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VICTORIA, TUESDAY, MAY 15, 1891.

THE CANADIAN PACIFIC.

1. The *Nor' Wester*, of Winnipeg, has an article on the subject of the C.P.R. and its excessive freight charges for the Canadian North-West, which, it says, are forty per cent. more than its rates for similar distances in the North Western States. Now this is by no means just or equitable to any class of people in this Dominion who contributed to the C.P.R. enterprise all the actual capital and more than was really expended on the enterprise. In addition, the Government pledged its own credit as a guarantee of the interest upon the Company's bonds, and in other ways built up the enterprise to its present magnitude—commercial and political. The *Nor' Wester* very naturally protests against the course which the Company is following; and that more than anything else is calculated to enhance the price of cereals, one of whose most fruitful sources of production is the territory for which the C.P.R. is the great carrier. Years ago, in the Canadian House of Commons, the late Mr. Oliver, member for one of the Oxforas, by the exercise of a persistence even more worthy of commendation than that of Hon. Peter Mitchell on behalf of Widow Murphy, of bovine fame, forced some of the railways to be a little more considerate of their local customers than they had been, and surely the North-Western members ought to take the matter up. If they do not, the only inference to be drawn is that they feel that, if they are drawn into Parliament with the assistance of the great railway corporation, they are liable to be shunted off the track by the same instrumentality.

No doubt, by this time the people most directly concerned fully realize that the C.P.R. Company may be very good servants, but are terribly bad masters. In this connection, it is to be noted that the same number of the *Nor' Wester* as we have already referred to has an article commenting on an announcement in the *Free Press* in which it is stated that the Company's reserve has been already drawn on for the payment of dividends, and it suggests that it is under the pretence of keeping these up that the North Western farmers have been so heavily burdened. Our contemporary also comments on the further fact that the *Free Press* is the recognized C.P.R. organ, and is edited by a former C.P.R. official who ought to know what he is talking about, and in effect states that the announcement in regard to drafts on the reserve must therefore be authorized. Reference is made by the *Nor' Wester*, despite the authorized an-

nouncement, to the fact that the last official accounts show that additions to the reserve have been continuously made, and it very naturally thinks that explanations would be in order as to the wide divergencies to which it has directed attention.

FIRE INSURANCE.

The Board of Underwriters have, it is said, notified the authorities of Vancouver that so soon as the \$100 tax on insurance companies is imposed, the rates will be advanced 7½ per cent. It is stated that the city authorities take little, if any, stock in the statements of the insurance people, they having, it is understood, arranged in advance with strong companies outside the Association who will compete for the business that there is to be done.

We observe that the Chief of the Victoria Fire Department has entered his protest against using the teams belonging to that service for the purposes of street sprinkling. He is unquestionably right and we trust that before this paper reaches its readers the order issued in that sense will have been rescinded and that the efficiency of the service will not be allowed to be weakened, as it would otherwise be by the carrying out of what we regard as false economy. The utter bad policy of having the horses of the brigade away from their headquarters engaged on other duty, when at any time a fire might break out, ought to have suggested itself to Aldermen Dwyer and Baker; but it does not appear to have dawned upon them.

Moreover, the horses of every well regulated fire department are trained for the duties which they have to perform. Smartness—quickness is one of their necessary characteristics, and any "plug" which can mope about can wait round a hydrant or drag a water cart along the streets. A horse, moreover, has to possess some "intelligence," if that is the correct term, or he could not do fire duty and his employment on the watering carts must certainly tend to unfit him for his ordinary work. As well might the fire horse be put to hauling a plough up and down the monotonous lines of furrough or to haul a funeral carriage at the regulation slow and steady pace, as to put him to street watering. He would in time become utterly "demoralized" and the fire service would be so much disabiltated.

This economy has been tried elsewhere and been proven in the estimation of people of ordinary common sense to be absolutely unworkable. Let the Aldermen who are so anxious to economize begin at home with their own salaries, which, "in the low state of the city funds," as they term it, would be the proper thing to do. If they really want to serve the city and have no other object in view, let them make a beginning here. It would be of much more practical benefit than at least some of them have accomplished with all their long harangues and professions of public spiritedness. These are mere manifestations of lip service.

CANADIAN AUSTRALIAN STEAM-SHIPS.

Another of the captains of the Canadian-Australian Steamship Company has been made to walk the plank. This time it is Captain Perry, of the "Warrimoo." It was Captain Arthur of the same vessel who was dismissed so suddenly because the C.P.R. officials had continued to throw upon his shoulders the responsibility for that vessel having been forced to give Victoria the go-by and proceed to Vancouver to discharge her freight for this and Sound ports. This was done by the order of Canadian Pacific Railway officials, and it is to be supposed that it is the same people who have brought about Captain Perry's removal.

Mr. Huddart, with all his enterprise, appears to be a peculiar man. One would suppose that his prime object would be to secure the confidence of the travelling public and of the people of Canada. One means towards attaining this end, one would expect to be, the obtaining of the sympathy of his customers. His actions towards Captains Arthur and Perry have not been calculated to secure that end and the resolutions of the British Columbia Board of Trade in the case of Captain Arthur and of the passengers in the case of Captain Perry are about as severe a condemnation of his policy as any one who is seeking to obtain further concessions from the country could expect to receive. Neither of the dismissed officials were known in this country before they came here with their vessel, and therefore there can be no local predilections in their favor. But the general sense is that they have been wronged, and the brutal peremptoriness with which they were disposed of by Mr. Huddart, doubtless with the co-operation of the sufficiently unpopular management of the C.P.R. marine department, has aroused among the merchants a hostile feeling of no small influence. Mr. Huddart may possibly think that if he can do this kind of thing in Australia, he can do it here; but though this community does not pretend to be quite as English as do the people of "the colonies," the side of the "under dog" can always find its numerous espousers.

We note the existence of a strong impression that Mr. Huddart cannot possibly carry through the projected new line of swift Anglo-Canadian steamships. Those who ought to know say that he is under taking too much. So think we. The existing companies are of this opinion; they know what has to be done, the cost of and the difficulties of its accomplishment, and though we do not wish to prejudice the project, we think that, though rival competitors for the contract, their objections should be fully looked into before the Dominion Government binds itself to any arrangements either with Mr. Huddart or any one else, for an undertaking of the magnitude of the one contemplated.

THE total exports of Canada to the island of Newfoundland in the fiscal year 1893, amounted to \$2,591,633, of which all but \$211,629 was the produce or manufacture of Canada. The total in 1892 was \$1,750,714, the figures for 1893 being larger than any period since 1873, which was exceptional.