The Colonist.

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THE SEMI-WEEKLY COLONIST

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TERMINAL FACILITIES

Mr. Joseph Hunter writes us an interesting letter about the Songhees Reserve. It is an unexpected contribution to the history of a question, which has occupied the attention of the people of this city for a long time. Mr. Hunter's opinion that the Reserve, if it ever passes out of the hands of the Indians, ought to be devoted to terminal facilities for such railways as may come to Victoria. It is premature to talk about the use that will be made of a place, which is at present not available for any purpose, and we shall therefore not discuss the suitability of the Reserve in this connection. It is not, however, too soon to direct attention to the necessity for providing terminal facilities in Victoria.

This city is somewhat peculiarly situated. Between Cadboro Bay and the Esquimalt Lagoon there are many miles of waterfront and two excellent harbors. Victoria harbor has as long a shore line as Esquimalt, but in other respects it is not equal to the latter as a harbor. If the proposed breakwater to Brotchie Ledge were constructed, Victoria harbor would be at least equal to any in the Pacific Northwest. To reach the Outer Wharves by a railway line is not a very simple proposition. There are no engineering difficulties in the way, but any plan would involve either the crossing of the harbor or the utilization of city streets, including a part of the Dallas Road, for railway purposes. We think there would be a good deal of objection to the latter. Bridging the harbor would not be a very serious matter, and bascule bridges are very slight obstacles to navigation. A bascule bridge with a double lift, that is opening in the centre, both sides being lifted simultaneously, can be raised to a perpendicular position in a minute. It is not always necessary to lift a double bascule bridge to the perpendicular. Vessels do not wait for it, for as a rule only their smokestack and masts are higher than the bridge, and as soon as the roadway has been lifted sufficiently to permit these to pass through, they go on their way. If there were a bascule bridge in the place of the present railway bridge, a steamer after rounding Songhees point could slow down to half speed, and before she reached the bridge it would be elevated far enough to permit her to pass through. The interruption to street traffic across the bridge would not amount to more than three minutes. Hence in considering the problem presented by the growing demand for terminal facilities, in which we include not only terminals for railways, but also for steamship lines, the bridging of the harbor may be taken into account without any fear that its use would be at all interfered with. The suggestion of a tunnel might be worthy of consideration.

We know that some people object to anything being done that will alter the natural configuration of the harbor line or place any bridge across it. The Colonist hears such objections constantly. Here is one objection that was made, and the reason given for it. We were asked to protest against the construction of a certain wharf, and on asking for a reason for the protest were told that it was time to draw the line, for, at the rate things were going, the whole harbor front would be lined with wharves and the public would be shut out. When the complainant was asked how the public would make use of the harbor without wharves, he had no answer to make except to say that the public had some rights that ought to be safeguarded. This sort of objection will be made to any plan to provide terminal facilities at Victoria, but they must not be allowed to prevail.

We do not wish what has been said to be understood as in the nature of an objection to the use of the Reserve for terminal purposes, if it ever becomes available for that use. What we wish to point out is that it is necessary to contemplate the need of such terminal facilities as will bring railways to wharves at which ocean-going steamships will lie.

We are not unmindful of the facilities that may be provided at Esquimalt for terminal purposes, and we are prepared to look upon the western suburb with its admirable harbor as in point of fact a part of Victoria, although it is not included within the city limits. At the present rate of growth there will be 100,000 people living in the city and its suburbs within a short time. When that time comes we will have a continuous city from Oak Bay to Esquimalt Harbor. We have that now as far as the Esquimalt Road is concerned. What it will be like when the population has doubled, each reader can decide for himself, but we think that when that time comes we will have ceased to speak of Victoria and Esquimalt as two places industrially and commercially, as we have long ago ceased to regard them as two places residentially. We shall not push this aspect of the case any further, but in it are involved considerations with which we will have to deal in a practical way before very long. The matter to which we wish specially to direct attention is the importance of bearing in mind, when we think over the disposition that will be made of any particular area, that Victoria is going to require very extensive facilities for the accommodation both of railways and steamships! We should lay our plans now upon broad lines, and with the potential developments of the future in view.

THE WORK POINT GARRISON

The observations about to be made have no reference whatever to the personnel of the garrison at Work Point, who are, we assume, efficient in their several lines of duty.

Why is a garrison maintained at Work point? We have often been asked the question, but have never heard a satisfactory answer to it. We can easily assign reasons why a garrison ought to be maintained there; but we would not insult the intelligence of the Militia Department by suggesting that the present garrison is maintained for any of those reasons. The force is too small to do anything except act the part of caretakers. But what is there to take care of, and why take care of anything unless there is a force that can make use of it in time of need? There would be no difficulty in understanding a policy based upon the theory that an armed force would never be needed on this coast. It would, in our humble judgment, be a very short-sighted policy, but it would be an intelligible one. But we cannot see any excuse for a policy that maintains a few score men at what is admitted to be one of the strategic points of the Empire.

