

something must be done; we cannot expect outsiders to take hold of what we may term our national industries unless we encourage them. Gold, iron, marble and coal; we have lots of them. Why should we not turn them to greater advantage than we are now doing?

PROVINCIAL PARLIAMENT.

On November 12, the Provincial Legislature is called for the despatch of business, and those who know say that the session is not likely to be a long one. What is there to come up is a question which will suggest itself to many and they will pass over in their minds a variety of subjects, some of which will hardly be likely to obtain attention this year. We are inclined to think that only matters of the most pressing import will be dealt with, the close proximity of Christmas and New Year rendering it hardly likely that the session will last more than six weeks. Railway and financial matters are certain to be the most important matters dealt with. The Fraser Valley floods and dyking works will also form subjects of debate. As for legislation, the question has often been asked:—ought there not to be a let up—is not all the legislation necessary already on the statute book, except, of course, in cases of urgent requirement? The fact is that the laws of the Province and the amendments thereto will soon become such a mass of entanglement that only the cutest lawyers will be able to unravel and expound them. Let us have something more done in the shape of codification and less done in the way of affording garrulous members something to talk about.

EDITORIAL COMMENT.

THE Coal City has, we are sorry to have heard, been visited by the fiery destroyer, and losses of something like \$35,000 were sustained. One of the principal business blocks of the city—the Williams—was almost totally destroyed.

THE first of the British Columbia salmon fleet for 1884, the ship City of Glasgow, has sailed this week with 51,830 cases, valued at \$231,740, about \$193,000 of which were shipped by Turner, Beeton & Co., the balance being made up by R. P. Rithet & Co. and Findlay, Durham & Brodie.

THE New York sugar men, not content with the present prices, are shutting down, in order, if possible, to put up the price of their product. In default of the tariff meeting their views they are bound to meet the case by diminishing the supply and in that way they seek to create an enhanced value.

We are glad that Fruit Inspector Cunningham has taken the action which was long since called for, and has sent back to Oregon a quantity of apples shipped to British Columbia, which were infected with the Codlin moth. British Columbia has too many fruit pests already, and the only things to do are to prevent any more being brought in and at the same time to get rid of those we already have. Are the parties interested sufficiently alive to the duties they owe to themselves and their neighbors?

ACCORDING to the report of the Ontario Fishery Commissioners the fisheries of that Province are becoming rapidly depleted. What do Sir Charles Tupper and Mr. Wilnot say to this? Have they had anything to do with them, or if not what remedy can they suggest? Surely with the vast amount of information they have on the subject they might have something to say, and perhaps find occasion to do something, since they do not appear to have any special desire to cross the continent.

LORD SWANSEA is at present making a western tour through the States. His lordship is head of probably the largest smelting concern in the world. If he could be induced to take a look at some of our silver mines he would no doubt be astonished, as there has never been their like seen in any other country. His good word spoken in the Old Country would go further than the word of any other man living. It would be good policy to invite Lord Swansea to take a trip through the Lardeau and Spean, says the *Kootenay Mail*.

THE Canadian ship canal at Sault Ste. Marie is expected to be ready for navigation during the next month and then an end will be put to the delays which nearly always occur in the passage of cargoes to and from the west and to the annoyances to which Canadian shippers may at any moment be put in the prosecution of the carrying trade by their being as at present forced to make use of an American canal. The passage of this canal may at any moment be surrounded with such restrictions as to virtually close it to Canadian vessels should at any time any misunderstandings arise between the two countries.

WAS the administration of the late Hon. Alexander MacKenzie made up of thieves, and such against whom the premier had to lie on his arms night and day? Such is the question which has been discussed recently by the daily papers, and the pages of ancient history have been diligently searched for traces of Grit and Tory greed. The recitals on both sides would have been interesting

had not the subject been a stale one. We prefer as much as possible to let the dead past bury its dead, without any of those resurrections, which, when the body was fresh smelled to heaven quite sufficiently.

THE sealers are coming in, sometimes singly and at others in small fleets. Some have done exceedingly well while others have been exceptionally successful, the *Triumph*, having, it is said, had the largest catch ever taken. The catch this year bids fair to be a heavy one, and all the time the unfortunate seal are being protected for the slaughter by vessels of both the United States and British navies. There is something wrong when under a system that was designed to protect, the slaughter should be augmented and the last days of the seal brought nearer than they need be. It is evidently a case of catch all you can and the devil take the hindmost.

By day work or by contract is the subject which the City Council of Victoria has been discussing in connection with the carrying out parts of the sewerage extension, and an equivocal sort of resolution adopted that it shall be done by day work when the commissioners so suggest. Now, this may mean anything or nothing, and in the meantime the specifications and estimates of the various contractors tendering are lying in the hands of the city. Such things are not prepared without labor and expense, and of late we observe a tendency among our city fathers to secure all information in this direction from contractors and then take no action, save in the direction of changing plans and calling for fresh tenders. This cannot be said to be fair and square dealing.

THE Anti-Protectionists of London, England, gave a grand banquet, the other evening, to Hon. Mr. Wilson, the father of the present United States Tariff. A number of notables were present, one of the sentiments expressed being that "the American nation had bidden a final adieu to protection." The guest of the evening thus expressed himself in the course of an extended speech: "The protectionists of the United States had built up no defences to keep the people of Great Britain and others from competing with their home markets, but the tariff reformers were now tearing down those defences in order to let themselves out so that they may compete with the British in other markets. The future would prove that the manufacturing supremacy of the world would go to the people who had the largest supply of the basis material and industry and the cheapest access thereto, and who also applied the highest intelligence to their manufactures."