

The Colonist.

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THE SEMI-WEEKLY COLONIST

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THE NOVA SCOTIA ELECTIONS

The only persons who are surprised or disappointed at the result of the Nova Scotia elections, are those who chose to imagine that certain things were going to happen that there was not the least reason to expect. There never was any cause to believe that the contest would turn upon reciprocity. Some over-zealous papers on both sides of politics chose to think it would, but it is pretty safe to say that it played no part whatever in the result. Our evening contemporary thinks the result in Halifax means Mr. Borden's defeat in the Dominion election if he again offers for that city. We do not think such a conclusion is at all warranted by the facts. Halifax went Liberal at the last provincial election and it did the same thing on Wednesday. In the election held June 8th, 1908, the lowest Liberal had 948 votes more than the highest Conservative; this year the difference is 705. If the change of the majority means anything at all, and we do not think that so small a change is material one way or the other as showing the drift of public opinion, it means that the Liberals are weaker in 1911 in Halifax than they were in 1908. The real truth of the case is that the people in Nova Scotia differentiate between provincial and federal politics. The election on Wednesday was run on local issues, chiefly upon the administration of Mr. Murray, and he has been sustained. Any one who sees anything more than that in the result is simply deceiving himself.

THE CHAR-PIT PROCESS

The char-pit process of land clearing is attracting great attention in the State of Washington, where conditions in regard to forest growth are identical with those existing in this province. Professor Sparks, of the State Agricultural College, is to give a number of demonstrations of the process at points on Puget Sound during July. For the information of persons in this province who may desire to be present at these demonstrations, we give the time and place of the demonstrations: Tenth and 11th, Port Townsend; 12th, Chikamcum; 13th, Port Townsend; 14th and 15th, Quilcene; 16th, Port Townsend; 17th and 18th, Sequim; 19th, Sieberts Creek; 20th, 21st and 22nd, Port Angeles; 23rd and 24th, Seattle; 25th, Bremerton; 26th, Charleston; 27th, Silverdale, and 27th, Poulsbo.

Mr. W. E. Scott, Deputy Minister of Agriculture, has been in communication with Professor Sparks on this subject, and is advised that that gentleman will be in Vancouver on June 22nd to attend the Vancouver conference, and he has said that if the opportunity offers, he will be glad to give a demonstration of the process. Mr. Scott has written to him to say that he would be very glad to make all the necessary arrangements, and if he is able to do so, notice will be given so that as many persons may attend as can conveniently do so.

In view of the great importance attaching to land clearing in this part of the province, we are glad that the Deputy Minister has seen his way clear to take this course. It would be a very excellent thing if there could be demonstrations both on the Island and the Mainland, but we realize that this must of necessity depend upon Professor Sparks' engagements.

THE QUEBEC BRIDGE

A great deal has been said about the tender of the British company for the construction of the Quebec Bridge, which although the lowest put in on the government plans, was not accepted, the contract being awarded to a Canadian company on an alternative plan submitted by themselves. We take the same position in this matter as we took in regard to the Victoria paving contract, namely that it cannot be successfully contended that tenders on alternative plans can be called competitive. The Chairman of the British company thus stated the case at a meeting of the shareholders of his company which is known as The Metropolitan Amalgamated Carriage and Wagon Company. There were four tenders put in by responsible firms, all, of course, to be of the same official design, and all carrying the same guarantee, as to the efficiency of these tenders. That of the British Empire Bridge Company—a company they and their friends the Cleveland Company had registered in Canada for the purposes of the contract—was the lowest.

The Board of Engineers expressed themselves satisfied that the company was capable of carrying out the contract. Every requirement was met, and every guarantee demanded by the Government was furnished. They were jus-

tified in feeling somewhat more than disappointed to learn that, owing to an oversight, the discovery of a difference of opinion amongst the members of the board as to the efficiency of the board's own design, which, by the way, had cost the Canadian Government \$250,000 to produce, and which had been accepted and endorsed by all the four firms competing for the contract, there was a doubt as to whether the contract would be placed with the company in those circumstances.

The company at once took the trouble to get a further opinion from one of the most eminent English engineers, who confirmed the Government's own design, as being a suitable bridge. His opinion was conveyed to the Minister, apparently without effect. The board was still divided in opinion, until the tenders were in. Not the slightest intimation was received as to any shadow of a doubt existing in the mind of any of the engineers with regard to those plans.

