

VICTORIA PRESERVE FACTORY, ROCK BAY BRIDGE.

The Following JAMS are Manufactured by us :

Green Gage,
Apricot Marmalade,

Magnum Bonum,
Apple Marmalade,

Orange Marmalade,
Etc., Etc.

Nothing but PURE Granulated Sugar is used in the manufacture of these Goods.

OKELL & MORRIS

Desire to Return Thanks to the Ladies of Victoria
for the universal expressions of Praise and Good-will
for Their Goods.

FASHION NOTES.

American glove manufacturers have been well employed during the past year. The demand has been best for light weight gloves, for men's wear as well as for women's. Americans now seem to go in more for appearance than for comfort, and it is to be feared that the same weakness affects the present generation on this side of the line.

Regarding new dress materials in Paris, the correspondent of the *Draper's Record* says: Horsecloth is worn very thick and soft, with very wide raised stripes; and there is a new make of it called *pelisse cote de cheval*, which is as light in the hand as it is rough in appearance. Amazon cloth is used to make dressy woolen toilettes; these are to be seen at the Bon Marche and Louvre, the skirts trimmed with velvet or fur bands. I have seen a dark beige cloth dress, with a band of brown velvet round, scalloped out, and between each scallop a *motif of passementerie* with steel drops, and silk beige and brown olives fall on a second band of moquette cloth worked at the edges in fine silk embroidery. Fancy velvets and plush corduroys are used in combination with woolen materials. Scroll patterns are a marked feature in the fancy velvets; the pattern is nearly always black on a light

ground. Many of the black grounds are shot with the color employed in the brocades. Stripes are now introduced into plain silk or wool; these are generally used for *panneaux* to form an under or side skirt, and as a trimming for the bodice.

MR. JAMES PUNCH, M. P. P., and M. F. G. Strickland, of New Westminster, are, it is understood, considering the prospects of a woollen mill, which they contemplate establishing in Victoria. The products of the Westminster mill have always commanded a market, and so it is certain would those of one established in Victoria, the majority of whose people would rather support a native industry than send their money out of the country, provided other things are fairly equal.

It would appear that at length the Dominion Government has deliberately determined to make the Atlantic postal service equal to the requirements of the times. It has, it is announced, decided to invite tenders for a fast line of steamers to England. The service is to average 19 to 20 knots an hour from port to port. Southampton will be the place of call in England; Quebec in winter and Halifax in winter on this side. The vessels will not be of less size than 6,500 tons, with modern equipments.

own vessels for the transport of their product; but they must remember that where what are termed the laws of nations do not prevail the law of the country is paramount. The San Pedro was wrecked in British Columbia (Canadian) waters. As is the case in the United States, the fiscal policy of the Dominion is that of protection, and, as far as it is possible for us to see, there is not the slightest ground for making any exception to the operation of the law in this case. The McKinley tariff and all the special enactments regulating transportation both by land and water were specially designed to place foreigners at the greatest disadvantage, and as far as Canada is concerned, some have said to drive us into the American Union. In this particular our policy is their own—though we are not looking to Washington—let them abide by its consequences. As the point has been expressed, "we'll hae oor ain fish guts for oor ain sea maws." Ours is "a national policy." While it is on the statute book, let us live up to it or have it repealed. Some of its features American unfriendliness, if not hostility, forced us to adopt.—*British Columbia Commercial Journal*.

Muir & Boyd, manufacturers' agents, have opened a branch office on Hastings street, Vancouver, with Mr. Muir in charge.

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