

ADVICE FOR AN ACTRESS.

The girl who wants to succeed on the stage, owes nearly everything to herself, writes Fanny Davenport. She must first learn how to carry herself amid all forms of temptation. She must have that difficult little word in our language, "No," constantly on her tongue and know how to use it. She must be strong enough to resist presents and resent flattery. She must rise above the overtures of strangers. Her art must be uppermost with her, first, last and all the time. She must be an actress because of her art, not for the flattery and attention it may bring her. Success comes from hard work, not from time spent in listening to the soft words of friends and strangers over a late supper. After the performance is the time for rest; not for play. I have always been proud of one fact: That in all my career on the stage, extending now over 20 years, I have never been to a supper after the play. And I can see where it has helped me; and it will help any aspirant who goes on the stage, to have a principle and stick to it.

B. C. MINERALS.

We are very well pleased to see that at a meeting of the Royal Colonial Institute held in London, England, on the 14th March ult., Dr. George M. Dawson, who has done a considerable amount of geological surveying in this province, being, perhaps, one of the best posted men in Canada on the subject, presented a paper in which considerable attention was paid to the mineral wealth of British Columbia. He stated, as is well known to many, that in 1851 a discovery of gold was made on the Queen Charlotte Islands, and in 1857 employees of the Hudson's Bay Company found gold on the banks of the Thompson River, which is a tributary of the Fraser. This, within three months, brought 20,000 people to the spot, and before long the Cariboo country was reached which proved to be one of the richest placer mining districts ever found. Although not so extensively worked of late years, Cariboo yielded in 1892 as much as \$200,000 worth of gold. Altogether British Columbia has contributed to the wealth of the world \$50,000,000 worth of bullion. Dr. Dawson testified to what the construction of the Canadian Pacific Railway had done for the mineral development of this province, remarking that had it traversed the Cariboo country, we should doubtless have been enabled to note greater developments there.

In his essay, Dr. Dawson dwelt at considerable length on the coal fields of British Columbia, the article for quality being able to hold its own against all competitors. Though the provincial coal production has been mainly confined to the Nanaimo district and along the Pacific coast, deposits of good bituminous coal are known in the inland region, one of the most remarkable of the undeveloped fields being that of the Crow's Nest Pass where a large number of superposed beds of exceptional thickness and quality have been defined. The Doctor went on to say that the coals of British Columbia represent, in regard to quality and composition, every stage from hard and smokeless fuels,

such as anthracite, to lignites and brown coals like those of Saxony and Bohemia. Moreover, their very general distribution in different parts of the province is of peculiar importance when considered in connection with the building of railways and the mining and smelting of metalliferous ores, as it insures the most favorable conditions for the development of these ores.

The silver bearing ores of the province were dwelt upon by the learned lecturer at great length, and, so far as they have yet been examined or opened up, the metalliferous deposits of the Kootenay district—the immediate centre of interest in mining in British Columbia—give every evidence of exceptional value. Besides, the circumstances, which have for the last few years retarded the development of the Kootenay country, are now passing away, and there can be no reasonable doubt that in the next year or two this country will establish its place as one of the most important, not only in British Columbia, but in North America as a whole. "For a man," said the Doctor, "with some knowledge of mines and mining and the command of even a limited amount of capital, who will visit and live in the district himself for a time, the opportunities for a profitable investment are excellent. Moreover, within a few years this province of Canada will undoubtedly hold an important place in the list of quotations of mining stocks in London and elsewhere, and then the further development of its mines will become a subject of common interest from day to day."

But, while the more important products of this western mountain region of Canada are, and seem likely to be, gold, silver and coal, its known minerals are, the lecturer stated, already so varied, that, as it becomes more fully explored, it seems probable that few minerals or ores of value will be found to be altogether wanting. But, as the Doctor says, universal development has been much retarded by the remoteness and difficulties of reaching some of the most important mining fields, it is to be hoped that ere long this will be all removed; and the policy or railway building which has been inaugurated and is now being carried out, cannot fail to have the effect of giving an important impetus to what has already been begun and successfully carried on under such difficulties.—*Commercial Journal*.

THE JEWS IN EVERY OCCUPATION.

A New York paper says: One of the race objections raised in our country during an earlier part of the present century among certain classes was that the Jews were almost exclusively traders, and that they did not engage in productive pursuits, nor show a disposition to enter the professions. This, while true in a measure, was not a reproach that they should have been cast upon them. Through the dark centuries of European oppression, they were barred from all the professions, and could not lawfully engage in productive or other business.

But peoples are greater than laws. Statutes could not suppress the persecuted Israelites. Greater than their oppressors, they rose superior to iniquitous laws.

They did not engage in business; but force of circumstances compelled them to limit themselves to one field. They were the money changers, the brokers and the bankers, because their stock in trade and their possessions could readily be concealed from the law's minions, and concealment was often necessary.

The occupation that prejudicial laws forced upon the Jews for centuries became almost an inheritance. There was no other avenue of profit or honor open to them. Son succeeded father as a money lender for generation after generation, until the rigors of the laws discriminating against Hebrews were relaxed. Even then they were slow to enter upon other professions, because that which they had followed without option so long had become almost second nature to them. Therefore they obtained Gentile reproach for a trait that Gentile had forced upon them.

In these later days, the Jews have proven that they are not a people of one idea, nor of a single occupation. They have learned to take advantage of the opportunities which freedom and equal laws have afforded to demonstrate their genius and the universality of its application. We find now that the Jew is prominent as a manufacturer. We also find to-day Jews who are leaders in the various professions. In a great many instances they have demonstrated mechanical ability. They have become extensive owners of real estate, thus giving conclusive proof of the permanency of their attachment to the land, and upsetting the theory that they were wanderers, seeking only those things of value which were portable. In time they will develop the agricultural traits which distinguished the race in the childhood of the world.

THE AGE OF SHIPS.

The subject of the average age attained by ships and steamers has interesting light thrown on it by some of the particulars furnished in the *Wreck Register* for 1891, recently issued. From twenty-one to thirty years comprises the period of highest loss amongst sailing ships, but they sometimes linger on to an extreme age. Thus two vessels lost by stranding in 1891 were of the advanced age of 101 years and slightly over, and two which figured fatally in collisions had attained the same age. Three ships of 100 years old were stranded, one of the same age was in collision, and another suffered casualty from some unexplained cause. Amongst the number of foundering last year was an octogenarian, while in the list of "missing" ships one had also attained her 80th year. The age at which the most steamers perish is at an early stage in their sea life, viz., between three and seven years. The most frequent cause of loss at that age is stranding, and following close upon it—collision. The oldest of the steamers which figured in the 1891 list of casualties are two between sixty and seventy years old.

McLean Bros., of New Westminster, contemplate the erection of a sawmill between the North Arm of the Fraser and English Bay. The chief work will be the cutting of bridge timber.