

BRITISH COLUMBIA.

Mr. F. J. Deane, special correspondent of *The Province* newspaper, of Victoria, British Columbia, representing the British Columbia Board of Trade, made an address at the late immigration convention, at Winnipeg. We give some extracts:

"I must ask you once and for all time to disabuse your minds of the 'Sea of Mountains' illusion concerning British Columbia. It is true that British Columbia is a mountainous country, but those mountains represent to us a wealth which we could not exchange for the Province of Manitoba and the North-West Territories combined. But in addition to our mountains, we have extensive areas of magnificent agricultural lands, immense stores of timber, and fisheries that cannot be surpassed.

"What I want to impress upon you now is the fact that the people of Manitoba and of the North-West Territories are directly interested in the development of British Columbia and *vice versa*. Most of you here present are farmers, and we have heard a great deal of the wonderful productiveness of the soil in your particular districts, and of the peculiar advantages this or that section offers for cattle raising, dairying and similar pursuits. This is all very well and your efforts to attract others to share in your prosperity are praiseworthy in the extreme, yet you must not lose sight of the fact that the essential requirement for profitable farming is good markets for your products. To attract settlers you must be able to prove to them not only that the soil is productive, but that they can dispose of their products profitably. Here is where your direct interest in the development of British Columbia comes in. With its great wealth of precious metals, coal, lumber and fisheries, British Columbia must ere long become the greatest industrial centre in the Dominion of Canada, or, for that matter, on the North American continent. Our mines are now being rapidly developed, and capital is going in from all parts of the world, particularly from the United States, to carry out this important work. With the progress being made in other directions, the constantly increasing trade with China, Japan and the Australasian colonies, the ever-growing export trade in lumber and coal, the unmistakable indications are that British Columbia within a comparatively short period will be one of the greatest wealth producing countries in the world, and second to no province in the Dominion as an industrial centre. This being so, the importance to the farmers of Manitoba and the North-West Territories of cultivating trade relations with British Columbia cannot be overestimated.

"To give you in passing some idea of the richness of our mines, I will quote a few figures and facts. In the Trail Creek district of West Kootenay, where is located the famous town of Rossland—but a yearling, yet containing a population of 3,000 souls and possessing a water works system, an electric lighting plant, three newspapers, and 18 or 20 hotels—there have been recorded 2,200 mining claims, within a radius of 20 miles of the towns just mentioned. In this district and within 20 minutes walk of the town of Rossland are the celebrated 'War Eagle' and 'Le Roi' mines, which are paying their fortunate owners dividends of from \$25,000 to \$50,000 monthly. Right in this neighborhood are a score of other mines equally rich. Seven miles below Rossland, on the Columbia, river is the town of Trail, with its population of over 1,000 people gathered there within a few months, where has been erected a smelter, with a capacity of 250 tons per diem, to heat the ores of this district. At Nelson, the capital of West Kootenay, are the great Halls' mines, the 'Silver King' being probably one of the richest silver mines in the world. Here is another smelter. Higher up at Pilot Bay is yet another smelter, fully engaged in heating the ore from the big 'Blueberry' mine. In the Slokan country we have unlimited stores of silver lead ores, and could you see such mines as the 'Slokan Star,' 'Noble Five,' and 'Ruth,' to mention but three out of the score, you might possibly be able to form some conception of the immense value of our 'Sea of Mountains.'

"British Columbia's contribution to the world's gold supply last year exceeded \$3,000,000, \$2,500,000 of which came from Kootenay alone. This year a low estimate of our production is \$10,000,000. Up in the far-famed Caribou there is renewed interest in both placer and quartz mining, and that district will soon again be contributing its millions to the world's

wealth. On Vancouver Island, in Alberni district, is another extensive gold mining camp, yet in its infancy, but promising in the near future to equal those on the mainland.

"And then our coal mines, with an output of 1,000,000 tons per annum. So far it is only the coal fields on Vancouver Island that have been at all systematically developed, but upon the construction of the Crow's Nest Pass Railway, the known coal fields in that area will be opened up and a big coke-making industry will follow with the constantly increasing number of smelters as a market. I could tell you much more in this strain, of wonderful copper and iron deposits, of our rich marble and granite quarries, but as I said at the outset, you will be put in possession of this information properly compiled through the medium of this association, just as quickly as the returns can be secured and placed at the disposal of the central office.

"I will just point out to you that our foreign trade in lumber last year amounted to \$1,000,000, that it is constantly on the increase with South America, the Orient and Australia. You in Manitoba use our lumber, and our shingles cover the roofs of a very large proportion of the buildings between the Pacific coast and the Atlantic. All over Canada our lumber is in use, unequalled for its strength and durability.

"It would be impossible to tell you anything much of our great fisheries. You all eat our canned salmon, and further east our halibut is finding an excellent market. As a matter of fact, our deep sea fisheries are practically

WALL STREET CONDITIONS.

After reviewing the European situation, allowing for the South African troubles, the Venezuela negotiation, possible trouble between Spain and the United States over Cuba, Henry Clews, in his latest circular, turns his attention to American financial matters. At the close of last week, he says, Wall street was recovering from the flurry of the earlier days.

