

THE RECENT STRIKES.

The U. S. Labor Commission has handed in its report after its investigation of the recent labor strikes. It says of the Pullman Company "The conditions created at Pullman enabled the management at all times to assert with great vigor its assumed right to fix wages and rents absolutely and to repress the sort of independence which leads to labor organizations and their attempts at mediation, arbitration, strikes, etc."

Of the General Managers' Association of Railway Companies, it says: "So long as railroads are thus permitted to combine and fix wages for their joint protection, it would be rank injustice to deny the right of all labor upon railroads to unite for similar purposes." The report recommends that there be a permanent United States strike commission of three members, with duties and powers of investigation and recommendation as to disputes between railways and their employees, similar to those vested in the interstate commerce commission as to rates. It further suggests the appointment of Boards of Arbitration and Conciliation as in use in the commonwealth of Massachusetts.

THOSE DRAWBACKS!

It is worth noticing that in some quarters the Dominion authorities are being censured for having increased the drawback to 30 per cent of the duty paid, on matter which constitutes the raw material of articles manufactured in Canada for export. This is an important move in the direction of true protection, since by the amount of the duty it increases the ability of the Canadian exporter to compete with foreign producers abroad. Mr. Laurier and the leading Liberals who are pronounced free traders, admit that, in the meantime, free trade is impossible, but still some of their friends and supporters object to a step which is a long way in the direction of enfranchising trade and of relieving it of some of its more oppressive burdens. With a duty on the raw material that they work up the Canadian manufacturer is by so much handicapped when he attempts to do business abroad.

Why this handicap should not be removed under the special circumstances we fail to see, and we believe that the great mass of the public will be in the same position. Countries which either produce or impose no duty on the raw materials referred to are, of course, in a far better position to compete for business than those from which high duties have been exacted, the result being that if outside business is to be done by the latter, it must be at the cost of the workers—longer hours and less pay—or of the

manufacturers, whose profits must be cut down to the merest percentage.

In the particular cases referred to, we agree with the principle of drawbacks, and, in addition, demand, as we have all along done, that it be further extended so as to meet the cases of consumers like ourselves on this coast upon whom the onus of the burden falls, who are not producers like those whose industries the existing tariff protects and who, moreover, are obliged under that tariff to pay a high price for articles that they cannot produce, which without that tariff they could obtain more cheaply elsewhere.

THE POSTMEN'S CHRISTMAS.

And still the Postmaster-General has given no sign of his intentions. It used to be said in connection with the tardiness of certain individuals "Christmas is coming." So it is for the postmen, whose Christmas rejoicings will, to all appearances, have to be made up in a very small amount of money. But that does not worry Sir Adolphe in his warm and comfortable office and mansion, or as he rolls along in his carriage encased in the most expensive furs, his stomach with fat capon lined and all the elaborate and costly accessories. He appears—or rather those who belong to his staff—to have forgotten the duties that are owing to the public. What do they care so long as the school keeps for themselves how much the Victoria postmen may suffer or the public may be inconvenienced?

Meantime, though it is no new proposition, we endorse the suggestion of a correspondent of one of the papers that householders benefitted by the letter delivery make a little present about Christmas to the postmen on their route—we don't say for equal division among the staff, for that is none of our business, and, besides, a man's Christmas gift is not, as a rule, for those he does not know; but for those with whom he is acquainted. Let the postmen have a Christmas box from all who are willing to contribute, and, in addition for the needy cases which there are, let a subscription be taken up and handed for distribution to someone who knows the merits of each man.

PROVINCIAL FINANCES.

We observe that the question of Provincial finances is one which is exercising politicians on both sides in the Legislature as well as the papers which are supposed to be their mouthpieces. This, to say the least of it, is not good policy. Both parties recently denounced an English publisher for what he said to the discredit of the Dominion finances when the fact is that when all the debts of the country—federal, provincial, municipal, and railway—are added up the total

amounts to only about \$85 per head of our population as compared with the following similar liabilities in Australia:

Queensland.....	\$341.68
South Australia.....	311.47
New Zealand.....	285.40
Tasmania.....	245.13
New South Wales.....	221.35
Victoria.....	194.87
Western Australia.....	187.81

More than \$100 per capita below the lowest of all these comes Canada, which has a vast amount of public works to show for all she owes. And yet because, as is charged the Provincial Treasurer of British Columbia spent \$280,000 more than his total receipts, principally upon public works, during the year 1893-94 the cry of blue ruin is raised among ourselves, by our own people, and that not in the public interest but for the sake of making a point against the dominant party.

EDITORIAL COMMENT.

Victoria has now a new marine railway, Mr. William Turpel, the well known shipbuilder, having inaugurated one capable of handling all kinds of vessels up to 1,000 tons, an advantage which there is no doubt will be largely availed of by vessel owners in Victoria and on this coast.

An important transaction in connection with British Columbia cannery interests, has been closed within the last few days, the well-known Price's Cannery, having been disposed of with everything belonging to it to Mr. J. A. Carthew, who will remove it to Carlisle, his present headquarters on the Skeena. Besides the cannery itself the entire village, of which the cannery is the centre, will be removed, work upon the removal beginning early in the ensuing year. It is expected that Mr. Carthew, in his enlarged quarters will establish at Carlisle one of the best and most extensive canneries in the North, and all who know him feel that he has the enterprise and energy to do it.

The prospects of the Canadian-Australian steamship route are reported to be improving, and the increasing freight and passenger lists appear to justify this statement. The company, too, are thoroughly preparing their vessels for the special requirements of the trade. The Miowra is completely fitted with cold storage on the most modern plan, and it is reported when the Warrimoo next reaches here, she will be similarly supplied. In fact, the opening of the cold storage establishment in this city makes the entire system complete for the shipment and handling of perishable products that Australia can supply. Thus one advantage—the obtaining of Australian and tropical products in the belt of condition—has been already achieved, and by so much increases and improves the prospects of the steamship connection.