

steer clear of our bonds and have as little to do with them as possible. The moneyed men of the old world are only too anxious to discover profitable fields for investment. They have almost an infinite amount of money that they are anxious to turn to better account, and it might be that the result of the labors of the commission will be an immense blessing. Neither the government nor the petitioners ought to be blamed for their action in this respect. The latter, who have almost their all at stake, have a right to satisfy themselves that matters are as they should be and to learn that there has been—as we all expect to discover—far more smoke than fire, while the former are only doing their duty in acceding to the wishes of so largely and deeply interested a body of petitioners. It should be forgotten by no one that the right of petition is one which every British subject holds in the highest estimation, and he is bound to exercise it whenever he deems it necessary.

#### NEW WESTMINSTER AND VANCOUVER TRAMWAY.

The New Westminster and Vancouver Tramway Company has so far progressed that they can run two small cars, each seating about twenty-two people, two trips each way per diem. The line is fourteen miles in length, and will, it is expected, have running over it shortly four large cars of a capacity of forty-five persons each and three for city service of a capacity of twenty-two. The large cars will give an hourly service. These, together with combined baggage and passenger coaches, will arrive in about ten days. To all appearances, the line is well built and seems to be well patronized. The people of New Westminster, however, now that they have obtained so much and having contrasted their own contract with the company and that into which Vancouver entered, are inclined to think that they are not doing as well as they might have done. To the company, New Westminster granted a perpetual charter, amounting to a monopoly, no other company, without the consent of the tramway company who have thirty days during which to pass upon any project, being allowed to operate without their sanction. Indeed, it is doubtful, if anywhere else so great a concession would have been made.

On the other hand, the Vancouver authorities made the following concession: That city gave the company a twenty years franchise at the nominal rental of \$1 per year for the first five years; at the expiration of that time, they may charge one cent per head on the passenger traffic. From this it may be inferred that if the enterprise does not pay equal to anticipation, only the original sum of \$1 will be demanded. On the part of the company, they are to keep eight inches of road on each side of the rails in order. Thus, it will be seen that the Vancouver people have made a very good bargain with the tramway company, while New Westminster, in its commendable desire to secure new enterprises, may just have paid a trifle too dear for its whistle. Time will tell.

New York financial journal says that the Villard will remain on the Pacific coast for six weeks.

#### "HOW MUCH WILL IT STAND?"

This question is the one upon which many of the business men of this Province appear to base their calculations of profit. They never probably heard of the old adage of "small profits and quick returns," or, if they ever did, it is so long since that they have utterly forgotten it, having concluded that the least amount of trade they can do with the utmost proportion of profit is what suits their bill perfectly. And, in connection with this matter, it may not be out of place to say that among those who stand as the chief exponents of this kind of thing are the managers of the Canadian Pacific Railway enterprise, for which the Dominion and every individual citizen has done so much and has made so many sacrifices. They "cinched" Manitoba and the Northwestern Provinces until the conclusion of the monopoly which they held upon those sections. They can no longer, with profit to themselves, exact exorbitant rates for carrying wheat and produce to the South and East. There are other routes by which they can be reached. But still they have their hand on the throat of British Columbia, and every hoof of Western cattle or pound of Ontario produce that comes here has to pay exactly the proportion of tribute that the C. P. R. magnates, sitting in Montreal, decree that it is able to stand. There are some people who will remember the vigorous and persistent protests that the late Thomas Oliver was accustomed to make in the Dominion Parliament against the unfair manner in which the Grand Trunk Railroad people used to treat the local trade of some portions of Ontario. His voice was heard for years before anything was done, but eventually local charters and other significant signs convinced the railroad people that the iron hand had better be relaxed, and apparently, in so far as concerns this Province, the work of teaching the C. P. R. has been begun. It is only a few weeks since they lost the freightage on one of the largest shipment of furs that has ever been sent direct from Victoria to Great Britain. That consignment took the route of the Northern Pacific Railroad, whose managers must have, it is understood, made a very good thing out of the transaction. The Northern Pacific and the scalars and, indeed, those connected with other native industries are prepared to repeat the process, so soon as occasion offers.

In its earlier days, the plea of the Canadian Pacific was that it was a native enterprise and should on that account have special considerations. The special considerations which it received on that account were legion; but, in the eyes of business men, to-day, their claims have vanished and the road must stand or fall on its own merits. British Columbia cannot ret its beef from the Northwest to advantage because of the Canadian Pacific Railroad freight rates; and now the fishery men complain of the company's blind avarice, which is killing the British Columbia fresh fish trade with the East.

The Dominion Express Company are nominally the offenders, but, like many other offshoots, they are neither more nor less than the Canadian Pacific under a new name. The trade in fresh fish from:

British Columbia, in the East had grown to some proportions, and bade fair to be very much augmented; but the express charge adjusters, having concluded that there ought to be more in the business for the railway, have made the express or freight rates such that the British Columbia fishermen have been forced to conclude that there is now nothing in it, and, so, by the greed of the soulless Canadian Pacific Railway, another provincial industry bids fair to be paralyzed, although, at the present time, crofters are to be brought out to augment the number of workers engaged in that line of business. In a word, the C. P. R. demand more, it is said, than the difference between the cost of production and the sale price. It may be that the Northern Pacific may yet step to the front and give the required service. If they do, the fishing interest will not forget them.

We notice, since the above was written, that an apologist for the C. P. R. commenting upon some of the high freights charged, says that "these are bound to be reduced just as soon as the trade grows to such proportions as to make the C. P. R. management consider it an object of special attention." Special attention, indeed! Is it not the mission of business men to be at least abreast of, if they have not enterprise and snap enough to be ahead of the times? When an ordinary individual goes into business, is everything cut and dried and placed ready to his hand? Has he nothing to do but stretch out his hand and snatch the business? He has to work for and cultivate it, which the C. P. R. people seem to have got far beyond doing. They are a big monopoly in the particular line the apologist refers to, also in that of which we have been speaking. They are ready to do the trade; but are not ready to do anything to build it up. Verily the notions of progress, enterprise and business snap held by some of the C. P. R. supporters are in the words Dominie Sampson "prodigious!"

VICTORIA fire brigade is not the only one that believes in using more than the necessary quantity of water required to extinguish a fire. When Campbell & Anderson's hardware and crockery store at New Westminster was burned down, the brigade of that city were not sparing of water. The damage by fire amounted only to \$2,500, while the loss caused by water was something like \$10,500. However, the New Westminster people are intent upon a change, and with this end in view they are making arrangements in the direction of greater precaution against fire.

In a brief article in the *Monetary Times* recently, we notice that the population of France is compared with that of England, in which the statement is made that the population of the latter is 37,000,000 and that of the former about 33,000,000. The figures credited to England are, approximately, those of the entire United Kingdom, according to the last census, the exact figures being 37,940,283. The population of England and Wales together is 29,001,018.