

The Colonist.

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PRINCE RUPERT

There will be universal accord with the optimistic views expressed in the House yesterday by Mr. McBride as to the future of Prince Rupert. The Colonist only voices the opinion of the people of Victoria when it says that it hopes the northern city will fulfil the expectations of its most sanguine citizens. On the six degrees of latitude, which constitute the Western seaboard of Canada there is room for several great cities, and of these the terminus of the National Transcontinental Railway can hardly fail to be one.

But Prince Rupert has more than a railway to make it a point of great importance. The wealth of the north on land and sea is beyond computation and that city must inevitably be a centre from which it will be exploited to a large extent.

It is interesting to remark the thorough manner in which this young city is dealing with the very grave problems presented by its inauguration. Our Western cities begin at a point where some eastern cities leave off. They demand and they secure all the appliances of civilization from the outset. In the case of Prince Rupert to provide these is a matter of no inconsiderable difficulty and expense, but the manner in which the citizens grapple with the various questions as they arise is a guarantee of success.

THE ROUTE OF THE C. P. R.

We confess to an inability to understand what Mr. R. E. Gosnell is trying to establish by his letters in regard to the route of the Canadian Pacific. So far as the questions at issue between himself and Mr. Robert Beaven are concerned we have nothing to say; but when he deals with what we ourselves have said, with what he suggests might be a persistence worthy of a better cause, we feel obliged to make some observations. Mr. Gosnell seems anxious to establish that it never was the intention of the Macdonald government to build the railway to Esquimalt. He cannot have any information on this point other than what is available to all the world, for he will not pretend that he was in the confidence of Sir John Macdonald in 1873, or that Sir John has left on record anything which warrants the statement, that the gazetted notice of June of that year was intended for political purposes only. Neither is there the slightest use in his disregarding the report of Sir Sandford Fleming made in 1876, which was the basis of the change of the terminus from Esquimalt to Burrard Inlet. The report is addressed to "the Hon. Alexander Mackenzie, Premier and Minister of Public Works of Canada," and it contains the following:

"If it is considered of paramount importance to carry an unbroken line of railway to one or more of the harbors on the Western Coast of Vancouver Island, and there is a likelihood that this project will, regardless of cost, be hereafter seriously considered, then Route No. 6 becomes of the first importance and really the only one to be considered. If, on the other hand, the object be to reach the navigable waters of the Pacific leading to a good terminal harbor, it is clear that of the three routes specified No. 6 must yield to No. 2, as Waddington Harbor is open to all the objections which may be urged against Burrard Inlet with regard to the passage from the open ocean." Later in the same report he discusses the desirability of a ferry from Burrard Inlet to Nanaimo, comparing it unfavorably with a ferry on the Butte Inlet route. It may suit Mr. Gosnell's purpose to disregard these facts in the interest of "historical accuracy"; but we must plead guilty of a readiness to accept official reports in preference to his opinions.

Mr. Gosnell asserts that Route No. 2, which is not the present route of the C. P. R., but was from Yellow Head Pass to the junction of the North Thompson with the South Thompson and then along the present route, was chosen because its grades were better. The reports of the engineers do not bear out this statement. In fact they are directly the other way, and it is well known that Mr. Marcus Smith, C. E., always contended that from the point of view of construction and traffic a great mistake was made when the Butte Inlet route was abandoned in favor of that to Burrard Inlet.

Mr. Gosnell says it will "be admitted that Burrard Inlet as a harbor is not, at least, inferior to Esquimalt." In extent Burrard Inlet is much greater than Esquimalt, but

mere area does not constitute a harbor, and as a matter of fact it cannot be disputed that, taking into account all the features which go to constitute a good harbor, Esquimalt is infinitely superior to any harbor on the Mainland, and this is borne out by the evidence contained in Sir Sandford's report.

Nothing turns upon the fact that the Kicking Horse Pass was chosen by the C. P. R. in preference to the Yellow Head Pass. This was an error as every one now admits; the only question which the Colonist has been discussing is the reason which influenced the selection of a terminus. The phraseology of Sir Sandford Fleming's report shows that he was presenting to Mr. Alexander Mackenzie a route and terminus alternative to those chosen by Sir John Macdonald, and it is not a violent assumption that Mr. Mackenzie had expressed a wish to have the cheapest available route reported on. Mr. Gosnell says that it was Sir John Macdonald's government which made the change from Esquimalt to Burrard Inlet; but one at least of Mr. Mackenzie's biographers says that he did so. See Appleton's Cyclopedia of American Biography, written in Mr. Mackenzie's lifetime and probably upon information supplied by himself in which among his measures as Prime Minister is set out "the adoption of a final route for the Pacific railway."

