

The Colonist.

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THE S. MI-WEEKLY COLONIST

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ISLAND PROGRESS.

It is highly gratifying to a person, who has watched the progress of the southern part of Vancouver Island for the past decade, to observe the rate at which business and development generally is expanding. The most notable thing is in connection with railway travel. The passenger business on the E. N. railway is growing with such rapidity that we venture to predict that within eighteen months there will have to be two daily passenger trains between this city and Nanaimo, and that as soon as the railway is extended to Alberni there will be two daily through passenger trains and a local train in the summer season. Yesterday the train consisted of mail and express car, a smoking car, an observation car, a first class passenger coach and a pullman. Every passenger car was well filled, both on the outward morning trip and the inward evening trip. A few years ago a train of two cars once a day could easily take care of all the business. The country is being cleared up; saw mills are being erected; summer resorts are growing more numerous and are better patronized; and mining is increasing in importance. Duncan is becoming a considerable town. Chemainus is an important center of population. Ladysmith boasts a population of several thousands. Nanaimo is growing rapidly.

There is a good basis for this prosperity, and happily there is abundant foundation for a great deal more of it. Those persons whose ideas of the agricultural capabilities of the part of the island, through which the railway runs, are formed from observations through the car windows, can have no idea of the extent of fertile land that can be converted into profitable farms, nor the number of people, who can find homes within a few miles of the railway track. The more one learns of this part of the island, the more one is encouraged to see its future. And beyond the region which the railway serves there are other areas equally as good. The Colonist is not now in the work of setting forth the advantages and resources of Vancouver Island, but it is free to confess that the wider its opportunities of observation become, the more enthusiastic it grows as to the future.

THE GLOBE'S VIEWS.

The Toronto Globe's criticism of Mr. Borden's programme is not unfriendly. It says, indeed, that government ownership of telephones is a proposal to which it has some claims as the originator, and draws attention to the fact that Sir William Mulock, when Postmaster-General, took the initial steps toward carrying it into effect. It thinks that the excellent service given by private companies has had a tendency to divert public attention from the proposal, which may be true enough, but it affords no reason why Mr. Borden and the Conservative Party should not take the matter up, and, if possible, push it to a successful conclusion. The Globe thinks that both the telegraph and the telephone service must be before very long come into the hands of the government in Canada, as they are in Great Britain.

The Globe does not favor Mr. Borden's suggestion that the civil service should be wholly non-political as to appointments and removals. It says that in the United Kingdom the present government finds itself hampered by the failure of the permanent officials of the department, most of whom are Conservatives, to co-operate with the responsible ministers in carrying out any changes in administration. We fancy that this objection is not as serious as the Globe suggests, and it does not deny that there are evils under the present system. We venture to suggest that, if the Deputy heads were filled by political appointment, as well as the positions of private secretaries to the ministers, the remaining places might, so far as is practicable, be advantageously filled by a civil service commission. The Globe admits that the subject is worth discussion, but thinks the arguments are not all on one side. This is all that the Toronto paper has to say upon the various proposals made by the Conservative leader.

A CANADIAN OUTLOOK.

The St. John Times has an interesting article headed "A Canadian Outlook," which was inspired by the signed articles from the representatives of the British press printed in the Colonist. We may say in passing that those articles attracted a great deal of attention and elicited much favorable comment.

The St. John paper begins by asking if we talk too much about Canada and the splendid promise of its future. Then it tells its readers that we are laying foundations for a new and better conception of the sort of structure to be reared hereafter. This is an excellent sentiment excellently expressed. Our contemporary goes on to say:

There is inspiration for the young Canadian, if he be of the right quality, in contemplation of the great developments in which his share runs, which mean so much for humanity. The country is so vast that it opens up great fields of promise in many directions. Here on the eastern seaboard we talk of an expanding trade through our ocean ports, and of increasing factories to supply the markets of the west. The westward attention is absorbed in opening up and settling vast areas, and in the transportation of their products to the seaboard. On the Pacific coast, because momentous events have followed so hard upon each other's heels in the Orient, new problems have arisen and new and tempting possibilities confront the people. We in the east have not, perhaps, fully realized the march of events and its significance to the Pacific seaboard of Canada.

Then it quotes the greater part of Mr. J. Arthur Sandbrook's contribution, published on Page 4 of the Colonist of August 8th, in which he speaks of the magnificent position of the coast cities of British Columbia as they front the ocean with a rich country behind them. The Times adds the following eloquent and admirable comment:

Surely such a prospect must be full of inspiration for the people of the Pacific province, although it brings with it a keen sense of grave responsibility.

ability. For already they are facing the peril involved in the growing influx of brown men and yellow men, who, as one writer phrased it, can "undermine and undersell the whites," and who if they were admitted in sufficiently large numbers would lower the standard of living and make a formidable struggle for supremacy. Of course this must not happen. Canada must be a strong nation for the commerce of the Pacific, and must at the same time maintain her high standard of morality, and protect British Columbia from the Asiatic peril.

