

gouver Island from 1849 to November, 1851; under Sir James Douglas, K.C.B., from November, 1854, to March, 1864; under Arthur Edward Kennedy, who was Governor from 1864 until the union of the island with the mainland, which occurred in 1866. Sir James Douglas was Governor of the united colony from 1858 to 1864. He was followed by Frederick Seymour from the latter year until 1869, and from that time until 1871 by Anthony Musgrave. It was during the regime of Sir James Douglas that that doughty champion of Imperial interests was informed by a trembling member of his staff that "peace and happiness had departed from the country forever, because a man with a 'pointed beard' and a 'tall hat' had that day arrived from America, and intended to start a newspaper." What Sir James then said has not been transmitted to posterity, but it may be safely surmised that his strange and significant eye just then spoke a multiplicity of tongues, all to be translated with the same meaning. Subsequent events showed that the pen proved mightier than the sword or the eye full of meaning, and thus began that reign of democracy in British Columbia which has still many adherents. No matter what may be urged against crown colonies, that on the Pacific coast resulted in bringing to it a number of able personalities, who like the Argonauts a little to the south, were perfectly well able to go anywhere about the globe. It has been said that the creation of a Dominion Parliament has in most cases lowered the standard of local legislatures, and even where the bicameral system prevails this degradation has been but slightly diminished.

For some time past the province has been undergoing a disturbance which I have frequently compared with certain disturbances of geological time. Some folding and uplifting have taken place; still there are enquiries of British Columbia: "Is it a province of the Confederation or is it yet a crown colony?" Perhaps some light will be thrown on these questions in succeeding papers under the heading that has been selected.

West Yale, B.C., August 1, 1902.

H. N. E.

(To be continued).

#### CANADIAN PACIFIC FINANCES.

The directors of the Canadian Pacific Railroad held a meeting in Montreal on the 11th inst. A dividend of two per cent. was declared on the preference stock for the half-year ending June 30 last, and one of two and a half per cent. for the same period on common stock. The net revenue available for dividends was \$7,559,914, the gross earnings having been \$37,503,054; working expenses, \$23,417,142; leaving the net earnings at \$14,085,912. The income from other sources was \$958,827, so that the total net income amounted to \$15,044,739. Out of this had to come the interest on land bonds and other fixed charges, and the amount applied for ocean steamships (\$150,000). After providing for payment of dividends, a surplus for the year was carried forward, amounting to \$3,063,074. Coming to a comparison with the previous year, the gross earnings show up exceedingly well, amounting to \$37,503,054, against only \$30,855,203 for 1901. Working expenses, however, also increased from \$18,745,828 to \$23,417,141. Total net income for 1902 is \$15,044,739, as compared with \$13,042,800 for 1901, and the net revenue available for dividends is \$7,559,914, compared with \$5,586,905, in 1901.

Referring to off-shoots of the Canadian Pacific in the United States, the Duluth South Shore and Atlantic Railway's gross earnings for the year ending June 30th, 1902, were, \$2,690,569, against \$2,484,210 in 1901; the operating expenses being \$1,688,818 and \$1,654,931, respectively. Total income for 1902 was \$1,008,036, against \$835,179 for 1901. After allowing for fixed charges, taxes, etc., there is a surplus for the year ended with June 30th last, as against a deficit for the previous fiscal year of \$113,193.

The Minneapolis, St. Paul and Sault Ste. Marie Railway is another line in close alliance with the Canadian Pacific. Its gross earnings for the fiscal year, ending with June 30th last, were \$6,222,387; operating expenses, \$2,941,627, and net earnings, \$3,280,760. In the previous year these items were

\$4,517,075, \$2,564,337 and \$1,952,738, respectively. Fixed charges, taxes and rentals amounted to \$1,645,085 in the year ending June 30, 1901. If fixed charges do not show an increase for the year just passed, the surplus applicable to dividends will be \$1,635,675, which is equal to the full 7 per cent. dividend on the \$7,000,000 preferred stock and a balance equal to a little over 8 per cent. on the \$14,000,000 common stock.

#### COLLINGWOOD SHIPBUILDING COMPANY.

Few of the vessels which ply on Georgian Bay received their baptism in its waters. In recent days shipping there has assumed comparatively large proportions. Ports along its shores have become something more than places with plenty of picturesqueness, but little trade. Commercial activity and smoky funnels are to be seen on every hand. At Collingwood great changes have taken place. Its harbor has been improved; large shipyards have been established; an immense dry dock constructed, and the whole commercial aspect of the town has taken on a modern forwardness. The Collingwood Shipbuilding Co., limited, whose president, Mr. John J. Long, is so well and favorably known, is a thoroughly established institution. The company has an authorized capital of \$2,000,000, of which \$550,000 has been issued and paid up. With this latter sum much has been accomplished. Last year two large steel steamships were constructed, shops erected, machinery installed, and a dry dock built. The directors have shown what can be done with half a million dollars; so now it is proposed that more stock be issued. Messrs. John Stark & Co., brokers, this city, have been authorized to receive subscriptions for 2,200 shares at \$100 each. The total amount of the new issue was \$300,000, but already \$80,000 has been taken up, and the balance is not likely to hang fire for long.

#### GENERAL DRY GOODS SITUATION.

Since the beginning of August and more especially during the past week, trade has been exceptionally good in the wholesale dry goods houses. There have been a number of buyers visiting the city, who have placed sorting orders to a considerable extent. Everything points to a successful fall season's business, though of course, a great deal depends upon the weather, and the safe securing of the crops. Should these influences be favorable the coming season is not unlikely to be a record one in the dry goods business. Prices in all lines of textile goods are very firm, and advances are expected in the near future in both linens and cotton goods. The outlook for cotton crops in the Southern States has improved considerably lately, and prices for the raw material are liable to drop somewhat. This is hardly likely to make any appreciable difference in the value of articles manufactured from it, however, as the mills for a long time past have been working on material which was bought some time before the recent advances were made. Canadian fall woolen goods are quite a strong feature in the trade just now, especially those of the higher grades. The demand is bedoming brisker than ever, and the mills which make a specialty of this class of goods find it difficult to keep up with their orders. The wool required for the manufacture of these goods is becoming more expensive, though the coarse domestic sorts are still out of favor. Prices will doubtless become higher after a while, but for the present stocks in jobbers' hands remain about as before. Cloths and tweeds for men's overcoatings may especially be expected to advance.

Another noticeable feature of the warerooms is the number of good-looking printed flannelettes for wrapperettes, blouses, etc. In appearance they are fully equal to the French-made article. The designs are handsome, and the printing well executed, and they are made to retail at low prices.

Merchants throughout the country continue to meet payments well, and an increasing number show a disposition to take advantage of the cash discounts offered.