

some lines the tariff will restrict the market, it will extend it for others. Just now it is too early, to predict exactly what lines will be affected, but this much is assured, that the tariff need not be as high as it now is in all the colonies but New South Wales.

One frequently hears the exclamation, "How small the world is," but incidents occur that show that, as we used to think, it is of fair size still. The "Perthshire," one of the big frozen-meat carriers, left Sydney, N.S.W., for the Bluff, New Zealand, on April 25, may be 1,600 miles. The trip should have been done in about six days. On the 28th she broke her propeller shaft, and not having any sail power to speak of, the steamer drifted about, midway between Australia and New Zealand, for six weeks helplessly. She was right in the track of ships between the two countries, yet in all that time she was never seen except by three sailing craft. Several steam vessels were out in search of her, and finally on the 18th of June she was sighted by a Union steamer, and towed into port. Fortunately she had few passengers, and had lots of meat on board, otherwise there would have been suffering. If the accident had happened southeast of New Zealand, or in mid-Pacific, out of the track of vessels, the "Perthshire" would have been drifting still or stranded on some low island. The modern single-screw steamer is a most helpless craft when anything happens to its gear.

Mr. H. P. Evans, representing Messrs. E. & S. Currie, manufacturers of neckwear, Toronto, is here. He is a surprise to the trade, for he is the first man who ever came out here solely to sell neckwear. And to think of a Canadian firm having this enterprise! I think the firm will be repaid. They certainly ought to be. Mr. Evans took good orders in Brisbane in the province of Queensland, and has got in with nearly every leading firm in the trade in Sydney, N.S.W.

Mr. Birchall, of the Toronto Silver Plating Co., is still in Sydney. He finds that business methods are slow here, as every one from abroad does. He is sticking to his business, however, and when he gets through he will know the trade here thoroughly. He has formed several valuable connections, and although arriving here three months too late for big orders, he has been able to transmit commands for a good many thousand dollars worth of goods.

F. W.

Sydney, N.S.W., 18th July, 1899.

A BOARD OF TRADE CONVENTION OUT WEST.

A joint convention of the boards of trade of Kootenay and the Boundary country was held in Rossland, August 3rd and 4th, Mr. J. S. C. Fraser, president of the Rossland Board, in the chair. The delegates present at the opening of the proceedings were as follows:

Moyie, J. P. Farrell; Grand Forks, W. B. Cochrane and Smith Curtis; Fort Steele, J. A. Harvey; Cascade, Stanley Mayall; Revelstoke, T. L. Haig and J. T. Brewster; Trail, Col. E. S. Topping and W. H. Aldridge; Greenwood, A. J. McMillan and Duncan Ross, and Rossland, Hon. T. Mayne Daly and J. S. C. Fraser. Subsequently, Messrs. Roderick Robertson and Frank Fletcher, and Messrs. G. O. Buchanan and H. Gingerich, representing Nelson and Kaslo respectively, and Mr. E. J. Walsh of East Kootenay, arrived and took part in the proceedings.

Mr. Duncan Ross was appointed vice-chairman of the meeting, Mr. H. W. C. Jackson was appointed secretary of the organization, and Mr. Fred. C. Moffatt requested to act as assistant secretary. A special committee prepared a report upon procedure, and recommended that the body be named the Associated Boards of Trade of Eastern British Columbia. The report concludes with the following list of questions to be debated by the convention:

1. County or district organization as opposed to the present system.
2. The silver-lead question.
3. Railway matters.
4. The relation of the public to railways.
5. The postal service in the province.
6. Dominion and provincial Parliamentary representation.
7. The eight-hour law.
8. The appointment of Government officials in new districts and sittings of courts.
9. Educational facilities.
10. Contribution by provincial government to municipalities of a percentage of royalty on mineral output to keep up roads to mines within city limits.
11. The

question of royalty on timber cut on mineral claims by owners for mining purposes. Surface rights of mineral claims and hasty changes in mining legislation. 12. Concerted action by M.P.P.'s in securing appropriations from provincial government. 13. The necessity of additional land registry offices. 14. Official recognition of the term Boundary district. 15. Proper representation of British Columbia in London. 16. Quarterly provincial government bulletins on mineral industry. 17. Technical training in mining to be provided for by the Government. 18. The establishment of a department of mines by the Dominion Government. The report was read clause by clause and adopted without amendment after some discussion.

At the re-assembling on Friday, the association chose Nelson as the place of meeting on first Thursday in August, 1900, and the following officers were unanimously elected: President, J. S. C. Fraser; vice-presidents, Roderick Robertson and G. O. Buchanan; executive, Duncan Ross, J. A. Harvey, T. M. Daly, E. S. Topping, T. L. Haig and Smith Curtis; H. W. C. Jackson, secretary-treasurer.

TESTIMONY ABOUT THE NORTHWEST.

Among the interested observers who have lately gone from Ontario to see the great western portion of our Dominion is Mr. Geo. Wegenast, manager of the Ontario Mutual Life Assurance Co., who is enchanted with the mountain scenery, and amazed at the activity he everywhere found. He had often heard of the mining towns of the west, of the wonderful scenery of the Rockies, and of the unlimited mineral wealth of the Kootenay, but never before understood the facts of the country as they really are. His visit through the Rossland mining camps was especially interesting. After going through the Le Roi, War Eagle, Centre Star, Deer Park and other mines he could have no doubt as to the great future of Rossland. That camp at night is one of the most wonderful electrical scenes imaginable; each large mine is lit up with its own electric plant, and the work proceeds amidst this flare of light.

One of the Kootenay towns at which he was much surprised was Nelson. Here, instead of finding a small mining camp, is a thriving town of some 6,000 souls. The people are all active and full of excitement. A number of big firms are building in this town, and also in Rossland. One of the large buildings going up in Rossland is a branch of the Bank of Montreal. Mr. Wegenast took a run up the Crow's Nest road, and here he found a healthy country opened up, with many live towns springing up along the railway that will soon be heard from throughout the west. Two of the most energetic places at present are Cranbrook on the Crow's Nest branch, and Lethbridge. He understood that miners were being imported into the Nelson district.

In the opinion of Mr. Wegenast the people of Manitoba are to be envied. They possess the elements of wealth in the soil. He had driven over the greater part of the province, from Brandon to Carberry, through the Portage la Prairie country, and saw fields of wheat he did not think could be surpassed; but when he drove through the Miami and Morden districts he saw even better wheat. Morden he regards as one of the most substantial and beautiful residential towns he knew of anywhere in the world. The Mennonite district between Morden and Gretna looks like the garden of Manitoba. Speaking to one Mennonite, he learned that he had started there some few years ago with nothing, and now he has 700 acres under cultivation and fine buildings and stock. The company is doing a satisfactory business in Manitoba and Mr. W. finds it well looked after.

CANADIAN WOODS IN ENGLAND.

Although the arrivals of Canadian wood at English ports for July were smaller than last year, there is reason to think that the quantity of Canadian wood sent forward thus far this season is quite as great as it ought to be. At Liverpool, for example, the timber tonnage from Canada this year thus far has been 291,000 tons, which is 64,000 tons more than last year, and 40,000 tons more than 1897, same period. Pine deals are in overstock at Liverpool, and there are 72,000 standards of pine and spruce deals on hand at that port where the stock was last year 48,000 standards.