

### British Columbia.

R. Grant, general store, Victoria, has sold out.

Holman & Perry, hotel, Victoria, have sold out.

Misses Miller have opened a fancy and art store at Vancouver.

There is some talk of forming a board of trade at Vancouver.

W F Wood & Co., boots and shoes and furnishings, Victoria, have moved to Vancouver.

The plant for the electric light system at Vancouver, has arrived, and will be immediately placed in position.

Geo. H. Grant & Co., boots and shoes, New Westminster, have changed style of firm to Grant & McClure.

Decker & Smith have bought out the Empire saloon business at Victoria. Decker was formerly manager of the Empire brewery.

The Government of the Province has offered a large bonus for a smelter to be erected in the Donald district. With a smelter at Golden or Donald much ore would be carried on barges from the Columbia Lake.

The Royal City Planing Mills Co., of Vancouver, are sending to Yokohama via the Abyssinia samples of their windows, sashes, doors, blinds and lumber. This is an industry that can probably be made a larger item of export to Japan, and it is to be hoped the samples will do good work and be the means of opening up a large trade between the two countries.

The following from the *Victoria Standard* shows the feeling existing at that place against the C.P.R. "In a previous issue we stated that the C.P.R. trans pacific steamships would give Victoria the go by, and so it happened, when the Abyssinia passed here on her way to Vancouver. It is now evident that there is no intention on the part of the C.P.R. to do any good for this city, but will endeavor to get all they can out of it. Such being the case we would advise our citizens to commence a boycott at once and turn their trade into the Northern Pacific road. That company no doubt would be only too glad to do the business of Victoria at moderate rates."

### Encourage Home Manufacture.

The way to help a town along in dull times is to patronize all its home industries. A great many people deny credit to any article if it is not imported. They are willing to pay freight on an inferior class of goods manufactured abroad when they have much superior goods made right in their own town at a less cost. They assume that all men from a distance who call on them are deserving if they can talk glibly, and they tramp over the interests of their hard working and deserving fellow townsmen. That such is the case in Medicine Hat in certain lines we are compelled to admit, and the class we refer to would do well to study the interests of the town more by circulating their money in their own town when possible. If they do so we can assure them that it will prove a paying investment, and rely upon it that by helping the town you are helping yourselves. We trust that our citizens will give this matter

their serious consideration, as every dollar unnecessarily sent out of a town makes it that amount poorer.—*Medicine Hat Times*.

### Endorsing.

Doubtless the average man, when asked to endorse a note for a relative, a neighbor or a friend, does not adequately consider the risk he runs in so doing. Oftentimes he agrees, thoughtlessly, to do what is asked of him; sometimes he does so with apprehension, but "hates to refuse" because refusal would be deemed unfriendly. Better lose a "friend," so-called, one would think, than at his request, suffer the loss of all one's earthly goods, as we have known people do, through good-natured acquiescence in responsibility for a foolish transaction.

If every trader were honestly intentioned and capable as a business man, indorsers for such persons would still take the risk of unforeseen disaster, which often overtakes the best of men. But by indorsing without security, a fond friend or a good-natured acquaintance takes the risk against incapacity and against dishonesty as well as against misfortune. If the man whose surety he becomes turn out a wolf in sheep's clothing, or if he turn out an unbusinesslike fool, the indorser may get sympathy, but he loses his substance all the same.—*Monetary Times*.

### Beneficial Effects of the Law.

The beneficial effect of the interstate commerce enactment upon railroad earnings continues to confound the prognostications of those who had predicted disaster to the entire railroad system, as the result of the action of the law. It now appears that the only grumblers are those who formerly benefited in some manner from operations that are not now permitted. Those who had special rebates on their freight those who secured free passes, those who were able to secure cut rates below others in the same business and those who waxed fat on illegal commissions are the ones who still stigmatize the act as an error. Figures, as a usual thing, do not lie, and they show that the phenomenal increase of earnings reported throughout April have been continued in the first week of May, and bid fair to be continued in increasing proportions as the season progresses. A large quantity of "favored" freight was pushed forward before 1st of April, so that the consumers of such goods are only now commencing to need renewals of their stock; consequently the railroads have not as yet experienced the benefits to be derived from the transportation of their normal trade. The traffic throughout the summer bids fair to be more than normal, because the construction of an immense new mileage throughout the west and northwest will involve the transportation of great quantities of supplies.—*Philadelphia Record*.

During a discussion on the tariff resolution in Parliament Mr. Watson urged that longer time should be given to Manitoba merchants than the 30th of June for the importation of goods, as they were further from the seaboard, but this was promptly refused by Sir Charles Tupper, who stated that similar representations from the Maritime provinces had been refused,

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