

THE SIDNEY AND ISLANDS REVIEW

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A. EMERY MOORE,
EDITOR.

ASK FOR B.C. ELECTRIC.

We were pleased to notice from the re-
port of the last meeting of the Board of
Trade that that body—amongst other
matters of great public interest—took up
again the question of asking the B.C.
Electric Ry. to run their line into Sidney.

It seems hardly credible that a trans-
portation company should run their line
through a very sparsely populated district
from which nothing but a small amount
of excursion patronage in the summer-
time could be expected, to a terminus
with hardly a residence, and little or no
business, and avoiding a town of several
hundred inhabitants situated only a mile
from their main track, and especially
after a well signed petition was sent
them asking that their line be run into
this town, but such is the case.

The general public probably never had
the facts laid before them, nor taken the
trouble to investigate the reason for the
ignoring of the petition which was sent
in—and also deputations which waited
on the manager of the company.

Casual observation will show that al-
though the electric trams are almost con-
stantly overcrowded, the greater percent-
age of the passengers alight between Saan-
ichton and Victoria—with a few even now
alighting at Trip or Mt. Newton stations
for Sidney.

The B.C. Electric Ry. Co. own a con-
siderable amount of property at the north-
ern end of the Saanich Peninsula, around
Deep Cove, and at the present time they
have this property on the market in var-
ious sized lots.

It is to their interest, therefore, to run
their line through that section to Deep
Cove in order to, firstly, increase the prop-
erty values, which the fact of having
transportation naturally does, and second-
ly, though mainly, to boost their real
estate. Is the B.C. Electric Ry. Co. in
the business of a transportation company
or is it in the real estate business, with
a railway system on the side for the con-
venience of its clients of the real estate
department? If the latter, it is about
time that the matter was taken up by
the proper authorities and adjusted.
What subsidy does the B.C.E.R. receive
from the government for running its line
those ten miles from Saanichton to Deep
Cove to boost B.C. Electric Ry. real es-
tate?

If the railroad company wants to show
its faith with the people of Sidney it will
accede to the request of the board and
lay their tracks into Sidney, with as little
delay as possible.

We are indebted to the same company
for the electric energy which is now
supplied us, and if there are sufficient
consumers of "juice" to warrant them
running a pole line from their right of way
into the town—it would seem highly im-
probable that a line of steel following the
same route would be a losing proposition.
We have no "plums" to offer—just straight
business patronage.

A. V. & S. AGENT

Again the necessity of a station agent
at Sidney is being brought to the manage-
ment of the V. & S. line by the Board of
Trade and the request for such an official
of the line should be granted without any
delay.

There is no doubt whatever that the
freight business alone would warrant such
a demand of the company—the business
men of Sidney are not getting anything
approaching a square deal in this respect
as many days of the week there are four
or five cars on the freight train—the con-
tents of which, after being dumped, are
left to the mercy of any one who fre-
quents the depot.

As adding insult to injury the V. & S.
have the audacity to make a notation on
every bill of lading—by a rubber stamp—

to the effect that they will not be respon-
sible for loss or damage after the freight
has been landed at the depot. How long
are we going to stand for such treatment
as this?

Failing immediate action by the railway
company the matter should be taken up
and pressed with the Minister of Railways,
who, we are pleased to note, has now
some jurisdiction over the working of this
line.

In our last issue the inconvenience of
the present mail service was taken up,
and while the subject is before the
authorities it would seem to be an oppor-
tune time to press for a double daily mail
service.

The change could quite conveniently be
made when the present service is adjust-
ed—which we feel confident will be done
before very long.

The double service—with the advent of
additional business enterprise—appeals to
the "Review" as an accommodation which
is warranted.

PARCEL POST ADOPTED IN CANADA.

The parcel post bill was passed by
the House of Commons of Canada a
few days ago, leaving the details of
administration entirely in the hands of
the Postmaster-General, who said that
the zone system would be adopted, and
that the zones would be the provinces
of the Dominion, except that the mari-
time provinces—New Brunswick, Nova
Scotia and Prince Edward Island—
would constitute one zone. Local
zones of twenty miles radius will sur-
round each post office in the Domin-
ion, and in these small zones very low
rates calculated to enable local mer-
chants to meet the competition of mail
order houses will obtain. The system
will be carried on a self-sustaining,
business-like basis. The rates will be
fixed by the Postmaster-General, while
the size and weight of parcels will be
the same as those fixed by the postal
union. The law will go into effect on
proclamation, probably about January 1.

TOO MANY BANKS.

As President D. R. Wilkie intimated
at the annual meeting of the Imperial
Bank of Canada the other day, the
continued expansion of branch banks
is not proving to be all beer and
skittles. He pointed out that in place
of more branches there would in all
probability be less later on. In truth,
the smaller places in Canada, and
some of the larger ones, appear to be
very much over-banked. The char-
tered banks of Canada to-day are, as
regards branches, in much the same
position as the churches, there are too
many of them per capita. The unin-
formed person is as likely as not to
run away with the idea that the aver-
age small town branch bank, of which
there are literally hundreds in Canada,
are all making money. As a matter of
fact, most of them are not doing any
such thing, according to those in the
banking business themselves and who
should know. Here, for instance, is
briefly stated a typical case in one of
the smaller Western Canada centres,
the figures being those of a promi-
nent bank official: Deposits from the
public, \$50,000, of which sum \$35,000 is
loaned at 7 per cent. interest, the re-
maining \$15,000 being retained for con-
tingencies. From other sources \$500
additional income is secured, making a
total gross income for the year of \$2,-
950. On the other hand, rent, clerk
hire (three clerks), taxes, postage, etc.,
eats up exactly \$5,100, a net loss for
the year of \$2,150. Duplicate this in-
stance many times over, and you have,
according to this bank official, the po-
sition of the banks as regards a great
many of their branches. Is it any won-
der, then, that the president of the Im-
perial predicts less branches in place
of more?

NOTICE

In order that the school trustees may
be able to arrange for the necessary ac-
commodation when school reopens for
the fall term, will the parents of new
scholars kindly notify the undersigned.

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