Mr. Gosnell seems anxious to establish that Sir John Macdonald changed the terminus of the C. P. R. from Esquimalt to Burrard Inlet because the latter was preferable to the former. At least if that is not his object we are unable to see why he has favored us with his views on the subject. As a matter of fact the change was, as we have always said, made by Mr. Mackenzie, who sacrificed what we would now call a great imperial idea for motives of economy. To use Mr. Gosnell's own words on his work in British Columbia, he did not possess "the wider vision and inspiring imagination of his predecessor." The historical fact is that the original plan for a railway with a terminus at Esquimalt was abandoned in 1874, when the Carleton Place Terms were adopted.

THE MINISTER OF AGRICULTURE

Mr. Price Ellison in his addresses to the associations connected with husbandry in its several aspects has presented many excellent ideas. Mr. Ellison is a practical farmer, and he is also a public man who has utilized his exceptional opportunities to learn what the requirements of agriculture in this province are. The Department of Agriculture under his supervision, has done very excellent work, and is being equipped for even better service.

It is an admirable thing to have in the position of Minister of Agriculture a gentleman who knows what he is talking about when he discusses questions coming directly under his supervision, a man who has learned by experience what the difficulties are, we are glad to be able to say, what the rewards of successful agriculture and ranching are. Mr. Ellison's career as a farmer and cattle raiser is of itself an encouragement and inspiration to all who may contemplate making either of these industries their life work. The intelligent interest which he is able to take in all matters relating to farming, the good advice he is able to give, and his abiding faith in the future of British Columbia, are invaluable assets to any public man.

DISALLOWANCE

The report of the Minister of Justice in regard to the disallowance of the Alberta Waterways legislation deals at some length with the powers of the Governor-General, that is of the Dominion government of the day, to annul acts of the provincial legislatures dealing with matters within the jurisdiction of these bodies. We have already mentioned that the legislation was not disallowed; but the report discloses an assertion of the right to annul local legislation, on grounds of policy alone, even though no question of interference with federal or imperial interests or policy is involved. Mr. Doherty says:

"The undersigned entertains no doubt, however, that this power is constitutionally capable of exercise and may, if the occasion be properly invoked for the purpose of preventing, not inconsistently with public interest, irreparable injustice or undue interference with private rights of property through the operation of local statutes intra vires of the legislatures."

He says in another place that only a single instance has occurred in which this power has been exercised.

The position taken by the minister is no doubt strictly within the four corners of the British North America Act; but we venture to think it is like the power of disallowance vested in the King, of which it has been said that "it exists on the understanding that it shall never be exercised." There are constitutional reasons why the Dominion government should not exercise this latent authority. In the case of a measure passed by the British Parliament the Sovereign has not for more than two hundred years exercised his veto power,

and it is recognized that to do so would be to set at naught the principle that the King can do no wrong. The acts of the King are the acts of his ministers, and his ministers are directly responsible to parliament, which he is not. If the ministry cannot prevent the passage of a bill, which they would advise the King to disallow, it is their duty to resign or to ask for a dissolution, for the passage of such a bill would be an assertion of want of confidence.

A provincial legislature has no authority over federal ministers. It cannot vote them out of office, nor can the federal ministry compel a dissolution of a provincial legislature. A local House might continue to pass an act, and the lieutenant-governor might give his assent to it, and the Dominion government might disallow it after each passage, and there would be no way by which the people of the province could compel the federal ministry to accede to their wishes as expressed through the Legislature. We have no political machinery to meet such a case, and as we are living under a statutory constitution, it is submitted that in working out that constitution we must avoid putting such a construction upon it that a wrong may arise for which there is no remedy.

Mr. Doherty thinks the power of disallowance should be exercised to prevent "irreparable injustice"; but Parliament has the power to do "irreparable injustice" and has not infrequently done it. Parliament must be the judge as to whether or not "irreparable injustice" shall be done in the public interest; and if this is true in respect to the British parliament, we submit it is also true pro tanto in respect to the provincial legislatures in respect to all matters coming within their jurisdiction.

