

British Columbia.

Messrs. Teetzel are opening a drug shop at D'nahl.

E. Marsder Bros, have opened a livery at Victoria.

Donald McAllister, contractor, Vancouver, is dead.

J. C. Leask, tailor, Victoria, has sold out to Geo. R. Jackson.

F. A. Bocklofsky, hotel, etc., Vancouver; sheriff in possession.

R. Watkins, hotelkeeper, Nanaimo, contemplates selling out.

G. S. McConnell, wholesale dry goods, etc., Vancouver, has opened.

J. Meldram, hotelkeeper, Victoria, has sold out to Brown & Griffiths.

J. H. Wood, of Victoria, has sold his livery business to Thos. Liddell.

Vancouver Shipbuilding and Trading Co., Vancouver, has been organized.

S. Gordon has bought out the wholesale liquor business of Mizoni & Co., Vancouver.

Adams & Lawrence, soda water, etc., Nanaimo, contemplate going into the hotel business.

T. H. Woodworth & Co., fuel dealers, Victoria, have dissolved partnership; G. T. Roundsfell retiring.

Newton & Meyer, harnessmakers, New Westminster, have dissolved partnership. E. J. Newton will carry on the business.

Hobson & Co. contemplate building a new cannery on River Inlet, near Vancouver, and to have it ready for operation next season.

The stock of the estate of John Murray, of Spence's Bridge, and also the real estate of same is to be sold by tender on the 15th December.

D. Simpson, manager of the Bank of British North America, has left for England. T. Godfrey, late of the Montreal office is said to succeed him.

A new townsite is being put on the market, that of Queenstown, situated on Winter Harbor, Quatsino Sound, said to be the nearest place to China on the American continent.

Quite a large amount of shipbuilding is being contracted for to engage in the sealing industries for the next season. Evidently the last catch has been a profitable one for British Columbians.

It is understood that H. F. Keefer & Co. have not agreed to do the grading from the 130 station to Nelson, but will at once begin clearing of right-of-way. The railway people want the road built to Nelson this winter, but are unwilling to pay the price asked by Keefer. The work can be done during winter, as it is nearly all rock work. As an indication that the railway company means business, the store department at Sproat has been ordered to lay in winter supplies for 450 men. The bridge men do not expect to finish up the bridge work much before February, and warehouses and docks are then to be built at Nelson. This work will take the full force until spring. The end of the track is about four miles from the crossing of the Kootenay, or nine miles from Nelson.—*Miner*.

Information from Victoria of the full returns of the sealing catch for the season of 1890 show that the Victoria schooners, twenty nine in number, including two owned and sailed by

Indians, captured more seals along the coast than in Behring sea. The exact figures for the coast catch are 21,382 skins, and for Behring sea, 18,165 skins, a total of 42,547 skins. Five schooners flying the American flag disposed of their catch there, as follows: Coast, 73; Behring sea, 2,989; total, 3,043. A German schooner, which also entered at the close of the season, reported 220 for coast and 431 for Behring sea, a total of 651. The grand total of seal-skins from all sources received at Victoria this year is therefore 46,211.

The fleet next year will comprise about thirty-five vessels, claiming Victoria as their headquarters. Four new sealing schooners have been purchased in the eastern provinces for the Victoria fleet, and will start almost together for this port. They are the Geneva, Maud S, Umbria and Annie E. Paner. The Geneva and Umbria have already sailed, and their two companions are ready. A long and interesting race around is expected, as each of the four is well captained and manned.

Grain and Milling.

Kratz & Grant, from Salem, Oregon, propose erecting a flouring mill at Vancouver, and go in principally for export business.

Geo. Monilawa offers to take stock to the amount of \$1,000 in a flour and oatmeal mill to be erected in Calgary, if the farmers and citizens of Calgary and district subscribe \$9,000. Should this offer be accepted it is guaranteed that by the time the next crop is harvested the mill will be in full working order.

J. W. Cochrane, of the firm of Cochrane & Manson, millers, Crystal City, was in town last week. He reports grain matters in that district of not the most gratifying nature, although the backward state of the threshing has materially added to the sample of grain; stacks drying out thoroughly by the fine weather prevailing lately.

