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VICTORIA, TUESDAY, DECEMBER 12, 1893.

THE SEALER MAUD S.

As was anticipated, the trial of the Victoria sealing schooner, Maud S, before the Admiralty Court in Yokohama, for an alleged violation of the Anglo-Russian sealing regulations has resulted in her acquittal. She was seized a long way outside the Russian territorial limit, and in her case the pretensions of the captain of the notorious Zabiaka and his Muscovite masters that Russia's jurisdiction extended all over the seashore have been judicially disallowed. The Maud S is, we observe, having her hunters and supplies sent out from this port, and will be ready to go to sea at an early date. As previously stated, the entire British Columbia and American sealing fleet will be early on the move, and before long it will be known to what extent the industry has been prejudiced by the regulations made by the Behring Sea arbitrators. Meantime, the Japanese and Russian waters which have not been closed to the extent of those to which the United States laid claim will be the first visited.

A MOSSBACK COUNCIL.

It is announced that not a few people in comparatively poor circumstances, who have been materially assisted in the maintenance of their families by the sale of the milk obtained from their cow or cows, which have in the past been allowed to graze on the roads and vacant lots at the extremes of the city, will be materially affected if the proposed pound by-law goes into effect. It is a measure that was never called for, and shows just the sort of work which the apprentices to Corporation duty felt called upon to perform. In these hard times, it will practically pauperize not a few widows and people who are physically incapacitated from work, and besides will seriously injure men who are enabled to live with the assistance of a horse for which, other than as is done at present, it is impossible to find pasture. And we call the present City Council an enlightened body.

Moreover, though the authorities do not afford sufficient police protection to prevent highway robberies and burglaries, they cinch the taxpayer who keeps a dog for the defence of his household, and if he does not pay their unjustifiable levy, they propose to kill his best friend, and, in addition, to impose a heavy fine. Their pound by-law, we have no hesitation in saying, ought to be thrown out by the courts, and every one who attempts to

enforce it sent to prison or made to pay a penalty. Evidently the present Council are of the same kidney as the Mayor, whose contemptible smallness in the days when every one else was so generous, was so fittingly referred to by the Attorney-General on the occasion of the Pioneers' Dinner.

That pound by-law is in the interest of the wealthy unimproved property owner who, so long as a few cents can be collected from the almost destitute woman who owns a cow or a few head of poultry, the poor man who owns a horse or the individual who keeps a dog in order to secure that protection which the authorities fail to afford, experts to escape levies upon the property whose value is being enhanced at the cost of other people.

PILOTAGE.

We note that, despite the efforts which have been made to secure it, the amalgamation and consolidation of the different pilotage boards of this Province is not within the range of probability. This may be and doubtless is due to local jealousies and the desires of some people to continue in office, no matter how the service as a whole may be disadvantaged. We have all, or at least many of us, seen how disadvantageously this resulted in connection with inquiries into wrecks which have not yet passed out of memory, and it may be that it will require further demonstration to convince some of the official gentry that if ever they had any usefulness it is gone. We have too many fifth wheels to the public coach.

The question of pilotage generally, as will be seen on another page, was the subject of discussion at the last meeting of the Board of Trade, it being shown that under the existing divided authority a deplorable feeling of sectionalism had been manifested in a marked way; that charges were unnecessarily heavy, and that further there was a deplorable lack of control. Finally the board formally reaffirmed "its opinion regarding the urgent desirability of placing the various pilotage systems of the Province upon a basis consistent with uniformity and thorough efficiency, and that a reform either by amalgamation or consolidation of the pilotage authorities as at present constituted would extend facilities and promote attractions to shipping and commerce in British Columbia waters."

THE C. P. N. CO.

Various reports have been in circulation as to the relations between the Canadian Pacific Navigation Company and the Canadian Pacific Railway authorities. It is said that the latter contemplate at an early day to put a new, fast and splendidly equipped steamer on service between Victoria and Vancouver. If they do so the departure will be hailed by many people with considerable satisfaction. The C. P. N. Co., are by no means as accommodating as public carriers as they ought to be, and certain of their prominent officials cannot always be said to be as courteous as might naturally be expected. Moreover, though they have,

according to their advertisement, a certain hour at which to leave Victoria the passenger is never certain whether he will find the boat in the inner harbor or at the outer wharf.

No notice is ever given of their intentions and almost any day an individual may go to the recognized place of departure in ample time to catch the vessel under ordinary conditions, only to discover that the steamer has left, the sounding of her whistle in the distance telling him that she has either gone from the outer wharf or that there is not time for him either to get there on foot or hunt up a hackman to take him alongside of her, if she has not left already. Of changes such as this, notice should be given, if not in the daily papers at least at the hotels and public places. But as far as Victoria people are concerned the authorities of both the Railway and Navigation Companies seem to agree in the historic deliverance of Vanderbilt, "the public be d---d."

POULTRY FARMING.

Eggs (Island) 60c per dozen; packed, 30c, are recently reported quotations, and these doubtless will be enhanced before the Christmas demand is supplied. Five cents for an egg is a good price and ought to amply remunerate poultry keepers; but frequently, even at that figure, one is forced to be content with what very much resembles the packed article. There is probably no part of the Dominion better adapted for poultry raising than many sections of this Province, yet many eggs, both fresh and packed, come from Ontario and the United States. And the same may be said of poultry. For the recent Thanksgiving Day it was announced that quantities of Washington turkeys were to be on the Victoria market; but they failed to come to hand, and, in consequence, many people who had given their orders in advance were at the last moment compelled to depend upon every day, but none the less substantial and satisfying, roast beef or mutton. But why should consumers be forced to purchase foreign eggs or foreign poultry; for no matter the price paid one cannot always get the home raised articles?

There is a comfortable living to be had by many people if they will only pay attention to poultry farming and the raising of small fruits and vegetables. The capital necessary is not large; the avocation does not involve a very great deal of experience or labor, but it does require a considerable amount of stick-to-it-iveness with which success is assured for the man or woman who does not think the pursuit unworthy of attention. We have watched with some interest the proceedings of the gentlemen who have held their stated meetings in this city with the object of augmenting the interest in this line of pursuit, and we look forward with not a little pleasure to the exhibition that is shortly to be held at Nanaimo. Why should not this Province at least supply its own demands? We have the climate and everything else in our favor and there is a market at our doors for everything that there is to offer, with first-class prices and substantial profits.