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D. M. CARLEY . . . . . EDITOR.  
L. G. HENDERSON . . . . . BUSINESS MANAGER.  
Office—No. 77 Johnston Street.

VICTORIA, TUESDAY, JUNE 9, 1891.

*SIR JOHN MACDONALD.*

At length the death of Sir John Macdonald has to be chronicled, and the entire Dominion mourns the loss of the greatest man it ever had. By every one he was regarded as a politician of the first order; but he was more; he was a far-sighted statesman who, at an early stage of his political career, discerned the future that lay before the British North American colonies, and bent his energies to secure their proper development and unification. Doubtless he saw, as he glanced over the map, a solution—or a practical solution—of the great Eastern question. That, as will be well understood, is the obtainment and maintenance of a highway to India without it being necessary to go round the Cape or to pass through an enemy's country, such, for instance, as territories under the suzerainty of Turkey or Russia and occupied by hostile tribes. In Canada the whole thing is supplied. Regular cargoes or munitions of war—troops or travellers—have only to be placed on board an ordinarily speedy vessel in Liverpool or any other British port to find themselves, in eight days or less, on the Atlantic coast of Canada, and transhipped thereafter within seven days to an India or China steamship, the distance between Liverpool and Hong Kong being thus susceptible of being covered within about a month from London or Liverpool. This, though it may have been dreamed of before his time, was one of the greatest works which Sir John has accomplished.

Then, what is there not to be said in praise of the manner in which he unified the many peoples composing the Canadian population, and infused into them a national sentiment, which has led them to go to work with a will to develop the normal resources of what by many had been supposed to be an uninviting country, with but few really valuable products. And what has been the result? The conclusive proof that we are naturally one of the richest peoples in the world, while we have astonished ourselves by what we have accomplished. Moreover, under Sir John's regime not only have we created and fostered manufactures, but we have progressed to such an extent that we are compelled to look for outside markets, and these we are discovering, and are learning at the same time that we can, all things being equal, hold our own with foreign competitors.

Then, if we look at this Pacific coast, we find that under the policy of Sir John Macdonald we have progressed wonderfully. How much has this city grown since Sir John was one of the parties primarily in-

terested in bringing us into the Confederation? Who can say how much New Westminster has benefited? As for Vancouver—that progressive city of about twenty thousand inhabitants had neither name nor place a few years ago, and but for the policy of the deceased Premier might never have existed at all. Of course, there are and have been many things which do not please everybody; yet such things will always exist; but on the whole who is prepared to deny that to Sir John, the wisdom of his policy and the sagacity with which he has selected his colleagues we owe, in addition to our natural resources and position, all those realizations and prospects on which we have such excellent reason to congratulate ourselves.

We are deeply sorry that Canada's Grand Old Man is no more. He is now that he has gone—entitled to the highest honors his country can bestow upon him. As was said of a well-known Englishman, in the years ago, "He made the desert smile." So may it be said of Sir John. He was the means of transforming a discontented population into a happy and united nationality. He has given a decided impetus to the development of their resources, and long, we are sure, will it be possible for the common voice to pay their tributes to his qualities, for as truly as was the expression applied in another connection, "His works do follow him."

## THE SUGAR QUESTION.

Although it will not be known until the Budget is brought down what action the Dominion Government will take on the sugar question, very great interest attaches to the decision to allow a drawback on refined sugars exported. The order in council says there will be allowed, on proof of exportation in quantities of not less than 2,000 pounds, a drawback, on refined sugars exported, at the same rate per 100 pounds as is payable in the shape of duty under the tariff in force at the date of the exportation, on the same weight of raw sugar of equal test, less 5 per cent. All exportations must be sampled and tested in the same manner and under the same regulations as are at the time in force with reference to sugars imported for refining purposes. In addition, under the usual restrictions and on receipt of proof of exportation, there will be allowed on all syrups derived exclusively from the refining of sugars, when exported in like quantities, a drawback equal to one third of the duty payable at the date of exportation on an equal weight of sugar of 88 test when imported for refining purposes.

## NEW LINE TO THE ORIENT.

The arrival of the China and Japan steamer *Zambesi*, will, it is hoped, prove to be the pioneer of new and direct connection between Victoria and the East. The China, City of Peking, and other boats of the American line, made a pretence of affording us connection; but they soon stopped their trips, being bought off, it was said, by the Canadian Pacific authorities, who, in view of their new and more powerful steamers, were not inclined to have a dangerous rival estab-

lished at their very doors, if they could possibly help it. It would, according to past experience, appear to be certain that unless Victoria makes her own independent arrangements she will be given the go-by, except in so far as being made an occasional port of call. This will not suit our merchants. This port lies in the direct route which steamers must take between the East and the Canadian mainland, and unless the magnates who have their headquarters at Montreal manifest a better behaviour it will be necessary to teach them a lesson. It is said that the fleet of vessels of which the pioneer is already in port are asking no subsidy. They merely ask for business, which they say they are prepared to do upon the basis of legitimate competition and will, moreover, form a connection with the Union Pacific Railway with the view of securing trans-continental trade. The enterprise of the proprietors of the new line is worthy of all praise, and one would suppose ought to be encouraged, particularly as there appears to be mutual advantage connected with it.

## SEALING MATTERS.

There is but little new in sealing matters. The British Bill to prevent sealing in Behring's Sea has passed through its various stages. Will it be carried out into operation this season is the next question, and, if so, what compensation will be allowed to Victoria sealers for the losses to which they will be put by the loss of this season's catch, in anticipation of which they have made all their preparations, and for which they have incurred very serious expenditures? Moreover, it should be seen to that the Americans are not allowed to get the advantage over the British Columbia sealers, through the provision made to allow the *Alaska Company* to catch 7,500 skins for the expressed purpose of maintaining the native hunters. To our mind this is a dead steal. The American hunters are Aleuts, who have plenty of fish where they come from, and who are accustomed to remain in Behring's Sea only during the sealing season. If they are kept at home, they have in the waters surrounding the Aleutian Isles all the food they want. All then, that this 7,500 provision is made for is to secure to the American monopolists 7,500 seal skins, which, with the consequent scarcity of the stock on the market, they will be able to sell for fabulous figures. The whole thing wants further looking into. It is just another instance of attempted Yankee over-reaching.

In an address delivered at Girard College, Mr. Talcott Williams, of the *Philadelphia Press*, cited English official statistics to show that from 1877 to 1887 incomes from \$750 to \$2,500 a year increased 20 per cent. in number, while those from \$2,500 to \$5,000 remained stationary, and those of \$5,000 and over decreased 2½ per cent. During this ten-year period, the income tax paid by men of salaried positions, nine-tenths of them under \$2,000 a year increased 50 per cent. Of the estates paying probate duty of personal property in England, 77 per cent. are under \$5,000 in amount and 98 per cent. under \$100,000.