To return to our question: Is there any danger of talking or thinking too much about the greatness of Canada, its varied problems, its opportunities, and despite the dangers, the splendid promise of its future? Surely not. For with knowledge must come the sense of high privilege and deep responsibility, and a mental attitude in relation to all questions of national concern. We in the east will not be so absorbed in our own affairs but that we shall watch with ever-growing interest the great and fascinating yet peaceful struggle at the gateway of the Pacific.

It is one of the high privileges of newspaper work to be able sometimes to take a line of action which strikes a sympathetic chord in the minds of the people of one's country. It repays the workers to thus press forward to appointments and hostile criticisms. We confess to great satisfaction that from the Far East of Canada has come a splendid endorsement of the position taken by this paper on a vital question.

BUSINESS ON THE E. & N.

The discussion at the Board of Trade rooms yesterday with Mr. Marpole and the other officials of the Canadian Pacific railway, in connection with the proposed extension of the railway between Victoria and eastern points, as well as that carried by the Charrmer, was very interesting and is certain to lead to valuable results. It is fair to say that Mr. Marpole appreciates the need of action perhaps better than any one else, and is doing his utmost to relieve the situation. He hopes to be able to do so, but felt unable to make a full statement on the subject as he would like until he has been in communication a little further with Sir Thomas Shaughnessy on the subject. From what hints Mr. Marpole has thrown out as to his plans, we feel very sure that if he is able to carry them into effect, they will give very general satisfaction.

The most interesting part of Mr. Marpole's remarks were those regarding the great and unexpected development of business at Victoria. He said that it had surpassed every expectation, and he looked forward with great confidence to still further development consequent upon the extension of the railway. This is very encouraging. It means much for this city in every way. It means that this will be a divisional point for a system of lines several hundred miles in length, when the plans of the company have been fully carried out. Without doubt the few remarks made by Mr. Marpole were the most encouraging that any railroad man has ever made in this city. They not only spoke of things to come but they testified to a growth and expansion now going on which is highly gratifying.

It is not very easy to appreciate how much the plans of the great transcontinental company will mean for this city. These plans for the present are for a railway to Alberni, one to Campbell River and one to Cowichan Lake. This will mean that, including the present line of the E. & N., the company will have some 250 miles on the coast, which will probably be increased to 400 before the company has completed its work. Of this system Victoria will be the headquarters, and with the trade that will be built up along this length of line, we may look for the development of a very large amount of business here. The outlook is certainly very rosy, and while there are some local difficulties to be overcome, we are confident that Mr. Marpole will be able to discover ways of accomplishing what is necessary in that direction.

Stress may be laid upon one point talked of at the meeting, namely, the expediting of freight sent east by way of Ladysmith. It seems as if it ought to be possible to make an arrangement so that a car of freight leaving here in the morning would arrive in Vancouver the following morning. The following morning would go forward on the following morning. Ultimately we look for business so to develop that the company will be able to clear up, putting on a self-propelling car ferry which will enable a car from Victoria to be delivered in Vancouver in much less time than it at present takes; that is, a car might leave here before noon and be delivered in Vancouver the same night in time to be attached to the eastbound local freight on the following morning. Such an arrangement as this would very nearly equalize conditions between this city and Vancouver. Of course, we do not look for anything so soon as that just now, but suggest it as something that may be looked for after a time.

THE "YELLOW PERIL."

A considerable number of years ago Lord Wolsey started the world by a prediction that the time was fast approaching when the white races of the Pacific would require to combine in a defensive movement against the aggression of the hordes of Asia; but while he was listened to with the attention which is always manifested when a student of world problems cares to speak, no general alarm was created, the consensus of opinion being that the danger he pictured must be a very long way off. Here in British Columbia, where the waters which wash our shores extend unbroken to the coast of Asia, we are, owing to the rapid march of events, brought face to face with the problem which Wolsey foresaw the Occident would one day have to grapple with. No ordinary person can approach this problem without being at once impressed by its serious nature and the intricacies which confront those who would essay a solution of it. There is no division of sentiment amongst the people of Canada in respect to the necessity of the gates being closed against the influx from the Orient. But there is an obstacle in the way of our freedom of action to take the necessary steps to carry out our wishes. That obstacle—which of course is an obvious one—may be termed as being involved in the necessity of Great Britain, when it is deemed expedient in the interests of the Empire, forming an alliance with an Asiatic Power. It may be stated thus: Will not the loyalty of Canadians by such an alliance be put to too severe a test, if we are asked to observe a treaty which implies the untrammelled entry of Asiatics to British soil? The situation is grave in the extreme. On the one hand we are confronted with the certainty that there is a disposition on the part of all Canadians neither by word or deed

to imperil Imperial interests; on the other hand, we have the equal certainty that a strict observance of the terms of the treaty will impose upon a loyal people conditions which they simply cannot bear. The Toronto News puts the case quite forcibly when, in the course of a lengthy editorial article, it says:

