

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

D. M. CARLEY EDITOR-IN-CHIEF.

L. G. HENDERSON . . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, DECEMBER 19, 1893.

CHRISTMAS.

We have again to congratulate our readers on the approach of the ordinarily joyous time of Christmas. With many people and many business men, too, it does not seem likely to be as gladsome as it has been some years. Nevertheless, let every one make the best of it; we don't advise them to set about extracting sunshine from cucumbers; but if one only looks for it, there is always a ray or two of sunshine to be found somewhere, and that can be best appreciated by those who endeavor to turn its genial warmth upon some one else. We, therefore, repeat, not as a mere formality, but with all heartiness the honored compliment "A Merry Christmas!" As for the New Year, it will be for many what they make it. They will, most of them, in the ordinary course of nature, have twelve months during which to make themselves happy. Let them gather up the sunbeams that shine all around their path, and, with them in their storehouse, it is the more easy to make matters more bright and, indeed, prosperous.

FRASER RIVER FISHERIES.

It might possibly be well for the Fisheries department to send some one along here—not Mr. Samuel Wilnot, for the canners take no stock in him—to see what can be done to protect the British Columbia fishery interests on the Fraser River in view of the fact that at Point Roberts, the lower promontory, which happens to be just within the American jurisdiction, several new canneries are to be built, equipped with all the most modern engines for salmon destruction, to be operated under the same regulations as have made havoc in and devastated the Columbia River. Being at the mouth of the river they will be in a position to intercept the salmon as they pass up, and do a great deal towards destroying a most important British Columbia interest. There can be no question as to the rights of other nations, the entire matter being in the hands of Canada and the United States. It is to be hoped that there will be no delays in taking action. The contingency is an urgent one, nevertheless, as even the *Colonist* suggests, it will in all probability be months before the Department begins to move in the matter and it is more than likely that next year's regulations will be issued before the altered state of things at Point Roberts is taken into consideration. When at Ottawa, Premier Davie pointed out how extremely awkward it was for

many of our concerns to be forced to wait for action from Ottawa—three thousand miles away—and asked that owing to our special conditions a number of matters be vested in the Provincial authority, which elsewhere were regulated by the Federal authority. But here it is not unfrequently impossible to wait, besides our conditions and surroundings are so essentially different from those obtaining elsewhere.

THE STROEBEL TRIAL.

For close upon ten days the attention of the court and of the public has been occupied with a mass of evidence that has been adduced in connection with the murder of one Marshall, a rancher, at Huntingdon. Naturally the counsel on both sides have sought to make the best of their respective cases; but there are some who strongly reprehend the policy of the counsel for the defence who, in the endeavor to save his client's life, has striven to make the jury believe that the evidence for the prosecution has been unworthy of belief, the parties testifying having virtually been guilty, by inference at least, if not by proof, of almost every crime upon the calendar. This has necessitated the bringing in of a volume of testimony in rebuttal. As the Judge, however, intimated, Mr. Morrison had his client's life to defend, and it was his duty to do his very best for him. On the other hand, counsel for the Crown has marshalled all the evidence it was possible to adduce, and with very great skill and forcefulness presented his case. At the time of writing, it would be difficult to predict whether the verdict will be for or against the accused.

CONNECTION WITH THE MAINLAND.

While in our last issue, in regard to the C. P. N. Co. and the opposition it appears likely to have from the C. P. R. Co., with which it formerly cooperated, the *BRITISH COLUMBIA COMMERCIAL JOURNAL* voiced the sentiment of a number of people, it is only proper to remark that there is much to be said on the other side. The C. P. N. Co. is a Victoria institution, the capital or the greater part of it is owned here, its employees make their homes among us and the bulk of their earnings helps to swell the volume of cash which is in circulation throughout the city. These are considerations that should not for a moment be lost sight of and cannot fail to have their weight in influencing business, other things being equal, or nearly so. We all of us realize that Victoria has nothing to expect in the way of consideration at the hands of the C. P. R., who, it would appear from past experience, are bent upon doing the utmost possible injury to local interests, whether real estate or commercial. For our part, we should exceedingly regret to see the C. P. N. Co. out of the field, where its presence would be a break to further C. P. R. aggressions. No doubt local consignees, shippers or the traveling public will, taking all things into consideration, give the C. P. N. Co. a generous share of their patronage.

We should be sorry, indeed, to see the traffic to or from Victoria placed at the mercy of the huge monopoly which has

done its best to place its iron heel on every Dominion interest, and whose unquestioned policy has been to kill off those which it was unable to coerce. Indeed, it has been said that it is to the management of that huge concern that much that has been complained of in the Mainland ferry service has been due. Besides, there is reason to expect that relieved to a great extent from its dictation the C. P. N. Co. will be in a better position to meet the requirements of both Island and Mainland, since it is only the through traffic which the C. P. N. Co. has thus far cared to cultivate.

According to latest advices, Messrs. VanHorne, Fullerton & Co., made their arrangements long ago, for a new mainland ferry, thus emphasizing their spite to everything Victorian, as they have done in connection with the Oriental service, and as they attempted to do with that to Australia; but their big round hand being manifested they, it is said, forced Mr. Huddart to discharge Captain Arthur of the Warrimoo. This last incident is one that will not be forgotten by our merchants when it comes to making a choice between transportation companies.

THE MANCHESTER SHIP CANAL.

While private capital is building at Esquimalt a marine railway and dock for the repair of disabled shipping, British funds have constructed and practically opened the Manchester Ship Canal—a channel of 35 miles long, at a cost of \$75,000,000. Its construction was begun in 1887, since which time over a hundred thousand men have been employed upon it, besides not less than a hundred mechanical excavators. Ships can enter the canal at Eastham by one of three locks. The largest of these is 600 feet long by 80 feet wide, and can accommodate steamers of the size of the White Star liner, Teutonic, which is nearly 10,000 tons burden.

The *Canadian Mining Review* says: "A car load containing 20,000 ore sacks has been shipped by the Canada Jute Company, Montreal, to their agent, Mr. R. E. Lemon, at Nelson. When it is considered that these will be placed in addition to the 18,500 already delivered to his customers, it is evident that notwithstanding the low price of silver the miners of Kootenay mean business."

HON. MAC KENZIE BOWELL, Minister of Trade and Commerce, has returned from Australia and is reported to be well satisfied with the results of his mission. He appears to doubt the correctness of the report that the proposed conference at Ottawa next year has fallen through, but of this no doubt more information will be obtained when he has had occasion to confer with his colleagues at Ottawa. The Hon. gentleman considers that the Pacific cable project is an assured success. He also took occasion to say that in order to secure successful trade between the Dominion and Australia the respective countries must ship to each other the very best stuff they can produce.