

ways in the Province (twenty-nine in all) was the subject of remark. Only two of these roads have been constructed and seven are under construction. The prospects of the rest are regarded as very indefinite. Further dry dock accommodation is required, for the dry dock at Esquimalt is occupied too exclusively by war ships to the exclusion, often, of merchant vessels. A good word is said for the rich mining district of Kootenay, whose ore has to go to the Tacoma smelter at great cost for carriage. Much attention is naturally given to the new Australian line of steamers, and the possible effect of it in enlarging trade with the antipodes. The progress of agriculture in the Province is referred to as economically important. Cattle and sheep raising, and the growing of grain for consumption, it is rightly urged, should be further extended. The question of insolvency and the question of quarantine are treated at length. The Dominion Government is impliedly censured for not having appointed, as requested, a commission to enquire into quarantine matters. The commission appointed by the Provincial authorities traced the origin of smallpox in British Columbia to the China-Japan mail ships.

"There is already," says the report, "a marked improvement in the coal trade, the exports in June being 90,495 tons, the largest quantity ever reported in one month. The salmon pack of this season is expected to exceed that of any previous year, and the results will be augmented by the direct steamship service to Australia. The imports in British Columbia, exclusive of imports from other provinces of the Dominion, were, according to last census, \$57.52 per capita, and the exports \$67.45 per capita."

Mr. Robert Ward nominated Mr. Hall for re-election, but that gentleman declined. Mr. Ward then proposed the rotation system and nominated Vice-President Flummerfelt; Mr. Heisterman seconded, and Mr. Flummerfelt was elected unanimously. Mr. C. E. Renouf was elected vice-president, and Mr. F. Elworthy, secretary. The following council and board of arbitration was elected: Messrs. A. B. Gray, D. R. Ker, H. F. Heisterman, William Templeman, G. Leiser, A. L. Belyea, H. E. Connon, W. H. Ellis, P. H. Worlock, Col. E. G. Prior, M.P., T. S. Futcher and E. B. Marvin.

A DIVIDEND SHEET.

A subscriber sends us a statement of the first and final dividend in the estate of an insolvent named R. H. Higgins. This man was a watchmaker and jewellery dealer at Morrisburg, Ont. According to the dividend sheet he owed \$1,517.29 to twenty-eight creditors, who do not get a cent. The assignee puts it in this way: "Owing to most of the book debts [of the insolvent] being offset with accounts of larger amount, the balance being worthless, and owing to the stock being in a very bad condition and bringing only 32½ cents on the dollar, the assignee is unable to declare any dividend." All the book debts collected amount to the trifle of \$3.15; the stock consisted of \$445.50 worth of varieties sold at 32½ per cent., viz.: \$144.70; and there was realized a sum of \$16 for "balance of tools." Total realized thus \$163.85. Out of this was spent for assignee's expenses and law charges \$88.85; for inspector's fee, Mr. C. H. Cline, \$15; for assignee's commission, Mr. R. H. Lyle, \$60. Total disbursements \$163.85, which leaves nothing for creditors, two of whom lose over \$300 each, four over

\$100 each, the others, respectively, from five dollars up to sixty.

The thing that angers the creditors, or at least one of them, is that the assignee, the lawyer, and the inspector get \$163.85, while they get nothing. A circumstance about which enquiry might reasonably be made is, we should think, why are there no items to account for the \$88.85 put down as expenses and law charges?

Some light on the character, or at least, on the habits of the insolvent is, perhaps, thrown by the remark of the assignee, and by the people the debtor owes. Jewellery houses in Montreal, Toronto, Hamilton, Brookville, London, are creditors presumably for stock-in-trade. But Mr. Higgins also appeared to owe a hotel bill of \$25; a carriage or livery bill of \$15.50; he owed his shoemaker and his tailor; he was in debt for hardware, for oysters, for tins—he even owed his printer. He must have been, then, an easy-going man who not only gave credit freely, and "traded it out," as his assignee leads us to infer by the number of contra accounts; but who also took credit for merchandise, which is in most cases supposed to be paid for in cash. Whatever the reason, the estate is a wretched one.

A NEW GLASGOW STEEL SHIP.

