

## B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of March, 1894:

## IMPORTS.

	VICTORIA	VANCOUVER	WESTM'N'R	NANAIMO	TOTAL
Dutiable Goods.....	\$206,768 00	\$ 59,761 00	\$ 39,728 00	\$ 12,115 00	\$318,372 00
Free Goods.....	139,620 00	12,064 00	2,160 00	718 00	154,562 00
Total Imports.....	\$316,388 00	\$ 71,825 00	\$ 41,888 00	\$ 12,833 00	\$472,934 00

## REVENUE.

Duty Collected.....	\$ 81,226 38	\$ 17,900 59	\$ 13,216 00	\$ 3,532 35	\$119,875 32
Other Revenue.....	6,153 32	2,721 50	70 15	146 25	9,091 22
Total Collections.....	\$ 91,381 70	\$ 20,622 09	\$ 13,286 15	\$ 3,678 60	\$128,971 57

## EXPORTS.

The Mine.....			\$ 79,542 00	\$248,588 00	\$328,130 00
The Fisheries.....	\$ 636 00	\$ 1,315 00	16,828 00		18,779 00
The Forest.....		8,178 00			8,178 00
Animals and their produce.....	4,289 00	1,321 00	165 00	540 00	6,315 00
Agricultural.....	3 00	1,554 00			1,557 00
Manufactures.....	4,531 00	2,249 00	205 00	516 00	7,501 00
Miscellaneous.....		100 00			100 00
Total Exports.....	\$ 9,459 00	\$ 14,717 00	\$ 96,740 00	\$249,674 00	\$370,590 00

## HE SUCCEEDS CHILDS.

George Drexel to Manage and Publish the Philadelphia Ledger.

George W. Childs Drexel, son of the late Anthony J. Drexel, and successor of



GEORGE W. CHILDS DREXEL.

the late George W. Childs as editor and publisher of the Philadelphia Public Ledger, is probably the youngest manager of any of the great daily newspapers of the United States, being but twenty-six years old. He has been liberally educated in schools, in business, by extended travel, and unusual intercourse with men of superior intelligence, eminence and acquirements whom he met in the offices of his father and of Mr. Childs. The latter for whom he was named, felt for him the warmest personal esteem and confidence, which he conspicuously exhibited by making young Mr. Drexel one of the two executors of his will. It was early Mr. Childs' wish that his young friend should succeed him in the management of the Ledger, and when he felt that the object of his choice was competent he took him into the publication of the paper. On October 1, 1893, Mr. Drexel became publisher of the Ledger and few men of his age have entered upon the discharge of

duties so important so well qualified. Mr. Drexel is a man of wealth and holds a position of great social prominence.

## German Locomotives.

According to the Eisenbahn Zeitung, Mr. G. Lentz, a locomotive constructor, said in an address before a German engineering society on locomotive design: "The German and other continental locomotives are modeled after both English and American designs, with a result that a mixture of the features of both is found in them, the practice of later years, however, following rather more closely the lines of English builders. But the inside cylinders and crank-axes of the English engine have not found favor, at least not in Germany, where sharper curves are permitted than in England, and where, therefore, numerous crank-axle failures have led to the adoption of outside cylinders. Compared with the English locomotive, the American engine does not commend itself in appearance to Mr. Lentz's tastes, there being, as he puts it, less beauty of design in its make-up, while in many cases it is embellished with flourishes and needless ornamentation which give it an unrestful air. The English builder, on the other hand, aims at the utmost simplicity, and turns out an engine solid and clean cut in appearance. Next to the English engines in the order of merit, so far as appearance is concerned, Mr. Lentz places those of Belgian make, in which inside cylinders largely prevail. Crank-axle fractures, however, occur in large numbers with these, notwithstanding the fact that their design provides for an extra bearing for these axles.

## Sparkling and Bright.

"The Girl I Left Behind Me" was on "A Bicycle Built for Two."

It takes an elevator boy in a hotel to bring a pompous guest down.

Mr. H.—Congratulations, old fellow. Boy or girl? Mr. B. (sorrowfully)—Both!

If all the devils were cast out of some people they would look like walking skeletons.

When a young man goes with a girl a long time a marriage should come off or he should come off.

"Do you believe in workingmen?" "You bet I do. I believe in workingmen when ever I can."

Older Sister—Clara, I'm surprised to see

you soak your bread in the gravy. It's exceedingly bad form. Clara—Well, it's awfully good taste.

"Fine toilet soap, five cents," said the judge, reading the wrapper after he had used some of the contents. "That is not enough. I'd like to fine it \$5 and costs."

## The Jubilee of Emperor Francis Joseph.

The peoples of the Austro-Hungary monarchy are preparing to celebrate the fiftieth anniversary of the succession of the Emperor Francis Joseph to the throne. This will not be till 1898; but if it is intended to realize the whole of the programme which is at present drawn up no time must be lost in setting to work. It includes the founding of hospitals, asylums, refuges, creches and the construction of a national museum. These are more enduring souvenirs than the noise and glitter of displays of fireworks. There is something touching in the outburst of enthusiasm with which the whole country has greeted the proposal to celebrate the jubilee of the Emperor, whose wisdom and goodness of heart have gained for him the affections of his people, and this in spite of an unfortunate reign in which the prestige of Austria declined so much.

## Modern Journalism and Literature.

The speech of M. Brunetiere at the Academy has caused a considerable flutter in Paris. The new Academician, who is one of the most learned and one of the dullest of critics, besides being editor of the Revue des Deux Mondes, attacked modern journalism, or rather modern reporting, tooth and nail. He asserted that journalism had nothing in common with literature, and that it was a most insignificant occupation.

M. Brunetiere, it appears, by living in a world occupied by the masterpieces of bygone days, has lost touch with the present day, and knows nothing of what the public want. He cannot understand that reporting is the reflection of society as it exists, and that there are articles written by reporters which are of far greater importance than all the reasonings of doctrinaires and philosophers.

## Work of Machines.

In the construction of the Manchester Sea Canal there were in use over 100 steam navvies, capable of filling 750 wagons, representing 3,750 tons for a day's work of twelve hours. Each machine was calculated to do the work of 2,000 men. In addition, from 8,000 to 17,000 men and boys were employed.

## Another Watson Cutter for Toronto.

Probably the most important addition to Toronto's fleet of yachts next year will be Mr. George H. Gooderham's 35-footer. G. F. Watson, of Glasgow, the famed designer of the Valkyrie and many other English and Scotch racers, has the design in hand. The design will be soon completed and the frames are expected to arrive next month. The building will be done here, as was the case with the Zelma and the Vedette. The advent of the new boat should add greatly to the interest of next season's racing. Mr. Gooderham has asked for a racer and not a cruiser and the summer of '94 should see some great contests between the Watson cutter and the Fyfe lugger Vedette.

The plans will probably be ready in February. The dimensions call for a deep, powerful boat of cutter type. There are two Watson boats already in Toronto, the Vreda, Commodore Boswell's flagship, and the Aileen, Capt. G. Myles' cruiser. The Vreda, of course, with the last few years' revolutions in yacht designing, is of an older vintage, but still possessing great speed.

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