

ANNUAL REPORT OF THE B. C. CATTLE QUARANTINE.

In the annual report of the Department of Agriculture for 1890, just issued, is found the following report of the British Columbia Cattle Quarantine:

VICTORIA, B. C., 31st Dec., 1890.

SIR,—In making this my annual report, it gives me great pleasure to state that the class of stock imported has been good, the horses especially being much superior to those imported during the previous years.

Owing to the increase in hog-raising on the Mainland, importation from foreign ports has decreased somewhat. The sheep imported from the States of Oregon and Washington have this year shown much less signs of having been affected with the scab, and apparently other contagious diseases are unknown. During the spring of the year there were quite a number of sheep imported from California, and they also were free from disease, but a few showed signs, when dressed, of having had scab at some previous time.

In September, one horse was imported of which I was suspicious and which I quarantined, but under treatment it turned out to be nothing, and he was discharged.

In October, an Indian imported a pony which, being affected, I did not allow to land, and afterwards had the part of the steamer where he was thoroughly cleaned and disinfected.

I have the honor to be, Sir,
Your obedient servant,
M. G. BLANCHARD, V. S.,
Veterinary Inspector.

A subjoined statement shows the total number of number of sheep imported at this port, for domestic purposes, during 1890, to be 26,255; hogs, 885; and horses, 187.

IMPERIAL LOAD LINE ACT.

The Government has made representations to the Imperial authorities to the effect that the Imperial Load Line Act of 1890 places Canadian vessels, clearing from ports in the United Kingdom at a disadvantage as compared with vessels sailing under foreign flags. The despatch states that the large amount of Canadian tonnage trading to and from ports in the United Kingdom meets with sharp competition from foreign vessels. Well built, buoyant Canadian vessels of light native wood and of good carrying capacity are much sought after by foreigners for trading purposes, and, therefore, Canadian ship owners are practically competing with Canadian built vessels under the disadvantage of the load line law. It is also urged that casualties resulting from overloading are of rare occurrence in the case of Canadian shipping, and further that the Act requires a large outlay for highly scientific as well as practical knowledge on the part of the staff for inspection, and the successful working of the Canadian Legislation contemplated by the Act to ensure the proper fixing of the load lines. The despatch also declares that there is not the same necessity for making the load line which the Act requires in the case of Canadian ships as in steel or iron built vessels, Canadian ships being as a rule of different dimensions and having

greater breadth of beam and depth of hold than ships built in the United Kingdom. Canadian vessels are built with a view to buoyancy and carrying capacity, rather than sailing qualities. The Government hopes to secure some modifications of the present law as far as it relates to Canadian shipping.

AN EXPERT OPINION.

A gentleman who has been interested in mining, both in this country and the U. S., was commenting to day upon the want of interest shown by moneyed men of the Province in the quartz mining industry. This he considered was from the want of knowledge of that particular branch of mining by the people here. "Why" he said, "You people have no idea of the wonderful magnitude of the mining resources of the interior. Take the Hall mine in the Kootenay district. It will certainly turn out at least a quarter of a million dollars worth of ore this year, and promises to largely increase this next season. The mine itself is worth quite \$5,000,000, and would sell for that readily on the other side of the line. Of course, there is a certain amount of risk in putting capital into new mining schemes, but there is no reason why mining cannot be carried on in a profitable and business like way in the Province.—Columbian.

A NEW INVENTION.

A new boring apparatus for mines has been brought out in England, which is especially designed for use in places where there is a possibility of breaking through into old workings or places in which gas or water may be pent up. With this invention the hole in the coal or other mineral is made gas and water tight from the insertion of the boring tool, and the pressure of either is indicated on a gauge attached. The tube proper is inserted in an outer casing which is placed in a hole two or three feet in depth, and secured to a timber frame as a fulcrum, at the outer end, and beyond has bolted to it a sleeve nut tapped to receive the screwed length of the feed screw of the boring bar, which is operated by manual or other power. At some convenient portion of the casing tube outside of the "face," a downward branch is provided, which is closed by a straight through valve, which, being opened, allows the debris from the boring tool to fall downward to the floor of the seam.

THE SUGAR DUTIES.

The approaching session of Parliament is likely to bring about an alteration in the sugar duties, notwithstanding press opinions to the contrary. The abolition of the duty on raw sugar, by the United States, and the sympathetic lowering of the duties on refined sugar, has introduced a new element into the discussion, and brings the government face to face with the question. To follow the lead of the neighboring republic seems imperative. The public mind is rapidly accepting such a policy as necessary, and the fear of extensive smuggling adds an argument to which refiners themselves are not unmindful. Any such change in the tariff of the country, would not bear heavily on the refiners. This

must be conceded. The government alone would suffer by a loss of revenue, approximating \$3,000,000, and a call would have to be made on the people of Canada to make good any deficit in the public revenues that might be expected to follow this action. At present the finances of the Dominion are in a satisfactory shape, a surplus of \$3,000,000, being anticipated for the current year, and the remission of these duties is possible without embarrassing the government to any great extent, provided there is a readjustment of present taxation on liquors and luxuries. Such will undoubtedly be the course followed by the Hon. Minister of Finance, and we look for legislation to this effect during the approaching session of parliament.

RECIPROCITY WITH GREAT BRITAIN

It is very much easier to bring about unrestricted reciprocity with Great Britain than with this country. Great Britain already admits all Canadian products free, and all Canada has to do in order to make reciprocity complete is to admit British products free along with the products of all other countries. When Canada does that, reciprocity with the United States will be a matter of comparatively trifling importance. The Liberals who are merely free traders will have not much left of which to complain, while the annexationists will be deprived of an argument which so admirably serves them because it can be used without disclosing their real purpose. The Tories can in no other way so effectually arrest the growth of annexation sentiment as by changing at once from the policy of protection to the policy of free trade. Under the latter policy, the farmers of the Dominion would get cheap goods, and then it would be idle to talk to them of a reciprocity arrangement with this country, whereby they would get only dear American goods in exchange for a market of uncertain value for some of their products.—Chicago Herald.

TECHNICAL EDUCATION.

A singular testimony to the value of technical education comes from the other side of the water, where, it seems, the value of the question is fully understood and the principle but little applied. The Chicago Dry Goods Reporter, in a recent issue, says:—"It is no wonder that England is such a tremendous power in the commercial world. What other people make such intelligent, well-directed and persistent long-continued efforts in a given direction as they? While we Americans pile up the tariff mountain high in a vain endeavor to bolster up our manufacturing interest, the Englishman educates. They are probably more technical schools devoted to textile interests in England than in all the rest of the world put together. The Reporter has recently looked through some of the examination papers of one of these schools. They show a marvelous skill and range of knowledge on the part of those who are still students there, but who would doubtless, in many cases, be deemed experts in this country. 'We must educate or we must perish' applies as truly to the textile manufacturing interests of America as to any other class."