

four doubtful States, they will elect, with 21 votes to spare; or if they should carry West Virginia, Connecticut and Montana they could lose both New York and Indiana and still win. On the other hand, the Democrats must hold their 170 and carry both New York and Indiana and at least one of the other three doubtful five. New York is absolutely indispensable to Democratic success, and to its 36 must be added at least 17 of the remaining 27 doubtful votes.

The McKinley tariff people are making very much of the outcome of this electoral contest. They point out that at its introduction there were many who declared that it would destroy American commerce, while, on the other hand, it was held to be but the legitimate outcome of the already existing fiscal policy of the nation. In proof of its beneficent effects, it is said that the treasury statement shows an export of merchandise during September amounting to \$82,800,000. Instead of there having been a decrease the statement is held to show a gain, as a contemporary says, "of \$14,000,000 over the exports of the corresponding month of last year. The exports for last September were larger than for any month for the last six years, while, as to the other side of the case, the imports for the same month, there was a decrease, another point gained. Comparison shows an excess of exports for the month of \$21,000,000, and the net result of both movements for the month was over \$28,000,000 in favor of the United States as compared with the corresponding month of last year."

THE NORTHERN PACIFIC R.R.

It will be remembered that, some time since, the attention of the citizens of Victoria was directed to the Northern Pacific Railway as the instrumentality that was the most likely to relieve the city of Victoria and the island of Vancouver of their present isolation and give them the much-needed connections with the mainland and the East which the Canadian Pacific Railway had failed to supply, despite the high expectations that had been formed of the benefits that it was destined to confer. The Canadian all-through route, unfortunately for itself, as it will eventually discover, and to the loss of the country, as has already been experienced, does not appear disposed to make itself equal to the situation, and, in consequence, has allowed business to slip past it via the American roads. It in no way appears to be in an enterprising mood, and there is all the time additional confirmation of the conclusion already arrived at that the people of this community must look elsewhere. Then as concerns what is best known as the Saanich Railway, it very much resembles *Oliver Twist*, inasmuch as it wants more money and more concessions before it will do anything practical. It holds its charter, and seems disposed at any price to hold on to it, even if that be only to choke off other enterprises. Why does it not accomplish something? As concerns the Northern Pacific, Victoria neglected its opportunities. The city, or rather certain interested parties—including the Board of Trade—were in treaty with them; but nothing resulted, and now

we have the following declaration made by Mr. H. G. Davis, who is prominently connected with it:—

"We are not going to build any branch lines in the northwest for a year and a half or such a matter. I think the country is pretty well supplied now. We are doing a local business of \$6,000 a mile monthly, and the value of the product we will haul this year is \$10,000,000 greater than it has ever been. We are shortening the road a little all the time, not so much to make it short as to get new business. We shortened twenty miles not long since in Minnesota and elsewhere, and we will shortly have an important cut-off in the Idaho panhandle south of Lake Pend d'Oreille, where we will connect with the Cœur d'Alene branch from Spokane, and make it a section of the main line. Probably the next branch we build will be the little one of thirty miles from Pend d'Oreille to the Kootenay River."

There is nothing now said about the contemplated connection with Vancouver Island by ferry to Beechy Bay or some other convenient port. Has the opportunity gone by for the present at least? Is there any possibility of Jim Hill's Great Northern ever being any good to us?

EDITORIAL NOTES.

THE British papers state that Hon. Mr. Turner has had an interview with Lord Lothian at Monteriot on the subject of Crofter emigration. "It is probable, I believe," says the London correspondent of the *Edinburgh Scotsman*, "that, as an outcome of the interview between the secretary for Scotland and Mr. Turner, an experiment on a small scale may be made to settle some crofter families" in the belief that it will be found that the class of work they will perform will not interfere with the ordinary labor market, and that when this is realized by the working classes the objection to emigration on a larger scale may diminish. There is plenty of suitable land in the province near the sea where it is desired to cultivate the fisheries, which are said to be teeming with the most marketable fish."

