

B. C. BOARD OF TRADE.

At the quarterly meeting of the B. C. Board of Trade, held on Friday, there was considerable amount of interesting business taken up. Among other matters was discussed the subject of lights and buoys on the British Columbia Coast. The inadequacy of the system was conclusively demonstrated by gentlemen who spoke on the subject and were in a position to know what they were talking about. Among those who discussed the subject was Mr. Albert Ward, who made no hesitation in declaring that whereas it was stated that the Eastern Coast of Canada was the lighted coast in the world, the West Coast is, on the contrary, the worst. On this subject, with that of the necessity for an Insolvency Act, was specially mentioned to the attention of the members of the Dominion Parliament, which is shortly to assemble at Ottawa, and to whom it is proposed to have a conference before their departure. It was also resolved to telegraph to Ottawa for a copy of the proposed Insolvency Bill, which, it was understood, had been drafted.

It was not at all surprising that a deliberative body of mercantile men, such as the British Columbia Board of Trade, should have paid a considerable amount of attention to the matter of transportation, the fact being that neither Victoria or Vancouver can supply certain British Columbia points on terms as favorable as those offered by Eastern cities. Winnipeg, it was said, could sell canned goods cheaper than Vancouver. It was also alleged that the Canadian Pacific railway was quite willing to so arrange matters that British Columbia's needs can be supplied by British Columbia merchants, and some such move was considered necessary for the appointment of a committee to study tariff rates, so as to put our cities in a better position to compete on equal terms with Eastern merchants. Particularly is this necessary if this Province is to maintain trade with the Kootenay district, in by articles which can be imported from the East. The respective relationships of landlord and tenant were considered in their various phases, and a committee was appointed to draft a Bill to be submitted at the forthcoming meeting of the Legislature. As to the tax on mortgages, it was announced that Hon. J. H. Turner, Provincial Finance Minister, had promised to give full consideration to the representations of the Board, while Hon. Robert Beaven and Dr. Milne, M. P. P., had promised to support them in the House.

If brevity be the soul of wit, Mr. James Huddart, manager of the Canadian-Australian steamship company, may be considered to be the embodiment of that characteristic, for he replied to the Board on the subject of the Warrimoo difficulty and the dismissal of Capt. Arthur! "The subject matter received from the first my attention, though I have not answered you previously." It would appear from the summary action of Mr. Huddart that his wit or grim humor consisted in the fact that he, to use a familiar expression, "hanged" Capt. Arthur first, but was ready to try him afterwards. Mr. Huddart does not seem to have gained any-

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NOTICE.

Over 1,600 Paragon Oil cans are now in daily use in Victoria, and orders still increasing; 1,700 more cans now on the road. The Paragon Oil Co. are selling over two cars of oil per month, and will soon be selling four car-loads per month.

Every one should use the Paragon Oil Can. The Company guarantee satisfaction.

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CAMPBELL, THE TAILOR,

Balance of our Winter Overcoats will be made to order for \$25; other places \$48.

88 GOVERNMENT STREET.

thing by this communication, as he has only intensified the feeling against him by his contemptuous treatment of the representations of the Board. There were other topics which the members had under consideration but those mentioned are among the most prominent.—*British Columbia Commercial Journal.*

WEAKNESS OF IRONCLADS.

Sir William Armstrong, at a meeting of the shareholders of his company, delivered himself of the following regarding the construction of big ironclads:

"The ram of the Camperdown, although striking with a restricted momentum, was buried deep into the side of the Victoria, and it cannot be doubted that while armor is in a great measure effective against projectiles, and netting against torpedoes, nothing can withstand the power of the ram. But although in the case of this dreadful accident the blow of the ram was inflicted with incomparably less force than that due to the full speed of the ship, the damage done to the ramming vessel was such as to place her in imminent danger of following her victim to the bottom. It appears, therefore, that the strength and stability of the prow and ram of the Camperdown are quite insufficient to enable her to deliver an effective stroke against an adversary without at the same time imperiling her own flotation. This is like having a great gun that can-

not be fired for fear it should burst, and I apprehend that what implies to the ram of the Camperdown would apply equally to the ram of every great battleship in the British service."

ALUMINUM.

The prospective decline in the market price of aluminum is likely to be followed by considerable increase in the use of that metal for various purposes. Improvements in the processes of manufacture are increasingly favorable to lessen cost, to which the bulk of product is more than likely to be in direct response. It is in the line of probabilities that this really valuable metal will soon be produced in comparatively enormous quantities and at prices likely to develop new uses. It is reported by a contemporary that a prominent producing plant in Switzerland will be ready in January next to place its aluminum on the market at forty-five cents per pound. This price, taking the low specific gravity of the metal into consideration, places it in matter of bulk as actually less than that of tin at the present time. Under the conditions stated, the prospects of aluminum in extended forms of service are considerably brightened.

The Behring Sea Arbitration Tribunal cost France \$9,000.

THE HOME JOURNAL has the largest circulation (weekly) in the Province.