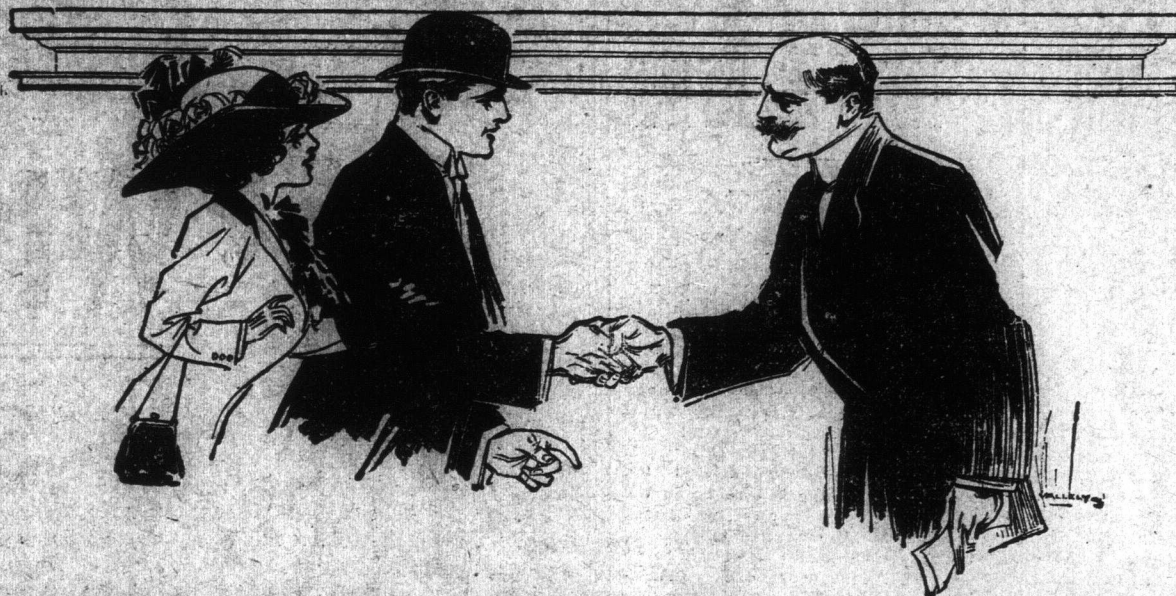
We are quite in sympathy with those who do not believe in military training to fight capitalistic wars, whatever they may be; but what we would like to be told is to whom we are to look to fight for the defence of our wives and children and all we hold most dear, if the youth of the land is not to be taught how to do it.

The Ottawa Journal notes that Mr. Borden does not possess the wonderful faculty enjoyed by Sir John Macdonald and Sir Wilfrid Laurier, of carrying about in memory the names and faces of thousands of people and the ability of fitting them together accurately. It is said that Sir John never forgot and Sir Wilfrid rarely forgets a man with whom he once conversed.

We do not know what the Premier will say in regard to the appointment of a commission to inquire into the price of coal, but we do know that there may be very serious difficulties in the way of such a step. It is possible that Mr. McBride may be able to see his way around them, but as we regard the matter there may be grave doubt as to the ability of any commission which the provincial government might appoint to enforce the attendance of witnesses and the giving of testimony. Trade and commerce are matters within the jurisdiction of the federal parliament, and it is an open question, at least, how far the provincial authorities have a right to deal with a subject that comes under these heads. As we have said, there may be a way around this difficulty, and, if there is, we should be glad to see the commission appointed.

Commenting upon the destruction of the Equitable Life Insurance Society's Building by fire, the Scientific American says that the term "fire proof" is only relative when applied to buildings, and that "a building so designated becomes inflammable when filled with combustible materials." We are erecting buildings in Victoria which are fire proof as the term is now understood; but the occupants of such buildings ought to remember that nothing which the builders' art can do will render them immune from destruction by fire. The danger may be reduced to a minimum, but no structure has ever been designed and in all probability none ever will be designed for human occupation in which care ought not always to be exercised to prevent the occurrence of fire, and in which the appliances for the safety of documents ought not to be utilized.

The statement has been made that the "No Tenure" decree does not apply to Canada; also that the decree threatening excommunication against persons who bring ecclesiastical before the civil court does not apply to Ireland. If these exceptions are intended as a recognition that the Papal authorities have no jurisdiction within these realms in matters affecting civil rights, we welcome them. If they are to be construed as implying a waiver of authority only, then we protest that no such authority exists. We have no desire to object to the Papacy taking the position that its powers over British countries are only in abeyance, provided these alleged powers are not exercised; but as the British people deny the existence of any such rights and hold that papal decrees have, in British countries, only such sanction as the conscience of individuals may give them and no legal force whatever, it is desirable to point out that the omission of Canada in the case of one decree and of Ireland in the other are not to be regarded as concessions.