"It is difficult in view of the relations between Great Britain and Japan, and the exigencies of Imperial policy, to see how Ottawa can allow Provincial legislation against the Japanese to go into effect, but it is certain that persistence in the policy of disallowance will breed serious friction between the Province and the central authority, and seriously affect the prospects of Government candidates in the coast constituencies. The future relations of China and Japan with the United States and with Canada constitute a problem of tremendous significance. The exclusion of the Japanese people may involve us in very serious consequences, and yet nothing is more certain than that a higher civilization would be maintained by the admission of a lower, and that the free admission of Asiatic people will submerge white labor wherever the two forces come into contact."

MASTERED BY AN IDEA

A writer in Success discusses the chances of President Roosevelt being again nominated, and takes much the same position as that of the Colonist, namely, that Mr. Roosevelt cannot be re-nominated, notwithstanding a convention, notwithstanding a declaration that he would not again be a candidate, and that he is very likely to be re-nominated. The writer in Success goes further and says that Mr. Roosevelt is possessed by an idea. He is careful to point out that he does not mean that Mr. Roosevelt has an idea, but that the idea has Mr. Roosevelt, which is a very different proposition. It is not exactly clear what this "idea" is, but as a determining factor in the election of capital. Men who are possessed by an idea are sometimes dangerous, and Mr. Roosevelt seems to be of that kind. He is a man who is difficult to control, whose aim is to be understood in a general way, and who is running away with him. He is impatient of opposition, and claims to be something like Napoleon. From the correct number of children for a married couple to have to the thoughts of wild beasts, Mr. Roosevelt knows things, but he is better than any one else. This assumption of omniscience is his weakness; it is the tendon of Achilles in his make-up. He is a man who has a strength, courage and honesty, fine a type of administrator as could well be desired. If the people insist that he should succeed himself, he will probably conclude that there is no use in any further protestations against re-nomination in office, and it is not impossible that by 1912 the struggle between the capital and the west of the country may have reached such a stage that he may again be his own logical successor. It is surprising how very often men who have been in the political arena have been compelled by irresistible circumstances to exercise it. Napoleon did not set out with the intention of becoming emperor. He became emperor because he was possessed by an idea, and the times were ripe for the idea to do what it chose with him. Theodore L. is not an impossibility.

ISLAND DEVELOPMENT.

The recent announcements made by Mr. R. Marpole, respecting the plans of the Canadian Pacific Railway Company for the building of branch lines and the clearing of tracts of agricultural land on Vancouver Island, signalize the ushering in of what must prove an era of great development and progress in this section of the province. The news of immediate action on the part of the great transportation company, which has been a very long time in the making, is a very welcome one to the Colonist, because it is the culmination of hopes we have long held and often expressed regarding the island. The outlook is most cheery and promising. The winter of our discontent has passed, and we are about to bask in the sunshine of a period of prosperity which, we confidently anticipate, will prove unexampled in the history of the development of the "Canadian West." We have the raw resources in abundance, and we have more—we have a strategic position on the Pacific seaboard absolutely supreme as a factor in the working out of the transportation plans of the future. The time is opportune to say a word to the business community of Victoria. Trade openings on the island will develop with great rapidity. That we may take full advantage of them will require on our part an aggressive, enterprising business policy, so that rival supply points may not be "in on the ground floor" ahead of us. Happily, we are fortunately situated, geographically, so as to command all the trade which will be offering and with constantly improving transportation facilities, we anticipate that Victorians will leave no stone unturned to reap the harvest which is justly theirs.

FOR VALOR.

The gun-metal cross, bearing the words "For Valor" is the most prized of all decorations in the British Empire, and for generations to come the Victoria Cross will hold a high place in the esteem of all who admire courage associated with self-sacrifice. Her Majesty did a tactful and noble act when she established this order, which can only be won in times of war. Her very wise son and successor has acted on the fact that not only has peace her victories but also her heroes as well as war, and has declared his intention of founding an order for valor shown by miners in the rescue of their fellows. Responding to an address delivered at Cardiff recently by the Monmouthshire and South Wales Coal Owners' Association, His Majesty said:

I gladly note the reference in your address to the services of one in the commission of the president of your country.

ciliation board, and I trust that the report which has recently been submitted to me by the commission in regard to the use of rescue apparatus will lead to the adoption in this and the other colliery districts of measures for facilitating the work of rescue in the event of those disasters which will unhappily occur from time to time.

