

WEALTH OF THE UNITED STATES.

The estimated wealth of the United States, that is, the value of all lands, buildings, railways, etc., is put at \$64,000,000,000. The amount of money of all kinds is estimated by the Secretary of the Treasury to be \$2,108,180,002, and this volume of currency is found amply sufficient to transact all the business of the country. No individual thinks it necessary to have in the bank or in his pocket a sum of money equal to the value of his farm or store; he is content that part of his wealth should be in other form than money. There is no fixed limit to the issue or coinage of money, except such as Congress may determine. That body fixed a limit for the issue of United States notes some years ago, but has since then violated the act in spirit, if not in letter, by largely inflating the paper currency by means of the silver certificates and the treasury notes of 1890. It is certainly true that if the government were required to redeem every silver dollar with a dollar in gold (which it may, indeed, be regarded as virtually pledged to do), it would have no profit in the coinage of silver. In fact, however, very few, if any, of these dollars come back to it to be redeemed. Should they be brought back thus in any large numbers, it would be only a short time before the treasury would be obliged to suspend gold payments altogether.

INDIAN MAGNIFICENCE.

Years ago, when Ismail Pasha ruled Egypt, Messrs. Phillipson, coach builders, Newcastle-on Tyne, built for His Highness some gorgeous railway carriages, brilliant with arabesques and harmonious color, to run on the line which, before the days of the Suez Canal, connected the Mediterranean with the Red Sea shore. Luxurious as these carriages were, the three magnificent saloon carriages now being re-erected in Bombay go far beyond them in the arrangements for ministering to the comfort of Indian princes who will journey in them by rail. These carriages were built in England, and were sent out to Bombay in sections. The length of each is sixty-three feet, and the width nearly ten and one-half feet. The outside color is cream and gold. The roofs are double, with an air space between, and sun shades are placed along the whole length of the sides, such protection from the sun's rays being indispensable in the climate of India.

Provision is made for lowering the temperature by inserting an ice-tray in the floor of the carriages, over which is placed an ornamental grid. The first of the carriages is a ladies' saloon divided into dining, drawing and bedrooms, and provided with bath room, lavatories and servants' quarters. The saloon and bedroom are upholstered in blue silk and old gold.

Conspicuous in the bedroom is a highly ornamented brass bedstead and an elaborately carved dressing table. The two other carriages are for gentlemen, with some modifications, and are quite as elaborate in furnishing and decoration. The saloon of one carriage is upholstered



Peterboro Open, Sailing, Paddling and Hunting Canoes, For Sale on the Instalment Plan.

Page & Winnett, 18 Trounce Ave.

in dark blue Russian leather and old gold, that of the other in green and old gold silk. Each saloon is fitted with bronzed grate and tiled hearth and carved walnut chimney piece and overmantel, and coal fires can be burned. Heavy silk and plush curtains hang over all the doors, and the decorations throughout are of Oriental magnificence.

THE GLOVE.

Though a glove is one of the small articles of attire, it ranks with the most important and among the oldest mentioned in history, as we read of the ancient Hebrews and Persians wearing gloves when engaged in manual labor, and in the Anglo Saxon writings, gloves are mentioned as early as the seventh century. St. Anne is known as the patron saint of glovers, and in some of the old world pictures of this saint she is represented as knitting a glove.

Butler, in his "Lives of the Saints," relates a miracle in which Saint Gudula and gloves figure. The ancient Romans wore gloves when they feasted, in order to keep their hands clean, as this was a time when forks were unknown. In Greece and Rome for many years in the early centuries only high ecclesiastics wore gloves, as one mark of official dignity. The Norse of glove is *glaufr*; the Saxon, *glof*; the Belgic, *gheloare*; and in some parts of Germany it is still called *handschuh* (hand shoe). Poets have not disdained to sing its praises, and painters consider a glove in many cases a valuable accessory to the finish of a painting.

In these latter days, so devoid of romance, a glove represents a practical and dainty covering for the hands to protect them from cold, sunburn and injury, or to add a finishing touch to an otherwise complete toilette. In bygone days, gloves formed a gift between faithful lovers, hence the expression *gage d'amour*. They have also figured in battle, as to throw a glove at the feet of an enemy was a defiance to fight until the best man won.

QUARANTINE AND HOSPITAL.

We are well satisfied that the Board of Trade, at its last meeting, took up the questions of quarantine and marine hospital accommodations and adopted cogent resolutions with respect to them. Time and again have there been denunciations of the existing condition of things which ought to have had some effect; but the deafness and obtuseness of the Deputy Minister of Marine, Mr. William Smith—whom even his subordinates think so little of as to speak of as "Billy"—have prevented any action being taken. Mr. Prior, too, has had sufficient courage to talk out against Mr. Smith who belongs to an age when the people were well satisfied with supplies of rain water for their sick, with fish of their own taking to live upon and with driftwood—saturated with water and salt—as their fuel. Moreover, this same Mr. Smith has ideas regarding the value of money and its purchasing power that are a long way off, otherwise he would not hold that \$40 per month was a munificent salary for a hospital caretaker and his wife, who have not only to find themselves but to run all the risks that are inseparable from the care of the sick.

Then as to the quarantine station and marine hospitals themselves, it is notorious that they possess no accommodations worth calling such and this although British Columbians and the seamen who come here pay more money per head into the treasury than those of any part of Canada. The resolutions of urgency for increased and improved facilities at both the institutions of which we speak are in the right direction; but they do not go far enough—for instance one of them should demand, and that without delay, the immediate chopping off of the head of the Deputy Minister of Marine and such of the officials as belong to the same category as that to which he appertains. We want men of progress at Ottawa as well as elsewhere.—*B. C. Commercial Journal*.