

ter for Yukon trade and less convenient point of Yukon departure, the capital city of the Province having somehow succeeded in gaining the ear of Sir Charles Tupper, of Mr. Herschell Cohen, and of many another shrewd organizer of British joint stock capital to be employed largely in the Yukon country and in northern British Columbia. It is indeed strange that notwithstanding the existence and efforts of such a body as the Vancouver Board of Trade, and despite also the fact that Vancouver is the terminal of the C. P. R., which can, and doubtless will, open up and make available absolutely the best route to the northern gold fields, so large a proportion of trade of the Yukon and Cassiar countries seems likely to pass over to Victoria.

The best chance for Vancouver lies seemingly in the fact that when northern trade possibilities begin to be fully considered—rather later in the year—by British and other capitalists seeking new fields for industrial enterprise, some of the most capable of these can scarcely fail to recognize the superior, if not supreme, natural and acquired advantages of Vancouver as a center of trade distribution.

Meanwhile, without seeking to expand the Yukon boom—a thing which we hold to be, under the circumstances, undesirable and, indeed, unjustifiable—it is possible for large numbers of our citizens of Vancouver, in the course of their communications with friends and correspondents in the world at large, to point out very clearly the really exceptional advantages of our own city as a center for northern trade. A similar effort has—on their own behalf, of course—been done for some time and is still being done by the people of Victoria, whose example is, in this respect at least, worth following. The Provincial capital is by no means the "sleepy burgh" which too many of us in Vancouver would fain imagine the place, for if, during a brief period, lethargy seemed to be rather settling down on Victoria, the people of that city have now for some time been very much alive to their opportunities, and made, as a rule, excellent use of them. Hence it will, for a period, "take Vancouver all its time," to use a familiar but expressive phrase, to obtain a due proportion of the coming commercial advantages of the striking developments now proceeding up north. The necessarily resulting growth of British Columbian trade and population ought surely to be divided between the two leading ports and commercial centers of the Province, and if Vancouver's people prove alert and resourceful, shared it will be. But to secure this, greater local energy is assuredly needed, than is now outwardly apparent, as Vancouver's advantages of situation and railroad facilities are, in the case of Victoria, offset by that city's long-acquired hold of much northern trade and by the larger relative control of capital, which the merchants of the Provincial capital still possess.

EDITORIAL NOTES.

British Columbia is, by reason of ever-growing customs, inland revenue, postal receipts, and fisheries contributions to the Dominion revenue, establishing an irrefutable claim to far more liberal treatment by the National Government at Ottawa, which largely continues the traditional Dutch policy "of giving too little and asking too much" of our own heavily taxed Province. The increase, for 1897, of customs revenue at Vancouver alone—a gain of well nigh \$100,000—is of itself more than enough to pay the accruing interest on the Crow's Nest railway subsidy, in respect of which our Eastern Canadian members of parliament make, without the slightest ground, big demands on British Columbia's gratitude. Meanwhile there are large gains in the inland revenue collections of Vancouver island and the mainland, whilst the customs revenue of the Kootenay country increases by leaps and bounds, and the returns from the New Westminster and Victoria districts also show very satisfactory enlargements of yield. Hence, as matters stand, *British Columbia is contributing to the national revenue largely in excess of an equitable proportion, and receiving in return—especially as regards Vancouver—little indeed.* British Columbia has, as concerning revenue production, become the milch cow of confederation, a fact of which those that be in power at far-away Ottawa cannot be too frequently reminded, until something approaching justice shall be done to British Columbia. The mention of these things is made in no partisan spirit, for Ottawa administrations are, regardless of their party stripe, alike guilty of niggardly disregard of the rights of our Pacific Province, and seem likely so to continue until the time comes when Western Canada holds the balance of power in Dominion politics, a date perhaps after all not so very distant. Meanwhile there should certainly be taken a quinquennial instead of a decennial census of Canada's population, as under the present ten-year system the statutory per caput contribution of the Dominion to British Columbia becomes a few years after each census, far below what it should be, the yearly percentage growth of population with us being hugely in excess of that of any of the Eastern Provinces, and certain so to continue for an indefinite period.

Strongly capitalized as is the British America Corporation, with its board of high placed and exceptionally capable directors, the company has not escaped considerable adverse criticism in England and elsewhere. The vague, and as has since transpired, rather inaccurate details given in the prospectus in part justified the censure, and the great undertaking was evidently promoted somewhat hastily. The financial editor of *To-Day*, a well-known London weekly, in particular censures the