

EXHIBITIONS.

This week there is being held a number of exhibitions under the auspices of the different agricultural societies. Among them that at New Westminster stands forward very prominently, and between it and that of Victoria, next week, there will be a generous rivalry for excellence of products and number of exhibits. On Saturday, the Cowichan Society hold their annual display at Duncan's, and shortly thereafter the Saanich show should come along. The benefits which have been derived from these shows are abundantly manifest in the improved stock, products, implements and agricultural surroundings that are to be found on all hands. There can be no question about it that it would be to the general benefit were there some kind of a permanent display at some central point, say Victoria, for instance, where the products of all parts of the Province might be centred and where resident farmers could be posted as to what is actually doing in their own line.

The Provincial Museum, at James Bay, has done good service, and, were it enlarged so as to include the articles of which we speak, or a separate establishment were inaugurated for the object here specially referred to, the advantages could not fail to be immense. The fact of the Dominion Government having inaugurated an experimental farm at Agassiz is a pledge that they are prepared to do their duty in this respect and were our own people and the Provincial Government to take vigorous action, success would be assured. In this connection, it might be well to state that during his recent visit to this Province, Professor Saunders of the Agricultural Department at Ottawa, made arrangements with the director of the Agassiz farm to visit as many of the British Columbia farms as possible to secure samples of grain products shown, ascertain all particulars regarding them, and to pursue the same course next season, in order that there might be a fair representation of what the province is capable of and prevent all possibility of saying that there is anything exceptional in any one year. It is hoped that the shows of which we speak will materially contribute to the collection. These samples will, it is said, be gathered in lots of 50 pounds, and stored at Ottawa, and from them selections will be made to be forwarded to the Royal Agricultural Show in England and exhibitions elsewhere abroad.

RAILWAY AND STEAMBOAT.

The deputation from the Board of Trade which waited on the Messrs. Dunsmuir, on Friday last, discussed with those gentlemen, among other matters, improved railway and steamboat connection with Comox, and also more favorable rates of freight. These matters were talked over with a considerable amount of fullness and frankness, the feeling after the discussion had been concluded, being that the Government ought to subsidize the steamboat service, the traffic now being done being insufficient to make the route a source of profit. We must all be aware

that the objects of such enterprises are not philanthropic, though indirectly they do a considerable amount of work that may fairly be classed in that category. To any one it will be readily apparent how small is the subsidy \$1,500 per annum paid for the carriage of H. M. mails by railway and steamboat, and it may have surprised some to have the hard figures laid before them so conclusively proving that the rates for freight and passengers compare in a remarkably favorable manner with those of any line on the continent. Moreover, the fact must not be lost sight of that the E. & N. Railway is not a through line, almost its entire business being transacted between local points, whereas, it is the through traffic upon which the great continental lines so much depend. For the present it would appear that no improved service can be expected unless more encouragement is offered by way of increased trade or augmented subsidy, the latter of which it would be well for the Board of Trade to advocate and impress upon the authorities.

THE CANADIAN ROUTE.

In view of the importance which has been attached to recent diplomatic communications and the personal relations of certain of the European sovereigns, together with a British Naval display made somewhat ostentatiously in the vicinity of the Dardanelles and Black Sea, the old Eastern question which has perplexed so many statesmen again looms up. When the Franco-German war broke out, Russia gave notice that she would not be bound by the treaty which excluded her fleet from the Black Sea. This was conceded by the powers, but the right to pass these war ships through the Dardanelles was denied. Russia has, however, with the connivance and consent of Turkey, lately sent armed war ships through the straits and now arises the question of what the powers are going to do about it?

When the Crimean war was fought, Great Britain's highway to India was the stake which she had. She has now the all water route via the Suez Canal whose security Russia may jeopardise unless her advances be resisted. Russia has, however, been getting towards India as fast as it has been possible to carry on railway construction, so that some day it may happen that the issue between these two nations may have to be fought out in India itself. In view of this consideration, it is, as we have previously said, well to remember the part that Canada may have to play is not an unimportant one. As concerns shortness of distance, the route from China and Japan via the C. P. steamships, C. P. Railway and across the Atlantic Ocean is twelve days shorter than that by the Suez Canal. Naturally the subject is attracting much attention abroad and no less an influential exponent of public opinion in the Mother Land than the London Times recently declared that the route across the American continent ought to be entirely through British territory. The railway communication necessary already exists, but a rapid line of Atlantic steamers in connection with it is a question of money.

It is suggested that an experimental mail should be sent from England to Japan and China, by way of Canada, to ascertain

whether the superiority of this route in point of time can be maintained both ways, the recent rapid service of twenty-one days from Japan to Great Britain via the C. P. R. and New York having demonstrated what can be done with the service one way. It is admitted that for the carrying of troops and munitions of war the Canadian route is superior to any other, and, therefore, the people of this country have to congratulate themselves upon the importance to the world of Canada as a national highway, which, besides improving their status as a country, must be a source of pecuniary benefit.

EDITORIAL NOTES.

THE people of Tacoma will have an opportunity of seeing the celebrated whale-back steamer, Charles W. Wetmore, before long. Last week she was at Philadelphia, completing her cargo, preparatory to sailing for Tacoma.

ALTHOUGH not altogether unexpected, the decease of Mr. A. A. Green, of the well known banking and financial firm of Gareschie, Green & Co., Victoria, will be a shock to many who, knowing him and the qualities of which he was possessed, recognize that a man has been removed who, as long as his health permitted, made his mark in business circles. Mr. Green was sick for a considerable time and lingered for many months without hope of recovery.

THE marked decrease in British trade for the month of August—a falling off in exports of £2,150,000—it appears is due to the decline in the tin-plate and textile trades. These, as has been previously noted, are suffering severely from the effects of the recent high tariffs of foreign nations. These are not the only manufacturing industries of Great Britain which are now in a depressed condition, and all because of the imposts aimed especially at Great Britain. It would not be surprising, therefore, as a correspondent of THE COMMERCIAL JOURNAL remarked a few weeks ago, if the commercial question were forced prominently to the front at the next general election.

THE Canadian Trade Review, of Montreal, remarks that "English capital seems to be readily finding its way to British Columbia. Besides the purchase of the canning establishments, which has proved very profitable to English investors, and other recent sales of properties there to British syndicates, it is reported that the Wellington collieries, the property of R. Dunsmuir & Sons, will be purchased by English capitalists." There are ample opportunities for British men of money to profitably invest their capital in enterprises others than those specially named. Our railroads and our mines would be found, while affording abundant security, to present prospects that are almost unrivalled. The cattle and fruit-growing industries have most promising futures before them; all we want and all which they require, being men of enterprise and financial resource to take them up and develop them. It is satisfactory to know that so much attention is being directed this way, since the more that is known regarding us the better we are thought of.