

the Victorian sealers pay no rent, and can, therefore, undersell the Alaskan Company, is utterly irrelevant. What is only more astonishing than this preposterous pretension is the patience (not to say the supineness) with which the British Government has allowed this grievance to remain unredressed over nearly three years; and it is very natural that such a shifty policy should be highly unacceptable to the colony which has suffered from it, and it is plain that this question ought to be decided at the same time with the fishery question."

The people of Victoria are naturally most anxious to have their harbour improved to the fullest extent of which it is susceptible. The outer harbour is, according to the last report of the British Columbia Board of Trade, quite equal to all demands likely to be made on it, both as to depth of water and wharfage facilities. These, it is said, can accommodate vessels of the largest tonnage. The scheme of forming a Harbour Trust is now under consideration—the Board having applied, with that end, to the authorities at Ottawa. They wished to know, in case such a Trust were formed, for the purpose of acquiring the foreshore rights and taking over and improving and maintaining



JOHN GRANT, M.P.P., MAYOR OF VICTORIA.  
(Hastings, photo.)

the harbour, whether and to what extent the Government would guarantee the interest on the debentures.

The mercantile community of Victoria is greatly interested in the extension of railroad communication between the capital and the other parts of the island and the mainland. The extension northward of the Esquimalt and Nanaimo line will be sure to benefit very materially an important section of country, and, in connection with the project, the opening up of new coal mines in the Comox district, must give a very real impulse to the development of the provincial resources. This line has the advantage of being admirably administered. An important fact in relation to the same subject was the incorporation, some twelve months ago, of the Canadian Western Central Railway Company, with permission to construct a line from the eastern boundary of British Columbia through the Peace River and Cariboo districts to the Pacific seaboard at Seymour Narrows, there to connect by ferry or otherwise with the Esquimalt and Nanaimo line. The eastern end of the line is intended to connect with the Manitoba railway system, and thus to afford complete and direct communication right through from Atlantic to Pacific and *vice versa*.



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(Maynard, photo.)