The Clyde of America is the East River of Pictou. So says last week's *Eastern Chronicle*. And to justify this statement, our contemporary cites the fact that the first of a steel fleet has been built. "For half a century New Glasgow knew scarcely any other industry than shipbuilding. We believe that at one time, many years ago, there were thirteen vessels on the stocks." But these were wooden ships. For ten years the shipyards of New Glasgow have been silent. But at last a beginning has been made of building iron ships on the East River of Nova Scotia. Iron ships, do we say? Nay, steel ships, for on Saturday, 15th, as we learn from a telegram, Nova Scotia's pioneer steel steamship took the water, namely the S. S. "Mulgrave," built by I. Matheson & Co. for the Dominion Government as a ferry across the Straits of Canso in connection with the Intercolonial Railway. The "Mulgrave" is, roughly, 122 feet long, over all, 34 feet wide and 16 feet deep. Her hull is built entirely of steel and is of exceptional strength to enable her to resist the ice. The designs of the boat, as well as her engines, were made in Quebec, and are modelled after wooden steamers now in use in the St. Lawrence, where much ice is encountered. The plates and frames, as well as the anchors and chains and some of the fittings, were imported from Great Britain. The stern post and rudder, which are of forged iron, and most of the engine forgings, were made by the Nova Scotia Steel and Forge Company of New Glasgow.

Her machinery, made by Messrs. Matheson, consists of compound condensing engines, cylinders 22 and 42 inches diameter by 30 inches stroke, of 600 horse-power. The boiler is 12½ feet diameter by 10½ feet long. Her superintendent is Thomas Fraser, who built this ship in the same yard where he had built years ago many a wooden ship known to fame—notably the mission brig "Dayspring" and the clipper ship "County of Pictou." The *Chronicle* understands that Messrs. Matheson are prepared to continue the business of steel shipbuilding if orders can be obtained. "Whether the present venture will be followed up by others, until the industry of iron ship-

building becomes relatively as important as wooden shipbuilding was in times gone by, remains to be seen."

BOOKS AND PAPERS RECEIVED.

COMMERCE.—This is the name of an illustrated weekly journal, 60 pages quarto, published in London, England, with which has been officially incorporated the *Chamber of Commerce Journal*. A more complete, and, we may add, agreeable change from the heavy style of the *Journal* can hardly be imagined than is presented by this bright, varied, well-printed paper. It contains lists of the officers and council of the London Chamber of Commerce, of the representatives of mercantile associations and of deputies of trade sections; also a list of some hundreds of British and foreign chambers with which it is in official communication. In this last we find some thirty-three Canadian boards of trade. The new journal has great opportunities, therefore, of being well informed and influential. We find the number an interesting one. It begins with a racily written series of paragraphs on the World of Finance, in the course of which is an opinion (likewise a portrait) of Sir James Cox Bray. Then there are some "Silver Views," among them that of Mr. Naoroji, M.P.; several pages of comments from consuls abroad; a commercial conversation on Siam by Mr. Henry Norman; a description, illustrated, of the new port of Manchester, and, what we have found capital reading, a paper on the great house of Rylands & Sons, limited, with a portrait of the rugged English features of Mr. John Rylands, who, "in 1823, a young man, opened a warehouse in New High street, Manchester, assisted by a man and a small boy," and who "died the greatest merchant prince the world has ever seen."

THE BOOK OF THE FAIR.—Of the many periodicals devoted to showing by type and picture the wonders of the Chicago Fair, this is, so far as we know, the most comprehensive and the most elegant. It begins by describing past World's Fairs:—London, 1851; Paris, 1855; Dublin, 1853; New York, 1853; Munich, 1854; London, 1862; Paris, 1867; Turin, 1870; Melbourne, 1865; Vienna, 1873; Sydney, 1879; Philadelphia, 1876; Paris, 1878; Boston, 1883; New Orleans, 1884; Paris, 1889; and views of the buildings of nearly all these are given. The second chapter consists of a historical sketch of Chicago, with illustrations of some of the public buildings of that city. Then comes the "Evolution of the Columbian Exposition," beginning with the time, when in 1884, Alexander D. Anderson foreshadowed the project in the *New York Herald*. Succeeding parts, of which there are to be twenty-four, will doubtless be devoted to description and illustration of the Great Fair itself. "The best artists who could be secured in Europe or America were brought to Chicago," we are told, "to illustrate the carefully prepared text of an author of established repute," and we can readily believe this, for more admirable pictures, whether in line engravings or in photogravure, it would be difficult to secure. The character of the descriptive matter is sufficiently vouched for by the reputation of Mr. Bancroft, whose *Histories*

* An historical and descriptive presentation of the World's Science, Art and Industry, as viewed through the Columbian Exhibition, at Chicago, in 1893. By HUBERT HOWE BANCROFT, 40 pp. royal 4to., illustrated. Part I., price \$1. The Bancroft Company, Chicago and San Francisco. Press of the Blakely Printing Company, Chicago.