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- 1 Arm Rocker—Solid oak, golden finish. Reduced from \$30.00 to **\$17.50**
- 1 Arm Chair—Solid oak, golden finish. Reduced from \$18.00 to **\$12.00**
- 1 Arm Rocker—Solid oak, golden finish. Reduced from \$30.00 to **\$22.50**
- 1 Rocker—Solid oak, golden finish. Reduced from \$20.00 to **\$12.50**
- 1 Arm Chair—Solid oak, golden finish. Reduced from \$20.00 to **\$12.50**
- 1 Arm Chair—Solid oak, golden finish. Reduced from \$18.00 to **\$12.00**
- 1 Arm Chair—Solid oak, golden finish. Reduced from \$18.00 to **\$12.00**
- 1 Arm Chair—Solid oak, Early English finish. Reduced from \$35.00 to **\$25.00**
- 1 Arm Rocker—Solid oak, Early English finish. Reduced from \$35.00 to **\$25.00**
- 1 Leather Chair—Solid oak, golden finish. Reduced from \$25.00 to **\$17.50**
- 1 Arm Chair—Solid oak, Early English finish. Reduced from \$20.00 to **\$12.50**
- 1 China Cabinet—Solid oak, Early English finish. Reduced from \$65.00 to **\$40.00**
- 1 Dinner Wagon—Fumed oak. Reduced from \$35.00 to **\$22.50**
- 1 Buffet—Solid oak, golden finish. Reduced from \$32.50 to **\$22.50**
- 8 Reception Chairs—Mahogany finish, upholstered in denim. Reduced from \$10.00 each to **\$7.50**
- 1 Arm Chair—Solid oak, golden finish. Reduced from \$32.00 to **\$22.50**
- 1 Arm Chair—Solid oak, Early English finish. Reduced from \$20.00 to **\$15.00**

- 1 Arm Rocker—Solid quarter cut oak, Early English finish. Reduced from \$20.00 to **\$15.00**
- 1 Wood Seat Rocker—Solid oak, Early English finish. Reduced from \$14.00 to **\$10.00**
- 1 Wood Seat Arm Chair—Solid oak, Early English finish. Reduced from \$14.00 to **\$10.00**
- 1 Wood Seat Arm Chair—Solid oak, Early English finish. Reduced from \$14.00 to **\$10.00**
- 1 Hall Seat—Solid oak, Early English finish. Reduced from \$30.00 to **\$18.75**
- 1 Arm Chair—Solid oak, Early English finish. Reduced from \$18.00 to **\$12.00**
- 1 Rocker—Solid oak, Early English finish. Reduced from \$25.00 to **\$18.00**
- 1 Arm Chair—Solid oak, Early English finish. Reduced from \$16.00 to **\$13.00**
- 3-Piece Fumed Oak Library Suite—Reduced from \$65.00 to **\$40.00**
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- 1 Mirror—Gilt frame. Reduced from \$16.00 to **\$7.50**
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- 1 Mirror—With frame. Reduced from \$15.00 to **\$5.00**
- 1 Gilt Mirror—Reduced from \$40.00 to **\$25.00**
- 1 Mirror—With frame. Reduced from \$12.00 to **\$3.50**
- 1 Gilt Mirror—Reduced from \$20.00 to **\$10.00**
- 1 Mirror—With frame. Reduced from \$28.00 to **\$10.00**
- 1 Gilt Mirror—Reduced from \$35.00 to **\$25.00**
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- Cane-Seat Rocker—Golden finish.
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THE

The Emperor by his son. The father's first wife. There was a son who was only an infant when the Emperor died, made claims of his own right to the throne. He was and determined to advance pressing hard against whom an ineffectual

Nothing is the origin of the of Alexander about them in about the year disturbances of the Empire. 378 they were Rome. It will those who have in the reign against the Roman driven back able soldier. between them. Huns began to sistent march. plored and rec who permitted bers in the ea south of the D between them. result was a great battle, which Valens were defeated have already se pire was serious perience not le Sarmatians. ing force of the by the awful Persia. The In no condition to and although m made in after exaggeration th its death blow when Valens than two-thirds mander-seeking After this disaster of time where great imperial f by more than t age and wisdom less Barbarians.

Shortly after selected Theodo East, and he hi the defence and In this he was ous bigot, he p relentlessly, an judged to be h were made to ments. By his gained the appi thorities, but he his subjects. M legions in Brita volution, and landi Gratian, who w saries despatche torious rebel.

Theodosius, but without any guishing title, v Roman general, greatest soldier the Empire in E very conspicuous by a base murd of the qualities. tion to the thro recognized as a His first step w the Goths, and h this powerful tr branches, the V and it is under thereafter in I win the confide ter were impati an invasion bac thians. Theodo and defeated the ing made the n ily safe, he det mus, who had the West after restore the thro of the Emperor ject he march posed chiefly o countered the f troops were ma Thus we have t perors contend and not a true armies. The cam orable to Theod prisoner and sla event re-united dosius set him control secure. occurred four m his plans. Theodosius, though he was