"In purely domestic conditions there are some distinct improvements. The distributing trade shows more activity, and the tendency of prices in many kinds of merchandise is towards higher figures. Crop reports show more recovery from the unfavorable conditions with which the spring opened than has been hoped for. The earnings of the railroads continue comparatively good and freight rates are well maintained. The feeling among manufacturers is somewhat more hopeful. The process of forming combinations for the regulation of competition is extending from one industry to another, and promises to place the current overproduction under wholesome restraint. The excitement connected with preparations for the political conventions can hardly be said to have taken any deep hold on Wall street; for the feeling is very general that the conventions will make a strong record in favor of sound money. These are factors which favor steadiness and confidence in financial values, and which are likely to show still better results as the season progresses.

"The Secretary of the Treasury caused a slight flurry in the money market by calling in 45 per cent. of the remaining deposits placed with the banks in connection with the late public loan, which, added to the previous withdrawals, would have left very little of those funds remaining in the banks. It is assumed that the Secretary's purpose was to force up the rate of interest, as a means of preventing the export of gold; but it is doubtful whether any slight advantage in that direction would have sufficed to compensate for the check it would impose upon the more liberal discounting of commercial paper which the banks have lately been adopting. A rise in the local rate for money would soon be counteracted by the influx of currency from the interior, which is sure to be forthcoming at this season of the year. Later, Mr. Carlisle reconsidered his demand, and the sum to be drawn from the depositary banks is not likely to exceed \$6,000,000."

FIRE BOATS.

Nearly all of the large cities of America that have important harbors are provided with fire boats. Thus the list includes Chicago with four boats of 10,300 gallons capacity per minute; Cleveland, two, 9,800 gallons; Buffalo, two, 9,000 gallons; Baltimore, one, 5,000 gallons; Boston, two, 12,463 gallons; Brooklyn, two, 8,970 gallons; New York, three, 19,900 gallons; Philadelphia, four, 10,000 gallons.

London, England, has twenty-two fire boats of 16,500 gallons per minute, but they are largely floats, towed by tugs, and are not as effectual as the fire fighters in American cities, as the streams which they throw are of small diameter. Nearly all of the fire boats in this country are of the tug kind, equipped to tow a burning vessel away from a pier or to remove vessels in danger. Many of them are also suited to crushing ice and performing other necessary service within a harbor. Heads of fire departments who have had a great deal of experience with fire boats say that streams from nozzles less than 1½ inches in diameter are inefficient against a hot fire, and that one large stream is much more useful than the same quantity of water divided into smaller ones. But provision should be made, they say, for many small streams, as there are cases, as, for instance, in preventing the spread of a conflagration, when it is necessary to use them, so as to attack the fire simultaneously at many points, and to keep the adjoining property thoroughly wet. It has also been proved that boats exceeding 110 feet in length are unhandy for fire service. This is especially true in cities situated on narrow and crooked rivers.

AMERICAN ATLANTIC SHIPPING.

Reviewing the statistics of the twelfth census of the United States marine, the *New York Journal of Commerce* says:

It appears that the total number of vessels registered and owned on the Atlantic Coast and Gulf of Mexico (including the navigable rivers emptying into these bodies of water, with the exception of the Mississippi) in the year 1889 was 13,466, with an aggregate tonnage of 2,862,630 tons, and representing in total value the sum of \$127,676,487. This fleet has been grouped under the three divisions of steamers, sailing vessels and unrigged craft, the character, number and valuation of which have been further classified as follows:

Classes of Vessels.	Number.	Valuation.
Total	13,466	\$127,676,487
Steamers	2,933	\$73,554,540
Passenger and freight..	810	36,989,280
Towing	1,095	10,203,330
Ferry	214	7,907,700
Yachts	170	3,520,610
Harbor	94	1,446,150
Miscellaneous	153	5,451,570
No traffic report	397	8,035,900
Sailing vessels.....	7,108	\$46,284,507
Freight	5,229	38,777,627
Harbor	368	1,151,540
Yachts	628	2,681,455
Miscellaneous	52	75,360
No traffic report.....	831	3,598,525
Unrigged craft.....	3,425	7,837,440

The total tonnage of the steam craft was 837,162 tons, against 1,401,985 tons for sailing vessels, and the aggregate tonnage of passenger and freight steamers considered separately was 487,939 tons, comparing with a total of 1,260,362 tons for the freight sailing vessels.

In this classification the unrigged craft include all vessels engaged in the transportation of freight, and having no motive power of their own. The harbor craft, placed among steamers, include such floating channel property as dredges, wreckers, ice-boats, pile-drivers and lighters. This class of sailing vessels include water boats, pilot boats and lighters. The miscellaneous craft were those engaging in more than one occupation during the year. Those classed under the title "no traffic report" were vessels not operated during the year, or which failed to make the required report of operations.

It will be noticed from the above table that while sailing vessels greatly exceed the steamers in respect of number and tonnage, they notwithstanding have a much less aggregate valuation.

—Nonsense! What's a typewriter for, anyhow? The typewriter should be the ornament of the office, like a rose in a tumbler.—*Nashua Telegraph*.

—Doctor (to brother physician)—"Yes, sir; the sovereign remedy for all ills is fresh air and plenty of it. People don't let enough air into their houses. Well, I must hurry off; I am going on an errand." Brother physician—"Going far!" "No, only down to the hardware store to get half a mile of weather-strips."—*New York Weekly*.