

one of the principal causes of that great capital's unprecedented rise in population and wealth. As soon as a system of collecting duties is introduced in Victoria the port is closed as a *general* emporium of trade; whatever is imported has to be consumed in the country—a system which must drive general commercial establishments, not by choice but by necessity, out of the country. A natural rivalry between Victoria and New Westminster, in reality, does not exist. These two rising cities by assuming false positions can only injure themselves by rendering their commerce doubtful and untenable. Victoria with Esquimalt (which is included in the port of Victoria) is the most accessible and proper port for a general commercial emporium in this section. Looking at the map and considering its natural qualifications, nobody will doubt that nature has given it a meaning and a calling which no art or connivance will succeed to change; but ignorance or other deplorable causes may hinder it from advancing to its important destiny. New Westminster is admirably situated for a *distributing* port. If those interested in the welfare of the two Colonies will recognize the real relation of both cities and render mutual support in bringing them to their true position, they will advance their own and the general interests. If New Westminster persists in trying to become the only general commercial emporium in the British Pacific, one of these days Burrard, Bute, and who knows how many other more available inlets will enter into competition and give the world to understand that their's is the seaport. But if New Westminster, under the auspices of Great Britain, seconds the Free Port in Victoria, for her own interest's sake, her position will from that moment be unassailable as the most available *distributing port* on the mainland; and what more can she expect under Union? Victoria would still retain her superiority as a harbour for foreign trade. New Westminster will become the seat of the undivided internal trade of British Columbia, and will greatly improve by this policy. No matter what other routes may be opened from the coast to the interior, no matter what cities or towns may spring up, the present route by New Westminster must be benefited in proportion to the general increase of population over the vast extent of the Colony of British Columbia. Vancouver Island, with all its capabilities, never can bear any comparison to British Columbia, nor if it tried could it curtail its prosperity. New Westminster, hand in hand with Victoria, like sisters "to the manor born," will become the indisputable and only port of entry on that part of the continent; there is no occasion, much less necessity, for any other. All other smaller ports will more conveniently be supplied by coasting traders. In Europe and other parts of the globe, ships will be on the berth for Victoria and New Westminster—as a matter of course—and cargoes or parts thereof can be cleared for New Westminster, the resident merchants of which need be in no wise dependent on Victoria or under the necessity of paying commission, profits, or interest to her merchants; while in Victoria, the commercial world would find a free port convenient, and the cheapest market and exchange for all their