

## British Columbia.

Thos. Spicer, grocer, Victoria, is dead.

A fruit and general store has been opened at Vancouver by James Peake.

P. F. Richardson, commission agent, Victoria, has admitted J. E. Church into partnership.

R. Atwood & Co., druggists, Victoria, have dissolved partnership. R. Atwood retires and John Vague, jr. will continue the business.

W. E. Slater, manager of Dun, Wiman & Co.'s agency at Victoria, has been transferred to Seattle. He will be succeeded by E. W. Mathews.

The partnership between A. McDonald and Geo. Rankin, blacksmiths, Kamloops, has been dissolved. McDonald will continue the business.

Victoria has a branch of the Imperial Federation League, which holds occasional meetings, in the interest of the federation of the Empire. The *Guardian* wants a branch established at Westminster.

A. B. Diplock & Co., Vancouver, enter the retail field as importers of English underwear, etc., and on this account have given up the agency of the Citizen's Assurance Company, which has been taken over by Robt. Baker.

The schooner *Sapphire*, Capt. Cox, has arrived at Victoria with 700 seal skins. The *Sapphire* is owned by E. B. Marvin and Capt. Cox. Seals are very scarce, and the captain states none of the schooners outside of Behring Sea will make a good catch this season.

Fader Bros., will open a wholesale grocery business in the Angus block, Vancouver. Although only residents of Vancouver for a few months, these gentlemen have already put in operation a sawmill on False Creek and commenced the building of a steamer for the coasting trade.

The two bonus by-laws of \$75,000 each, to the Westminster and Southern Railway, have been carried at Westminster. One by-law provides for the operation of a railway ferry across the river at Westminster, and the other for the establishment of the railway workshops in Westminster.

The machinery for the Government quartz test works, to be established in Cariboo, has been purchased at San Francisco, and will be forwarded at once, and put in operation this season. The capacity of the works will be about five or six tons per day. This will allow of miners testing the value of ores at a minimum cost.

Shipments of coal for July from the Nanaimo district, were the largest yet attained in the history of coal mining in B. C. Total shipments amounted to 40,158 tons, loaded into 26 vessels. This does not include supplies to the local steamers and home consumption. The value of the exports of coal for the month is placed at \$140,553. In consequence of the activity in mining, the coal towns are going ahead.

Eight by-laws were recently voted upon at Victoria, to raise sums of money, as follows: For sewerage purposes, \$30,000; for water works purposes, \$20,000; for library, (annual charge) \$1,200; for stone retaining wall, James

Bay, \$30,000; for fire department, \$15,000; for park purposes, \$13,000; for cemetery purposes, \$9,000; for additions to city hall, \$8,000. By-laws providing for the first three items named, were carried, and the remaining five were defeated.

A gentleman named Prontiss, from Wisconsin, arrived at Westminster recently, after completing a tour of Oregon, Washington Territory and Vancouver Island for the purpose of finding a suitable location on which to erect a saw mill. It is understood that he favored Westminster, provided he could obtain timber limits in the province.

Donald Truth:—Miners who have just returned from the McMurdo district, 30 miles southeast of Donald, report it the richest and biggest thing in British Columbia. The ledges are well defined between walls of granite and slate, the ore going high in both gold and silver, and is free milling. The district is above the timber line, being about six thousand feet above the sea level, and is in the glacier belt. Snow falls to a considerable depth, and, in fact, a little falls every month in the year.

Westminster will vote on the bonus by-laws to the Westminster Southern railway on Aug. 7th. Two by-laws have been prepared. One by-law provides for borrowing \$75,000 as a bonus for the establishment in the city of a foundry and other works for the manufacturing and repairing of the rolling stock to be used on the road. The other by-law calls for \$75,000 for bonusing an adequate ferry service between the city and the terminus of the railway on the south side of the river, suitable for transferring rolling stock, passengers, freight, etc., the said ferry to be operated adequately for the requirements of the public service. Both by-laws provide for borrowing the money required at 6 per cent., the debentures to be payable in fifty years, and provision being made for the repurchase from time to time by the city of its own debentures. The by-laws state the rateable property of the city, according to the last revised assessment, to be \$862,511. A total annual interest and sinking fund of \$12,000, covering both by-laws is required, and will be raised by a special rate of 14 mills—a little less than 1½ cents—on the dollar. It is expected \$100,000 bonus will be given in the course of a few years, for the construction of a bridge to replace the ferry service.

## Grain and Milling.

Rogers & Mitchell have commenced the erection of a large elevator at Clewwater, Man.

Chalmers Bros. & Bethune intend building an elevator at Pilot Mound, Man., says the *Manitou Mercury*.

*Deloraine Times*: We learn on good authority that application has been made to the C.P.R. for a site on which to build a \$40,000 flouring mill. There can be no question that no better point at which to erect a flouring mill exists in the province than Deloraine.

R. Ironside has let the contract for the erection of his new elevator at Manitou, Man. It is the intention to put in rolls for chopping. The elevator will have a capacity of 40,000

bushels, and will cost about six thousand dollars.

Ground has been laid off at Deloraine, Man., for three elevators proposed to be erected by McMillan, C. A. Young and the Lake of the Woods Milling Company in time to handle this season's crop. There are already two elevators at Deloraine, and these proposed additions speak highly for the importance of the town as a grain centre.

Two new elevators are expected to be built at Cypress River, Man., this season. Evans, of Brandon, and Riley, of Carberry, are asking for the location. As soon as it is ascertained that a station house will be built, Decosse intends starting a general store.

An Indian Head, Assa., report of Aug. 6th says: Mackay, of the experimental farm, began cutting the different varieties of barley to-day. It is well ripened and magnificent samples of that grain are obtained. Several farmers in the near vicinity also started this morning.

Leitch Bros., of Oak Lake, have their new roller flour mill, to replace the one burned last winter completed, and they are again ready for business. The new mill is much larger than the one burned, and is also superior in the excellence of its arrangement and the high class of machinery used.

A Toronto telegram says: At a meeting of the Canadian Oatmeal Millers Association here a resolution was passed to wind up the affairs of the association on August 31st. The reasons given for the association being allowed to collapse were that the number of mills is so large in proportion to the business that it is impossible to hold together any longer. Many members expressed themselves as anxious to have the United States market thrown open to them. A large business could be done with Canadian oatmeal. Millers, as a whole, were anxious to see the half-cent per pound removed from the oatmeal imported into the United States. The failure in the combine will, in all probability, result in a drop of \$1.50 per barrel as soon as the new crop comes in.

Most people suppose that the manufacture of tobacco consists of taking the leaf and pressing it into plugs. The fact is, however, that the process is a very delicate one, and the least false step will injure the flavor. The leaf must be carefully attended to for months after it leaves the planter's hands. It must neither dry too quick nor too slowly. Even after it has reached the factory the utmost delicacy of manipulation is required. The weather must be carefully studied, for if there is too much moisture in the air when it is pressed it will mould, and the same will happen if too much moisture is sprinkled upon it for the purpose of opening the leaf. Again, if it is overdried in the oven it will turn crisp, and nip the tongue in smoking. It is by careful attention to all these points that the "Myrtle Navy" has been brought to such perfection. The firm who manufacture it have their own storehouses in Virginia, and from the time the leaf leaves the planter's hands until it is turned out of the factory months afterwards, in plugs, it is under the care of their skilled and trusted employees.