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PRACTICAL RECIPROCITY.

We have time and again dwelt upon the advisability,—may the absolute necessity—of more attention being paid to what we may term good farming, if ever British Columbia is to attain that importance which ought to be hers as the biggest province of the Confederation, the occupant of the Pacific sea board and in consequence the mistress of the Western and Southerly seas, besides being possessed of untold and actually unutilizable mineral resources. These considerations alone amply demonstrate the possibility there is for a great future, but unless they are made available to their utmost extent the possibilities are against us, and all this will be our own fault. To ensure the best results we must begin at the right end, and that is by devoting more energy and enterprise to the clearing and cultivation of our lands. As Mr. Rithet said in the debate on the British Pacific Railway Bill on Friday night, the time has arrived when the settlement of the Province should be undertaken upon a more comprehensive scale than has ever yet been attempted—and, he added, "I know of no better way in which this can be done than by the building of a road through the portion of British Columbia to be traversed by the proposed line of the Canada Western railway, taking in as it does the northern end of Vancouver Island, which is rich in timber and coal, and well suited for agriculture; then crossing to the mainland and passing through the very heart of the mainland, rich also in agricultural resources and minerals of various kinds; and affording the opportunity of reaching by future connecting lines the extensive and rich agricultural territory known as Peace River, the gold region at the head of the Skeen River and Omineca districts and beyond; then passing through the already famous portion of British Columbia, Cariboo—where fortunes were made in a season, and where gold to the value of \$67,000,000 has already been extracted, and in which section it is also claimed that for alluvial diggings and for quartz mines not more than a small beginning has been made.

But this, we take it, is but a portion of the prospect—and it is a grand one. We have all this wealth, most of it hidden, and but little of it developed. How can

we best take advantage of it? Mr. Rithet and those who think with him say that it must be by means of railroads, and the one in particular in which they are interested. He speaks of the vast territory suitable for agriculture on both the island and mainland, much of which is at present inaccessible for the want of railways; but the different governments of the province must be given every credit for what they have done in opening up roads and trails and obtaining the most reliable information as to the resources of which we are possessed. We think, however, we are safe in saying that there are thousands of acres as yet undeveloped and to be obtained at fairly reasonable rates within comparatively easy distance of the already established means of communication, upon, in fact, the highroads to the mines and much of them on the route of railways already contemplated which must sooner or later force their advantages upon the attention of the public and the capitalist.

Supplies of all descriptions have to be brought in over these undeveloped fields from long distances and at immense expense, as every one knows who is at all familiar with the question of transport. "Rawhiding" as it is termed or "pricking" goods over a terribly difficult country is an expensive business and must increase immensely the disadvantage of the miners and others in the interior, while were, as we have said, the lands directly on the way turned to advantage the work of the miner would have been much more easy, and his success would not be handicapped as it already is by disadvantages, such as those which have to be overcome. Let us, we say, try to develop our lands first, their occupants will be the consumers of many of our manufactured products and the close proximity of our own farmers to the miners, business men and mechanics, will induce the latter to become purchasers of their products rather than be consumers of California and other foreign articles. This would be a sort of practical reciprocity which the more it is carried out the better for all concerned.

THE COMING ELECTIONS.

Judging from the reports which were current immediately previous to the "big" meeting in Insutute Hall, the other evening, there was reason to have expected that the Liberal ticket at the forthcoming Dominion elections would have been very different from that which has been announced. We think, but our view may not be endorsed by many who are prominent in the Liberal party, that the best possible choice of candidates was made, the successful nominees being

far and away ahead of any one or anything that was brought out against them. Their whole-hearted devotion to their party has never been questioned and has never required laudation; they have never been clamorous for position, and have when they came to the front been sought by the office instead of having volunteered for the position. We know that it has been said that "one volunteer is worth ten pressed men," but Messrs. Templeman and Milne, while promptly responsive to the calls of party, have never belonged to the breed of political Micawbers. They have for years been devoted to the interests of Liberalism in British Columbia, and if their party had any honours to confer or compliments to pay, were fully entitled to them. Brains and dollars, modest worth and coloral gall are said to have been among the factors that joined issue, but the outcome has been one on which the Liberal party has to be congratulated. Its standard-bearers are the best available men, who having borne the heat and burden of the day are, it is satisfactory to see, not to be supplanted by men who, to say the least of it, would have to be taken upon trust, the party being comparatively unacquainted with them or their antecedents. Almost every child knows or has heard of Mr. Templeman and Dr. Milne; they are known and appreciated by the workingmen, and the other classes of the community have no reason to suppose that although they are not prominent clubmen they are nevertheless eligible as public representatives.

On the other hand, the Conservatives have not yet held their meeting; their candidates are not before the electors, and it would be out of place to indulge in speculation. That they will select their best men there is every reason to expect; upon that choice much will depend for when we come to consider the issues—real or pretended—between the parties, we must not forget that we must send to Ottawa men who will always remember that British Columbia has the strongest claims upon their services. Years ago, the Canada First party was established, and since that time the influence to which it first gave rise has done good work. Canadian rights and interests have been vindicated and enforced in a variety of ways, to a degree which might not otherwise have been the case. And now, while on general principles it is still Canada First, we must not forget that with our representatives, irrespective of political party, it is British Columbia whose claims it is their paramount duty to enforce, and to see to it that the Dominion Government does its whole duty by us promptly and ungrudgingly.

We believe that the elections are at hand, and although the fiscal year is