

THE WARRIMOO MATTER.

As was predicted in these columns, the Canadian-Australian Steamship authorities or rather those who at Vancouver are at the head of the Canadian Pacific Railway Company's marine service and its connections have found a scapegoat for their own wilful and deliberate attempt to give Victoria the go-by on the occasion of the incoming trip previous to the present one of the steamship Warrimoo. The scapegoat upon which they cast their own sins and which, having had them duly placed on his shoulders, has been turned out into the wilderness, is Captain Arthur, the Warrimoo's able commander. This, moreover, has been done despite the resolution of the B. C. Board of Trade and the accompanying speeches of the members which intimated that he was not regarded as in any way responsible for the delays to which freight for Victoria and Puget Sound had been subjected. The course of Messrs. Huddart, Parker & Co. would serve to indicate as if they had at the mere dictation of one or two of the C. P. R. Co's officials, supplemented by the burden of the fine to which those officials had caused the steamship to be subjected, deposed and degraded a gentleman, a brief acquaintance with whom had impelled our business men to respect and esteem. And it would not be too much to say that the men to whom James Huddart & Co. have lent so ready an ear are little short of despised and distrusted by the majority of the business men of Victoria. Moreover, it will be remembered that from the commencement of the negotiations, according to Hon. Mackenzie Bowell, the only people who stood in the way of the company by which the present Australasian service is being performed were the heads of the company whose upper servants caused the trouble.

We were glad to hear the *Colonist's* indignant protest against the injustice which has been done to Captain Arthur and the serious injury that, so far as Victoria business is concerned, has been done the Huddart line, and we heartily join it in its expression of belief that "if he (the captain) lost his ship on account of anything that happened in Victoria he is made to suffer, not for his own fault, but for the spiteful meddlesomeness of others." Moreover, unless the company are in a position to specify some other reason for their harshness the business men of Victoria can come to no other conclusion than that they and their resolution on the subject have been deliberately insulted and treated with contempt. The subject, we would remind the parties concerned got beyond a question of employer and employee when the parties aggrieved took up the matter as they did, and we doubt not that, under existing circumstances, there will be others than those that have already expressed themselves in that sense who will say "not another pound of freight that can be handled some other way shall be transmitted for me over the Canadian-Australian or the Canadian Pacific Companies Railway and Steamship lines."—*Commercial Journal*.

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