Every now and then some speaker or writer referring to what the Canadian Government has done in the way of imperial defence, says that it has relieved the British taxpayer of the expense of maintaining Esquimalt and Esquimalt is held up as a point of great importance, and its maintenance by Canada is supposed to be an important contribution to imperial defence. It is to laugh. All the relief has amounted to is that the Admiralty called the ships home and dismantled the Navy Yard, and the Horse Guards called home the garrison. The Dominion Government then sent a few score men to look after things and the Minister of Militia tells the world that Canada has assumed a burden which Britain formerly bore. The truth is that Britain laid down the burden on the understanding that Canada would take it up, and it has not been taken up. There is no use in trying to brush this statement aside. It is absolutely true, and every one knows it is true. When the Dominion Government asked for consideration because of what it has done for imperial defence by taking over Esquimalt, it is obtaining credit upon false pretences.

We do not think we are unreasonable in what has been said above. Certainly we do not wish to be unreasonable. We feel that this station is at least as important as any other station on the Canadian coast. Our own view is that it is by far the most important station, but we will base no argument on that opinion; we will rest the case on the claim that it is as important as any other. If there is to be a good garrison here, let there be a garrison of reasonable numerical strength. The British Government ought to have a fair idea of what would be a useful garrison at this point. Why does the Canadian Government think that one quarter as large a force is sufficient?

Our postion is that the Dominion Government ought to keep in the spirit the promise it made to maintain this station. To claim that the maintenance of the present Work Point garrison is a discharge of an imperial duty is to be utterly ridiculous.

The State of Massachusetts appointed a Commission to inquire into the cost of living, and that body has reported in favor of the removal of duties from all food products.

The New York Tribune says that it will be useless to try to negotiate a reciprocity treaty with Canada because we will want the best of the deal. Well, why shouldn't we get it? We hold the cards.

When we reflect that the North Star is 210,000,000,000,000 miles away, the comet, when it is only 11,000,000 miles away will be relatively near. But 11,000,000 miles is a good safe margin just the same.

It has transpired that a few weeks before his death King Edward expressed himself very strongly on the subject of intemperance and declared his intention to use his influence as far as he could to induce men to drink less.

A despatch from Bermuda says that at the time King George was sworn as King before the Privy Council the tail of Halley's Comet turned red. The chief objection we take to this statement is that at the time the ceremony took place the comet was not visible in Bermuda.

Rev. Dr. Spencer, referring to local option, says that the temperance people could not get local option legislation from the Government under the terms of the submission of the question. What Dr. Spencer should have said is that he and his friends could not get what they asked for from the people.

There is talk of suppressing the "white slave" traffic. Parliament can help the work by enacting that a part of the punishment for persons found guilty of this abominable offence shall be imprisonment with whipping at the beginning, middle and end of the sentence. Kindness is thrown away upon the cur who would engage in such transactions. For a second offence the punishment ought to be imprisonment for life, with a whipping to start with.

The Ontario Government has decided to utilize prison labor in building highway roads in the northern part of the Province. This is far better than employing prisoners in making articles that compete with free labor, and it can hardly fail to be beneficial to the prisoners. Of course, the only labor that can be employed by the Province is that of men confined in gaols. Those who are in the penitentiaries are under the jurisdiction of the Dominion.

The Mail and Empire says that there are 63,000 less farmers in Ontario than there were in 1901. This is a startling statement, and we do not feel like accepting it without corroboration. The diminution is charged to the lure of the cities. But whether the figures are correct or not, it is a startling thing that there should be any diminution of the farming population of that Province. The markets are better than ever, and so are prices.

It is stated that the National Transcontinental Railway will be completed in 1912; but Mr. Hays is quoted as saying that the Grand Trunk Pacific will not be able to get through its part of the work before 1913. He gives as a reason the unwillingness of the western people to consent to the use of Oriental labor on the railway. There will be a good deal of disappointment felt in Prince Rupert at this postponement, although at the rate work has progressed it has become very unlikely that it could be completed any sooner.

It is of interest to note that immediately on the death of the King being announced Parliament assembled. This is in pursuance of the statute of Anne that requires such a course to be observed in order that objection may be taken to the succession, if anyone desires to make one. Neither the Speaker nor the Prime Minister was present, both being out of town. In the House of Lords all the members present took the oath of allegiance to King George. The Commons simply adjourned, the transaction of any business being out of order in the absence of the Speaker.

We quite agree with the evening paper that the Songhees Reserve question is too serious a matter to be made a political football of. This being the case, why has it been thought necessary to bring Senator Riley into the matter and represent him as bringing about a settlement, when none has been brought about, and as initiating negotiations that he did not initiate? No doubt the Senator is as desirous as anyone can be to have the question settled, and is doing what he can to that end; but it is a fact that negotiations were proceeding very satisfactorily before his return from Ottawa. By far the wisest plan would have been to have allowed the negotiations to proceed privately, and wait until they had been brought to a conclusion before attempting to give anyone credit for them. It will be time enough to tell the story when the end of it is known and then credit can be given to those to whom it is due.

Those Who Walk Much

and people who stand about in stores, often find their feet very troublesome during the warm weather.

