

EDITORIAL NOTES.

THE Czar of Russia says that rather than not see his pet scheme, the Trans-Siberian Railroad, completed in three years from lack of funds, he would advance the needed money—\$17,500,000—out of his private purse. He can do it; he has, it is said, \$50,000,000 always in bank in ready money.

THE wreck of the Nova Scotia bark *Corah* off the British Columbia coast, once more raises the question of the appliances and facilities of the Marine Department upon the Pacific coast. Are they what they should be, if, indeed, they are at all proportionate with those that have been so lavishly bestowed upon the Atlantic coast?

THE net public debt of Canada in 1880 was \$152,451,588, and in 1890 \$237,533,212, an increase of \$85,081,624. During that decade the following expenditures were made:—Railways, \$67,009,152; canals, \$17,507,380; public buildings, \$8,407,481; other public works, \$13,893,132—a total of \$104,822,145, or \$19,440,521 more than the increase of the public debt.

NEW WESTMINSTER is agitated over the question of fire protection. A motion, looking to a portion of the cost of fire protection maintenance being borne by annual contributions from the various fire insurance companies doing business in that city was adopted. The *Columbian* rightly considers this is a reasonable imposition, as such assistance is rendered in other cities.

MONTHS and months ago, a department of manufacture, or rather of trade and commerce, was promised by the Government at Ottawa, but it has not yet been put into shape. It would most certainly prove to be a most valuable division of departmental work, and it will be well for the Government to give it all due consideration between now and the opening of the next session of Parliament.

UNDER the direction of Mr. Henry Elliott, an interesting exhibit for the World's Fair is being prepared by the Smithsonian Institution, consisting of models in papier mache representing the fur seal and walrus fisheries. One of the models shows a seal "drive" and includes hundreds of seals which Aleuts are driving along to the killing grounds. Another illustrates a "rookery," and another a hauling ground of bachelor seals. The killing of seals will also be shown. These representations are certain to have a peculiar interest for the people of British Columbia.

AT LENGTH in connection with the Sayward case, now before the Supreme Court of the United States, it has been officially announced by the American Attorney-General that Great Britain and the United States have agreed to submit the Behring Sea controversy to arbitration. Until the present, there has been a great deal of mystery which, though to a certain extent cleared up, leaves considerable doubt as to the satisfactory character of the outcome, experience having shown that, unless all

their expectations are realized, the Americans will do considerable kicking.

THE *Northwest Trade*, of Minneapolis, calls attention to the fact that people are slow to learn that canned goods of all descriptions should be turned out of the can into a glass or earthen dish the moment the can is opened, and adds: "Fruits, vegetables, meats, game, fish, jams or jellies should never remain in the can a moment after the same has been cut open. Numerous cases of poisoning have occurred from the use of canned fruits, meats, fish, etc., which have been allowed to remain in the can for a length of time after the same has been opened."

IT WAS scarcely to be wondered that the people of China should, as they have done, take action against the—to them—"unspeakable foreigner," who forced himself into their country at the point of the bayonet and over their bombarded fortifications, and yet will not allow them when they land in his country to live, work and trade upon the same conditions as other people. No doubt all the existing troubles, in China, coupled in many cases with outrages, are no more than the methods adopted by the Celestials to show their dissatisfaction with the existing order of things between them and other nations. There ought most certainly to be a better understanding. Each party is endeavoring to obtain the advantage over the other, and what open and above-board dealing cannot do other means are resorted to to accomplish.

THE Dominion Minister of Finance is thus reported to have expressed himself on the question of trade relations with the United States:—"On the whole I gather that the McKinley Bill stands a fair chance to remain the law for several years, and without doubt the agricultural clauses will be fully maintained. This will preclude anyone concluding that a change to the advantage of agricultural products and their admission into the United States will be brought about by Congressional legislation. It does not follow, however, that it will change the status of the reciprocity question. The United States Cabinet and Congress may retain their present tariff intact, and yet be willing and able to make an agreement with Canada whereby for mutual advantage the tariff on certain conditions may be reduced or abolished. It depends upon the willingness of the United States to enter into negotiations with that end in view. The probability is they will result in an arrangement which could be accepted with honor and advantage." It is understood that next month a trade conference will take place between representatives of Canada and the United States.

Bell-Irving & Paterson, New Westminster, have removed to English's new block on Front street.

THE steamer *Delaware* has been seized and is to be offered for sale by the sheriff, on a judgment of \$620, at the dock, New Westminster. The shareholders claim that it has been a case of bad management from the beginning. She cost \$34,000 and is mortgaged for \$13,000.

THE LEBU'S CARGO.

The British bark *Lebu*, 726 tons, Capt. Worrall, sailed Nov. 16 for Liverpool, with a cargo of 30,800 cases salmon, valued at \$161,424; also one case fishing tackle valued at \$40—R. P. Rithet & Co. (l'd), consignors. The following are the brands shipped:

	Cases.
Harlock Packing Co.....	3,000
Lowe Inlet Packing Co.....	3,728
Cascade Packing Co.....	2,770
Skeena Packing Co.....	1,254
Wannuck Packing Co.....	3,000
R. D. W. & Co., Liverpool.....	2,000
Dominion Brand, Laidlaw & Co.....	2,200
R. D. W. & Co., Liverpool.....	1,100
Dominion Brand, Laidlaw & Co.....	1,450
R. D. W. & Co., Liverpool.....	1,500
Harlock Packing Co.....	2,000
Wellington Packing Co.....	1,500
Standard Packing Co.....	900
Maple Leaf Brand, Delta Canning Co.	4,398
Total.....	30,800

THE SALMON PACK.

The following is the salmon pack for this year, as far as returns have come in. There is still about fourteen canneries to hear from:

	Cases.
<i>Northern Pack, Naas River.</i>	
Cascade Packing Co.....	3,000
B. C. Canning Co.....	2,581
McLennan.....	5,477
<i>Rivers Inlet.</i>	
Wannuck Packing Co.....	11,500
Rivers Inlet Packing Co.....	15,000
Victoria Canning Co.....	10,000
Alert Bay Canning Co.....	650
<i>Skeena.</i>	
Inverness Co.....	9,875
North Pacific Canning Co.....	11,200
Standard Canning Co.....	10,922
Balmoral Canning Co.....	10,000
Skeena Canning Co.....	11,800
Windsor Canning Co.....	9,700
B. C. Canning Co.....	13,659
<i>Fraser River.</i>	
Havelock Packing Co.....	5,897
B. C. Packing Co.....	8,318
Beaver Canning Co.....	12,965
Richmond Canning Co.....	12,085
Garry Point Canning.....	8,101
Dumfries Canning.....	5,000
Phoenix Canning.....	7,624
Britannia Canning.....	6,595
Total.....	192,070

L. Godbolt, representing J. & T. Bell, manufacturers of fine shoes, Montreal, has returned east, after a successful business visit to the provincial cities.

The British bark *Nineveh*, 1,174 tons, Capt. Broadfoot, from Shanghai Sept. 18, arrived at Port Angeles Nov. 13. She will load lumber at Vancouver for Sydney on owner's account.

The American whaleback steamer, *C. W. Wetmore*, 1,075 tons, Capt. Hastings, from New York to Port Townsend, arrived at Valparaiso Nov. 7, and sailed the same day for destination. She is expected to arrive before December 1.

The British ship *Zambesi*, 1500 tons, Capt. Edwards, Upton line, sailed from Yokohama November 10 for this port, with a full cargo, composed principally of 2,000 tons tea for shipment overland, and 1,000 boxes of Japanese oranges. She is due November 30.