

a number of people, some of them capitalists, others regular business men, real estate agents and speculators have been developing these proposals until at last things are in such a shape that they have approached the municipal authorities with a view to their taking a financial interest in one or other of the several enterprises that have been incubated.

In short, the idea is to form a company which shall construct a railway line running from Victoria, along the peninsula, to the nearest point opposite to an equally eligible point on the American side to which a railway could be built, the interval from land to land being provided for by a fleet of ferry steamers, expressly built for the purpose of conveying railway cars without breaking bulk. The great city of New York, one of the world's most influential business centres is, like Victoria, situated upon an island, and much of her business is, and has been done, in a manner similar to this: Cars are loaded or unloaded in that city, and having been shunted upon the steamers are whisked away, with, in fact, no more delay than if they had never left the land. It is true that the distance to be ferried would here be very much greater, but in these days of fast and powerful boats, that is a fact which could not be supposed to count at all disadvantageously. Indeed, far from expecting this to be the case the great American transcontinental lines, which would be supposed to be fully posted on the subject, better than the ordinary public could possibly be, are falling in with the idea, and the question with them now appears to be which shall reach here the first, and which shall offer the most tempting terms.

Already some of the leading officials of the Northern Pacific Railway have been in Victoria, while local enterprises have been proposed to supply the facilities between the steamboats and the railway cars. It would appear, however, that the wish of those most directly concerned is not to connect with any small enterprise that shall begin and end with the service desired, but to secure the assistance of one of the transcontinental lines direct from the steamboat landing, and it is with this object that the Northern Pacific Railroad is negotiating. From a transcontinental point of view it is a case of war to the knife between the U. S. and

Northern Pacific systems, and the city which is asked to contribute a million dollars, if the electors are willing, will do well to satisfy itself before doing anything, as to what are the very best terms to be had. The route from Victoria to the main track must be second to no other, otherwise it cannot compete with any rivals it might have. This matter of rivalry would, however, be of small account, save and except to the extent which it perfects the facilities afforded, as there can be no doubt that when the scheme is working the Canadian Pacific will give "better terms," and another American service would be offered. In a word, Victoria must no longer be side-tracked, and that is the contingency, nay, positive actuality, which she has to provide against.

EDITORIAL NOTES.

THE cost of the arbitration between the government and the C. P. R. respecting the Onderdonk section in this province amounted to \$39,087.

TIMBER, instead of being imported in the rough log and cut up there, is now sent to England in a more and more finished state, to the saving of freight and carriage, and with greater convenience in handling and stowing. According to a circular of one of the largest houses, last year showed a great and increasing import to Great Britain of all kinds of timber ready cut, to special shapes, with a corresponding diminution in the old business in solid logs. Sawn timber in brief is rapidly gaining the ascendancy. As compared with 1889, the total imports showed a decrease of 17 per cent.; and the consumption at the same time fell off by 7 per cent.

IN an interview at Detroit, H. Brotherton, of Port Arthur, a leading Canadian capitalist, known recently in connection with the development of the Sudbury nickel mining district, said that it is only a matter of two or three years at the outside, when iron will be shipped from the Ontario district near Port Arthur. "Together with several other I have 2,000 acres of land located for iron," says he, "and we are this winter surveying 10,000 acres more. The Canadian Government requires us to make our own sur-

veys, and pay \$2 an acre besides, but it gives an absolute title. Mr. Van Hise, State geologist of Wisconsin, Mr. Pumpelly, of Providence, R. I., and Mr. Smyth, a Michigan geologist, have also just purchased 10,000 acres all for iron."

THE New York "Australasian" says: "Canada has made proportionately as much progress as ourselves during the last two decades, and the factories that dot the most populous provinces are competing actively with our own. Moreover, our northern neighbors propose to establish commercial agencies in Mexico, Buenos Ayres, Rio de Janeiro and other South American cities. A steamship connection is also contemplated, and this, in connection with the Australian service, will secure a transportation by means of which the introduction of raw materials from countries such as we have mentioned will be allowed in bond for export."

THERE are quite a number of carpet factories in Canada, but they cannot supply the home demand, and last year Canada imported 2,776,791 yards of carpet valued at \$1,147,416. The Canadian duty on carpeting is 25 per cent. and the American duty 50 per cent. The American duty on wool is 12 cents per pound. The imports of American carpet into Canada last year were only 1½ per cent. of the whole. During 1890 Canada imported from the United States 66,424 yards of carpeting valued at \$17,159, while the importations from Great Britain aggregated 2,700,972 yards, valued at \$1,124,567. Thus of all the money spent by Canada last year for foreign carpets, out of every 100 cents only 1½ cents went for American carpet.

THE Washington census bureau has issued a bulletin which places the total Indian population of the United States, exclusive of Alaska, at 244,704. This is not a large number, and shows that the population is decreasing as fast as the most impatient could reasonably expect. True, the sharp work at Wounded Knee is a more effective exterminator than the process of slow starvation; but the latter will effect its purpose in time. Let the whites have patience; soon all their Indians will be good Indians, for they will be dead.