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Quality is of the highest, styles the daintiest we have yet shown, and the values show substantial savings over the prices usually asked for such splendid ware. We get this silverware from the largest factory in the world, and, as in our other departments, we purchase large quantities for spot cash. We are therefore enabled to offer interesting prices. Get acquainted with our silver shop.

Hundreds of gift suggestions for June weddings.

Here Are a Few of These Newest Arrivals

Tea Sets, from	$15.00	Table Spoons from, per doz.	$6.50
Individual Castors, from	$2.00	Dessert Forks from, per doz.	$6.00
Casseroles from, each	$7.50	Cold Meat Forks from, each	$1.25
Marmalade Dishes from, each	$3.00	Childs' Sets, 3 pieces, from	$1.50
Card Receivers from, each	$3.50	Jelly Slices from, each	$1.50
Egg Cruets from, each	$6.00	Waiters from, each	$5.00
Butter Dishes from, each	$2.50	Almond Sets from, each	$6.00
Teaspoons from, per doz.	$3.50	Bake Dishes from, each	$5.00
Table Forks from, per doz.	$6.50	Napkin Rings from, each	35c
Berry Spoons from, each	$2.00	Bean Pots from, each	$9.00
Butter Knives from, each	60¢	Fern Dishes from, each	$2.50
Fruit Knives from, per doz.	$6.00	Spoon Trays from, each	$4.00
Sandwich Plates from	$5.00	Pie Dishes from, each	$3.50
Cake Baskets from, each	$3.50	Dessert Spoons from, per doz.	$6.00
Flower Baskets from, each	$13.00	Pie Knives from, each	$2.50
Bon Bon Dishes from, each	$1.50	Sugar Shells from, each	50¢
Berry Dishes from, each	$3.50	Nut Crackers from, each	$1.00
Salt and Peppers from, per pair	$1.00	A. D. Coffee Spoons from, per doz.	$4.00

Piano Seats

See the New Styles

The piano seat, or bench, is a favorite in well-appointed homes nowadays. We have just received some handsome new seats—designs that are unusually nice.

These are of superior design and are made from selected mahogany. Splendidly finished in popular "dull" or wax finish. A seat style with which any pianist will be delighted and one that would grace any drawing room.

Two styles:

One with seat 16 x 36 inches. Dull finished mahogany. Priced at... $22.50

One with seat 16 x 38 inches. Dull finished mahogany. Priced at ... $30.00

Music Cabinets

Splendid Showing Now

The present display of music cabinets has never been equalled at this store. Many handsome styles are now shown in a variety of woods and finishes, and at prices that permit of every home owning one of these useful and decorative pieces.

We have them in mahogany, wax or polished finished, Circassian walnut and golden oak. Prices start as low as $12. See the new arrivals in mahogany.

One with "plain" design, "swell" door, 7 shelves and 1 drawer. Dull finished mahogany. Priced at $25.00

One with 7 drawers, stylish design. Finely finished in wax mahogany. Priced at $45.00

SPORTING TROPHIES

If you give one, you want it to be handsome in design, and certain of lasting a lifetime.

That's the kind we sell.

We are showing a very handsome assortment of trophies just now and would like to have you call in and see them.

We're always pleased to show our assortment of silverware to anyone interested.

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New Desks

Two Unusual Designs That'll Please You

Two of the most attractive desk styles we have ever shown have just been added to the third floor's stock. These desks come in solid oak, finished in a very fine Early English finish. The designs are striking, and altogether these are most desirable desks.

See this one: Sanitary style, has 24 x 46 inch top, 2 lock cupboards and 1 long drawer. Top has 4 drawers and shelves. Made of selected quarter cut oak and finished in a superior Early English finish. This is an ideal desk for the home. Priced at $50.00

Another style worthy of particular attention is this secretary style desk. This desk, when closed, measures 17 x 42 inch. Has 1 drawer, book shelves on both ends. Desk portion has drop door and is conveniently arranged. Quarter cut oak, finished Early English. A new creation. Priced at $48.00.

Ladies' Desks

The new arrivals make a showing of ladies' desks that includes a stylish desk to suit you, your home and your purse. We want you to come in and look over the stylish desks we are now offering. There is a wide choice of styles and the price range is also broad—starting at $12.00.

Don't Miss the New Furniture

Many Carloads Have Been Added During Past Few Days

"The most beautiful furniture you have ever shown"—from the remarks of one feminine visitor on Saturday. And it's true, too. We have never shown a finer line of good furniture than is at present on display.

During the past few days several carloads of new pieces have been put into stock, and this week several more cars shall be added. Don't miss seeing these new arrivals, for there is much that'll interest you greatly.

New furniture for most every room in the house included—featuring new mahogany furniture for bedroom, parlor and diningroom. Another style of special interest is a line of oak bedroom furniture finished in a new wax finish. Library tables, ladies' desks, musiccabinets, piano seats, hall furniture, grandfathers' clocks, etc. There's no better time than today to see these pieces—for assortments are complete now. They may not stay that way very long.

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