The Government eventually decided to accept the tender of a Canadian competitor, who put in a tender for a railroad bridge only, a type for which no offers had been invited, and which moreover was not in conformity with the conditions of the contract, with the result that the Canadian Government placed this contract of \$3,650,000 without any actual competition whatever. This is a transaction that will call for a great deal of explanation before the public will be satisfied. Some stress is laid upon the fact that the complaining firm is British, but we do not take that into consideration at all, although it is not a very encouraging precedent to British firms that has been set. The principle involved would be just the same if the aggrieved parties had been Canadians. This is the principle as we understand it: The Government after great deliberation and large expense decided upon a bridge of a certain standard, and then, as if not confident in the advice of its own experts, asks contractors to suggest other plans and quote prices upon them. This is mistake No. 1, for it seems a piece of egregious folly to determine upon a bridge of a certain standard and then choose another. Mistake No. 2 consists in the fact that neither the bridge commissioners, nor the Government, nor any one else has the least idea whether or not the successful tenderers, who have been awarded the contract upon their own plan, are going to build it as cheaply as other firms would have been willing to do so, guaranteeing the same degree of stability. The case is one of a great public work being given out without competition, which is foreign to the principle under which the Government of the country ought to be carried on. All the explanations that have so far been given do not improve the case in the least, and we do not believe there are any possible explanations that can improve it.

IMPERIAL WARS

The Toronto Globe explains what it understands to be Sir Wilfrid Laurier's conception of the part which Canada ought to take in imperial wars. In conflicts precipitated for the defence of the Empire against aggression it thinks there can be no doubt as to what Canada ought to do and would do. Our contemporary says: "Sir Wilfrid Laurier has made that plain, over and over again. Consultation or no consultation, every man and every dollar that Canada could provide would be sent to the aid of the motherland were she hard pressed. Canada's expenditure on defence is not merely intended to protect her own soil, but to enable her to take her part in any defensive wars that the Empire may have to wage. And the knowledge that any foe of the Empire must face the armed forces of the overseas dominions as well as of the United Kingdom in such a war does much to deter and discourage the enemy."

The Globe refuses to believe that we have any guarantee that the United Kingdom may not enter upon a war of aggression. It instances the Crimean War as one that was really aggressive and is now admitted to have been so, even so stalwart a Tory as Lord Salisbury having described it as a case in which "we put our money on the wrong horse." It also, refers to the agitation carried on in England nearly long ago for a sharp and sudden attack upon Germany before that power became strong enough on sea to be formidable. In such a case as this, the Globe thinks the several dominions ought to be in a position to say whether or not they would lend their aid. It thinks that if there was to be a consultation between the Home government and the governments of the Dominions in such a case, and the Dominions or any one of them should decline to act with the Mother Country, the Empire would come to an end.

It is this that Sir Wilfrid Laurier meant it is a thousand pities that he did not say so. Such reports of his observations as were made public not only led the Colonist to speak as it did on Tuesday, but caused the Montreal Witness, a staunch support for the Liberal ministry to say:

Sir Wilfrid is reported to have said that such consultation would imply a duty on the part of such Dominions to aid in any wars that might ensue. This objection implies that it is not necessarily the duty of the Dominions to aid the Empire which protects them,

and of which they have hitherto been supposed to form a part. It looks very much like a declaration that the Empire is not an integral part of the Empire but a dependency—and at that a dependency that assumes its independence.

This is an untenable position. The very declaration of it reveals its instability. We must either move toward the Empire or away from it. For Canada any weakening of the British Empire means dependence in another direction. We cannot but gather from Sir Wilfrid's practical declaration of independence, taken with this larger vision that he would rather see his country develop into one of a group of allied nations than into a part of the British Empire, with the obligations that that relationship necessarily implies. Yet, even were that a desirable destiny, we cannot side with him in questioning Canada's liability to share in the imperial foreign policy. The liability would not be less but practically more were she a separate allied power.