I have often read with a feeling of admiration and pride how on such occasions, when numbers of miners are cut off by fallen debris or other obstruction from the outer world, their fellow-workers, undeterred by their perfect knowledge of the danger of the attempt, eagerly volunteer to assist in the work of rescue. The whole country applauds, and is grateful for the courage and devotion of such heroes. But I have for some time felt that insufficient means exist of giving a worthy and lasting public recognition of these brave deeds. I propose very shortly to establish a decoration bearing my own name, to be awarded to the courageous men who in the mines and quarries of this country voluntarily endanger their lives in order to save the lives of others.

We are very sure that this recognition of courage under conditions where there is no incentive in the way of glory to be won or ambition to be satisfied, will be highly appreciated by those who are so situated that they must at some time or other be the recipients of this distinction. Miners need no encouragement to deeds of heroism. The history of mines is full of stories of rare valor. Nevertheless it is right that the public should have some official recognition of those splendid instances of rescue, which accompany almost every story of mining disaster. The Victoria Cross is a decoration of Majesty is worthy of all praise, and the Edward badge for valor will be as great an honor as the little gun-metal cross which is now given to the wearer more proudly than any other emblem.

MR. PUGSLEY

Mr. William Pugsley has been made Minister of Railways and Canals. Mr. Pugsley is a gentleman of ability. He is a shrewd business man, and a lawyer of repute. He has an exceedingly pleasant manner, and the trick of giving the soft answer that turneth away wrath. He has not been in the political arena long, but his strength of his political convictions. As a speaker he is not specially strong, although he can on occasion be forcible. He is as fluent as most public men are, but a rule speaks with a great deal of caution. He ought to be able to administer the affairs of his department acceptably. Mr. Pugsley possesses the breadth of view, which Mr. Blair had, and he can hardly have a better head for small details than Mr. Emmerson possessed, but he is tactful and full of resources. We are of the opinion that of all the available men, he is the best who could be chosen at this juncture.

Mr. Pugsley has no constituency at the present time. Until within a few months he was provincial premier, which position he resigned to accept the nomination of the St. John Liberals to fill the vacancy caused by the lamented death of Dr. A. A. Stockton, who was a Conservative, although, like Dr. Pugsley, he had not always been of one political party. Mr. Pugsley's nomination does not meet with the approval of all the St. John Liberals, and Mr. Edward Sears, at present mayor of the city, has urged that he will oppose him as an independent Liberal, if there is no Conservative in the field. Mr. Sears would not be a very formidable candidate. We have been unable to gather from the St. John papers whether there is any likelihood of a Conservative candidate being nominated at the by-election.

The action of the government of Australia in adopting a high protective tariff policy is calculated to call for a revision of the trade policies of the various colonial governments. The process of welding the Empire together is a very interesting one, and the latest move on the part of our Antipodean cousins.

Victoria will extend a hearty and cordial welcome to the delegates to the first annual convention of the British Columbia Federation. We appreciate the noble character of the work they have in hand, and believe the community as a whole will manifest a disposition to assist the self-sacrificing efforts of those who are striving to uplift humanity to a purer and a higher life.

Persistent rumors are afloat to the effect that representatives of railway interests are attempting to secure shore rights at Port Simpson. We are disposed to think that there is considerable foundation for these statements. In fact, it must be clear to anyone who is observant of the trend of events in the field of transportation, that ultimately all points on the North Pacific coast, possessing strategic value, will be occupied as terminal points, in order that the railway system of the continent may handle the great ocean-borne traffic of the Pacific. We are on the eve of a period of tremendous activity and development.

The general public will heartily approve of the action of the Federal authorities in determining strictly to enforce the act respecting the inspection of meats and canned foods. The disclosures regarding the conditions which prevailed in the Chicago packing-house a year or so ago indicate that it is vitally important that a watchful eye be kept on the process followed in the preparation of canned food. We assume that the new regulations will be quite welcome by the Canadian packing-houses, as the governmental endorsement "Canada approved" will be a certificate of excellence on each package, and a guarantee which the consumer will accept as being unquestionable. This will no doubt redound to the advantage of the various Canadian firms engaged in the industry.

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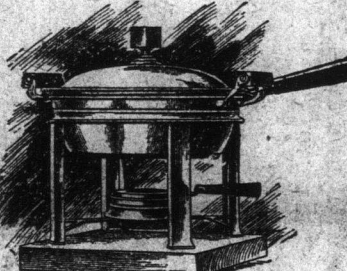
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