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RAILWAY LEGISLATION.

During the present session of the British Columbia Legislative Assembly there have been introduced—some of them, indeed, have passed through their different stages—Bills for the promotion of the railway, mining and other interests of the Province. In one or more cases, objection has been raised to projects because, instead of leading from some important centre in Canada to the districts which were their objective point, their place of departure or connection was in the United States. This, it was held, would constitute them feeders of the American trunk roads, and, in the meantime, enable the enterprising people of the United States to secure our raw products to the advantage of their own factories or development works, and thus place obstructions in the way of there being established upon this side the industries which it is the desire of all true Canadians to see started and made to flourish in this province. But there is another way of looking at this matter, and the question may fairly be asked, whether if these lines with American termini were not established, those otherwise almost inaccessible regions would be reached, their products brought to a convenient place of disposal or utilization, and their people placed in connection with the market which they so much need?

Moreover, is it not better to have what may, perhaps, be termed an American road than no road at all? Certain it is, that the special sections to be reached will be benefitted by being opened up to the settler, to the miner, and to the merchant; and, if that be the case, is it not a fact that the whole community is advantaged? It has been said that, behind this opposition is the hidden hand of a great railway monopoly, which without these roads would secure what little traffic

there was to be done, and, as has been the experience, would go on promising almost till the day of doom that it would give all the accommodations that were needed. But the fact is that roads and railways must, as a rule, precede the practical opening up of a new country, so that in such event, the chances of the road being built would be very few and at the best, be very remote. As concerns the Government and members of the House generally, they have manifested an extreme desire to aid railway and development enterprises to the best of their ability; but there are some of the people's representatives, who, it is said, for the love they bear to certain existing or prospective projects, have lost sight of the main consideration.

Moreover, it would appear as if there were too many schemers who are floating schemes upon paper, only in order that they may be bought off by those who, possessed of larger foresight and greater enterprise than they had, are already in the field, and to whom their rivalry would prove to be disastrous. It has been pertinently suggested that some of the proposed corporations, despite their otherwise manifest legitimacy, are as yet possessed of little or no backing, and that the proposals they cover can only be carried out by the enterprise being made a matter of purchase and sale. This objection can readily be met by it being made an absolute stipulation that something shall be done within a very limited time, so as to prevent the enterprise being delayed until a more convenient season when, the advantages being better understood, there will be those who, anxious to carry out the work, will pay the "promoters" a higher price for their "prospects."

Properly safeguarded anything legitimate can in no way be seriously injured by being incorporated in this way as the charter-holders, knowing the shortness of the time during which they must reap their harvest, will energetically exert themselves to capitalize or dispose of the rights they have acquired as the products of their enterprise and hard work. It is not to be supposed that everyone should be given, as it were, the power to lock up certain sections until they or their prospective customers are ready to go to work, but everything should be done to secure the best and most feasible roads which ought not to be allowed to

be paralleled, or their prospects damaged by unscrupulous adventurers. The work of the Railway Committee and of the House, this session, is a most important one, and the public looks to its proper fulfilment for upon it the future of this part of British North America materially depends. Let us have all the available railways we can, but do not let us go mad in the way of giving what may be termed railway license in its worst sense.

ADVERTISING THE CITY.

The action of the Board of Trade and City Council of Victoria in resolving to advertise the city of Victoria by means of a specially prepared pamphlet is one that must commend itself to business men and capitalists. The judicious and, at the same time, liberal use of printers' ink and other special methods of attracting public attention, are a course of action that is, every day, becoming more appreciated. The cities on the Sound have pursued this line with success, at least they have attracted to themselves immense amounts of labor and capital, which, however, have been to an extent greater than the surrounding circumstances have warranted. The building fever was so intense as to cause a boom which, to some degree, has collapsed, with the result of a considerable number of people being left in a measure financially stranded; and, having no work to do, some of them have come to Victoria and Vancouver, and have so flooded the labor market as to cause the fear that their presence will prove detrimental to our own people, who, in consequence, may be compelled to suffer because of the additional competition that has been caused in the wage market.

It is not, on general principles, desirable that a wall of exclusion or of ultra protection should be built around the actual citizens of the Province. There are, however, in all probability, a number of the new or prospective arrivals who might not inappropriately be termed "North American Chinamen." They have no desire or intention of settling, and so soon as they shall have earned all the actual cash possible will be disposed "to fold their tents, like the Arabs, and as silently steal away." It is not to be expected that the contractors who have been entrusted with the different works because of their being