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VICTORIA, TUESDAY, JANUARY 17, 1893.

THE CIVIC ELECTIONS.

The result of the civic elections should at least be satisfactory to the Citizens' Association. Considering that the work of organization was decidedly unsatisfactory and vague in so far as the aims and objects of the association were concerned, the election of six nominees out of a possible nine should inspire the members with confidence in their work of purifying municipal politics. The new council is a vast improvement on the old one, both as regards intelligence and executive ability, and this encourages the hope that many needed reforms will be accomplished during the year. It is hard to conceive how a city with the natural advantages and situation of Victoria should not become a great commercial centre, and no doubt it will, if our citizens develop a progressive spirit and work in unity for its advance. Without intense devotion to local interests on the part of the citizens no council can do much. Civic pride has been a characteristic of the cities of the world which have achieved historic renown.

With a council such as the present one, the matter of a presiding officer cuts no figure, therefore we do not regard it in the light of a great calamity that Mr. Beaven was again returned to power. While we strongly advocated the claims of Mr. Dalby, we bow submissively to the will of the majority; and further, if Mr. Beaven will mark his administration this year with a policy of liberality he will receive the hearty support and endorsement of THE COMMERCIAL JOURNAL.

It should be borne in mind that, as in all other undertakings the first necessity for municipal improvement, is that most important of the sinews of war—money. When the municipal treasury is full, it is easy to project and carry out sanitary improvements and works of public utility. We trust that the Victoria City Council will have no reason to complain of lack of liberality on the part of the citizens when demands are made for the wherewithal necessary to place the Queen City in the front rank of commercial centres on the Canadian Pacific Coast.

THE TORONTO BANQUET.

The banquet recently given under the auspices of the Toronto Board of Trade at which were present not only the Premier of the Dominion and some of his colleagues, but the leader of the Ottawa Opposition and the Premier of Ontario, seems to have been a very successful affair. The Gov-

ernor General appears to have given his speech an eminently practical turn and to have demonstrated from the figures that the progress of the Dominion has been uniform. For instance, when he took office in 1888, the total imports were \$110,804,000, and in 1892 these imports had risen to \$127,400,000. The exports have, in the same time, risen from \$90,000,000 to \$113,000,000. Besides, during the last five months of the present fiscal year, the exports of the produce of the country were in round numbers \$58,773,000, as against, in the corresponding period of 1891-92, the total of \$53,000,000, an increase during those five months of no less than five and a quarter millions. His Excellency reviewed the bank statements, ship returns, life insurance statistics and concluded that since his advent to the country its progress has been uniform. The premier, Sir John Thompson, said that the government of Canada on the trade question proposed to take advantage and watch the movement of tariff changes in the United States and to adopt that policy which will be best for this country first and for the Empire next. In regard to the national policy, he said "I know of defects both in the frame and in the administration of the present tariff which require remedy, and therefore, sir, we propose to lop the mouldering branch away." Hon. G. E. Foster, Finance Minister, announced increasing outputs in every branch of the industry and products of the country and urged that the true course of Canada was to put itself with undiminished strength, and with what collective wisdom it had to the development of the country as it stands to day, and that power which makes for righteousness would, he believed, surely lead us into the way whereby Canada shall feel the throbbing pulsations of an Imperialism which encircles the world, bounded by no continents, enclosed by no oceans, which was a guarantee of continual peace.

THE FISHERIES' COMMISSION.

It is announced that the government intend to print all the correspondence in connection with the Salmon Fisheries' Commission held here so long since that it has now become a matter of ancient history, together with the evidence taken during the official sessions of the gentlemen composing it. That ought to have been done long ago, in order that the general opinion as to that abortive undertaking in the light of its official record might be in the hands of the members of Parliament during the ensuing session of parliament. Of what practical use can that evidence be if its publication be long delayed? It would, we feel convinced, be a good thing were the correspondence in the local press and the editorial and other criticisms of the proceedings during their continuance, made a part and parcel of the document. Otherwise it will be little more than a one-sided statement prepared under the direction of the obnoxious Mr. Wilmot, with the connivance and concurrence of Mr. Sheriff Armstrong.

A large quantity of evidence was tendered but rejected by the majority of the commissioners, to which they would not listen, and, as to this, the members of the

House should be informed, if it is desired that they should have a fair statement of the case. The record as it is, however carefully the accepted evidence may have been taken and transcribed, would, without the matter to which we have referred, be nothing short of a fraud and an imposition. Parliament and the country ought to be in possession of the facts and nothing but the facts, Mr. Wilmot's previously formed opinions being rigidly rejected.

A CANADIAN COAL COMBINE.

Latest advices inform us that a syndicate has been formed to buy out a number of the Nova Scotia and Cape Breton coal mines and place them under one management. At first it was announced that it was proposed to form an immense combine, practically a monopoly, whose result would in all certainty have been to raise the price of coal to the consumer. It is understood that at the coming meeting of the legislature application will be made in their behalf for the leases. There are three or four developed properties in Cape Breton, besides mines in Cumberland and Pictou, which the syndicate will not touch. It proposes subscribing about \$17,000,000, and will work the properties on the latest improved plans, putting in electric machinery. They think the output will be increased to two millions and a half tons annually. It is said that Whitney, of Boston, the prime mover in the syndicate, is working hand in glove with the Pennsylvania coal interests by which the coal supply of Eastern North America is monopolized. The Federal Government have, it is said, no power to interfere.

A RAILWAY WAR.

The indications are that we are on the eve of a merry war between the transportation companies having their termini on the Pacific coast, the Panama Railway, the Pacific Mail Steamship and the Southern Pacific Railway companies being most important factors in the controversy. According to the latest advices, it is a case of war to the death between the Northern Pacific and the Great Northern railways, President Hill, of the latter, having so manipulated matters as to make him extremely influential, if not in its direct counsels, in forcing the N.P. to carry out his behests. In fact it would seem that the mastery of the situation, as matters stand, is between the presidents of the Canadian Pacific, the Great Northern and the Southern Pacific, and the upshot it is difficult to see, particularly as with regard to the first named, the policy of the Executive of the United States is involved. The President has threatened to repeal the consular seal act, even without consulting congress on the subject in the pursuance of his well nigh unreasoning policy of retaliation. But, as one railway man is reported to have said: "It is not so much what the Canadian Pacific has done as what it is able to do and what it will do in the future if it is given the occasion by the American Government that makes it feared by roads in this country."