It is said that Ivan Nikolaevitch Zytkoff of St. Petersburg has discovered a method of baking rye bread directly from the grain without requiring the latter to be ground into flour first. By this new method, says *Syn Oletches* 17a, a St. Petersburg daily, the grain is washed only to clean it from dust, and immediately afterward it is turned into dough and baked in the usual manner. Those who have tasted this bread say that it cannot be distinguished from the bread made of flour. Samples of the new kind of bread have been sent to the Ministry of War and to the Imperial Technical Commission, and a patent for the method of baking has been applied for.—*Ex*.

On the 20th November a start was made with the new flouring mill in Victoria, constructed by the Victoria Milling Company. The mill has a capacity of 250 barrels a day, is supplied with steam power, and is fitted up with the best modern milling appliances. Since commencing operations the mill is said to give entire satisfaction to its owners and constructors. With the mill in operation, and a duty of 75c a barrel on imported flour, it will be impossible for Oregon and California millers to find a profitable market in British Columbia. Any imported flour wanted there beyond local products, is more likely to be of the quality produced from hard wheat, and Manitoba and the Northwest Territories are in the best position to supply that. With the stimulus to

wheat production this mill will give, British Columbia should produce enough of the soft varieties of wheat and flour of that stamp to supply the home demand, and if other projected mills are built there, the province will soon take a place as a flour exporting country.

Cattle Losses on Export to England.

Advices by cable report very serious losses of cattle in transit to Great Britain recently. A serious loss of cattle on board the steamers Linda and Straits of Magellan occurred on their last trips, but more serious disasters are now reported. The worst in many years is that of the Serica, from Montreal to Dundee, whose cargo of 638 head of cattle is a total loss. They were shipped by Mr. James Alkin, of Port Hope, and were only partially insured. The steamer Circo arrived at Glasgow with a loss of 200 head. The shippers on this boat were W. Bickerdike, A. McIntosh, J. J. Ryan, Joseph Clegg, Mr. Reid, and Mr. Atkins, of Port Hope. The steamers not yet reported are the Florence, Grusbrook, Norse King, Concordia, Lake Winnipeg and Grecian. All these vessels have probably experienced very tempestuous weather, and if so, further losses are likely to be reported. Coming at the close of an unremunerative season these losses become very serious. Up to the present cattle losses have been so slight that shippers have not insured to the full extent and will have to stand much of the loss themselves. So far as reported the cattle lost have been placed on the upper deck with only a weak scantling protection, which the first heavy wave that tumbles aboard washes away like so much straw, and with it go the cattle overboard; once overboard there is no such thing as a rescue. So far as we know, there is not a single boat engaged in the Canadian cattle export trade that was built expressly for that purpose. They are doubtless good, strong substantial vessels, but built as general cargo boats they lack many conveniences and safeguards that boats specially designed for the cattle trade would possess. No experience or foresight can guard against absolute loss of cattle during a ten day's or two week's voyage across the stormy Atlantic, and for that reason the export trade will always be risky and uncontrollable. There is much to be done yet on the part of ship owners to reduce loss to shippers to a minimum and they cannot set about doing it too soon. Better facilities for loading and better protection for live stock when aboard are primary necessities. The shipper's own interest in his cattle is guarantee that he will look carefully after their comfort when once aboard, but he can hardly be expected to build the boats and stalls that they are to occupy. With the high freights that have been paid this season steamship companies might do a little more for the shipper than they have done.—*Great Trade Journal*.

The crop report of the Manitoba Department of Agriculture on the crop of 1890 has just been issued. The following is stated to be the total product of the crops: Wheat, acres 746,039, bushels 14,665,769; oats, acres 235,534, bushels 9,513,433; barley, acres 66,035, bushels 2,069,415. The average yield of wheat from two hundred and twenty-two districts was 20.1 bushels to the acre, but the quality of the crop is not A 1. Flax did not turn out satisfactory. Root crops were very prolific, and a rough estimate of that of potatoes places the total product at 2,540,820 bushels, a yield of 235 bushels to the acre. Hay has been put up in large quantity but has deteriorated greatly by the late falls rains.