THE COMMERCIAL JOURNAL is not one of those papers which is jealous of any patronage extended by the citizens of Victoria to its outside contemporaries; but it does appear as if the municipal authorities were really squandering money in this direction to no adequate purpose. When the advertising of Victoria was first talked of, numbers of the perambulating class who make it their business to do indiscriminate writing up, visited Victoria. Some of them made themselves solid at the hotels on the strength of the puffs they promised. They then worked the citizens and the town Council for what they were worth, the result being a quantity of inconsequent gush that can never be of any service. The veneer upon it is too thin, it being apparent, as has already been remarked, that it was written to order, or rather that the authors had strung together a quantity of matter as to the correctness of which they knew nothing and cared still less. It is altogether a different thing with the now nearly completed *Victoria Illustrated*, a local production gotten up not alone for the actual money there is to be made out of its publication, but on account of the personal interest which those connected with

it have in the future of the city and province.

INLAND REVENUE AND CUSTOMS.

(OFFICIAL REPORT.)

INLAND REVENUE RETURNS Victoria Division—Comprising all of Vancouver Island:

The Inland Revenue returns, for the month of October, were as follows:

RECEIPTS FOR OCTOBER.

Spirits	\$ 8,232 60
Malt	2,865 42
Tobacco	1,074 25
Cigars	820 95
Petroleum Inspection	512 50
Total	\$13,455 72

WAREHOUSED. EX-WAREHOUSED.

Spirits .. 4,939.37 p. gals	5,488.37 p. gals.
Malt .. 138,253 lbs	138,283 lbs
Tobacco .. 1,665 lbs	4,297 lbs
Cigars .. 41,000	Nil

Balances remaining in warehouse, October 31, 1891:

Spirits	5,843.69 p. gals
Tobacco	2,740 lbs
Cigars	104,350

Exported:

Spirits	74.19 p. gals
Beer	2,431 gal
Spirits removed	426.64

INLAND REVENUE RETURNS

For the month of October, 1891: Vancouver Division—Comprising the Mainland of B. C.:

RECEIPTS FOR OCTOBER.

Spirits	\$ 5,140 33
Tobacco	1,830 75
Cigars	586 70
Malt	1,338 94
Petroleum Inspection	396 50

Total	\$ 9,303 22
Spirits in warehouse, Oct. 1st ..	9,239.95 p. gals
Spirits whoused during Oct	2,855.80 "

Total	12,125.75 p. gals
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Spirits ex-warehoused during Oct	3,569.61 "
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Balance in warehouse	8,556.11 "
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Tobacco remaining in warehouse Oct. 1	3,289 lbs
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Tobacco warehoused during Oct	8,425 "
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Total	11,714 "
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Tobacco, ex warehoused during Oct	7,323 "
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Balance in warehouse	4,391 "
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Raw Leaf Tobacco warehoused and ex-warehoused	183 "
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Malt remaining in warehouse Oct. 1st	4,035 "
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Malt imported during Oct	28,817 "
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Malt manufactured	16,641 "
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Malt received from other divisions	30,000 "
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Total	79,493 "
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Malt ex-warehoused for duty ..	66,917 "
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Balance in warehouse	12,546 "
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Cigars manufactured during Sept	90,450
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Cigars paid duty	90,450
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Petroleum inspected	700 pkgs, 33,565.66 gals
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NEW WESTMINSTER.

Imports for the month ending October 31, 1891:

IMPORTS FOR THE MONTH.

Dutiable	\$106,712
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Free	8,508
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Total imports	\$115,220
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Duty collected	\$ 34,410
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EXPORTS FOR THE MONTH.

The mine	\$ 1,500
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The fisheries	66
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The forest	2,730
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Agricultural products	70
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Manufactures	502
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Total exports	\$ 4,868
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The Nanaimo customs returns for the month of October were as follows:

Custom duty	\$6,223 66
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Warehouse fees	20 00
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Sick mariners' dues	393 96
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Miscellaneous	25
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Total	\$ 6,637 77
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