873. This showing is most creditable and one which Canadians may well exhibit with feelings of legitimate pride.—*Calcutta Journal of Commerce*.