PRairie CROPS

The whole of British Columbia, and Victoria not less than any other part of it, is deeply interested in the crop prospects on the Prairies. Not only do we look for a constantly increasing influx of people and capital from the provinces between the Lakes and the Mountains, but a very large number of our people have large interests there. Therefore the following official statement from Mr. W. J. White, of the Immigration Department at Ottawa, will be welcome intelligence to every one:

An extensive trip, covering a large portion of country south of Regina, east and southwest of Saskatoon, along the Canadian Northern and Grand Trunk Pacific as far as Edmonton, shows a universal condition of excellent crops with prospects away ahead of a number of past years. It will be in different farming that will not show a yield of twenty to twenty-five bushels of wheat per acre if the present favorable conditions continue. Farmers are in the best of spirits, and have been able to increase last year's acreage by about fifteen per cent. The acreage of flax is much greater than last year in the Edmonton district; oats are a favorite crop, but followed closely by wheat, of which a considerable area is in full wheat. The condition of cattle is splendid, owing to the quality and quantity of the grass, which shows remarkable growth. I have seen spring wheat measuring twelve inches and fall wheat twenty-six inches in length. The towns and cities show the result of the great immigration of the spring, the class of newcomers being highly desirable. Many of these are purchasing land and eager to get it, although prices have increased generally from two to four dollars per acre. Homesteaders are going into the vacant areas north of the railways in large numbers, and report themselves as well satisfied with what is known as the park areas.

Reading some of the pre-election predictions in regard to Nova Scotia in the light of events, one is disposed to say in the words of Artemus Ward: "Never prophesy unless you know."

We were misinformed in stating that the launch Tuladi, which is now engaged on the Island route, was being run under similar conditions to the Ganges, which was destroyed by fire. The Tuladi carries two launch lifeboats and is in charge of Captain M. B. Wilson, who is an experienced navigator. Captain Wilson is considering the advisability of putting a larger vessel, equipped with passenger accommodation on the route. The vessel, it is stated, is being run irrespective of the mail contract which is still held by Captain Sears of the ill-fated Iroquois.

Senator Riley, who is at home enjoying the otium cum dignitate, which seems to agree with him so admirably, mentioned yesterday an excellent rule that is in force in the city of Buffalo, N. Y., in regard to motor traffic. When a motor on a street running north and south reaches the intersection of another street on which there is a motor approaching, the first motor is obliged to stop until the other passes. For example, applying this rule to Victoria: A motor is coming down Douglas and another is coming up Yates, and they are so near together that they are both likely to be at the intersection of the streets at the same time, the motor on Douglas would be obliged to come to a stop until the other had passed in front of it. This looks like an excellent arrangement, and it is simply a rule governing the right of way, which is very likely to prevent accidents.

Montreal Policemen in Trouble.
MONTREAL, June 15.—Four local policemen have been summoned on the charge of accepting bribes to allow thieves to escape.

Sir Donald Mann's Father Dead.
ACTON, Ont., June 15.—Hugh Mann, father of Sir Donald Mann, and of the tractor Alex. R. Mann, of Victoria, died today after three days' illness in his 94th year. Sir Donald Mann is in England.

On Portuguese Frontier.

LISBON, June 15.—Owing to the persistent rumors of an invasion by monarchists from the Spanish provinces to the north of Portugal, the Portuguese minister of the Interior has made an inspection along the frontier, visiting Viana do Castelo, Valença do Minho and other towns for the purpose of studying the situation. Foreign Minister Machado today received dispatches saying that the plotters would not attempt to cross the border. The dispatches add that quiet reigned in the whole northern district. Military precautions, however, will be maintained.

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We import these in carload lots and secure the very best prices. This is the reason why we quote such interesting prices—prices that are lower in many instances than are asked for the common brands. Come in and let us show you some stylish Whitney Carts.



COLLAPSIBLE GO-CART

Same as above, \$7.15
This is a splendid low-priced collapsible Go-cart, and a representative value. This cart folds or opens with one motion. It is complete with hood and upholstery of green leather cloth. Great value at \$7.15, which, with 5 per cent cash discount, makes the price \$7.15. Also in better grades, \$25.00, \$40.00, \$120.00.



COLLAPSIBLE CARRIAGE

Same as above, \$16.00
This is a new creation—a new departure in Collapsible Go-Carts. A large, roomy carriage, with upholstered sides and cushion. Collapsible handle and wheels. Hood and upholstery of brown leather cloth. Body and gear finely finished in brown. Priced at \$16.00.



FULLMAN SLEEPER

Same as above, \$16.50
The body of this cart is reed, finished in oak finish, upholstered in plain rep. The hood is of brown leather cloth, enameled joints. Gear is all steel, four 14in. rubber tire wheels. Whitney anti-friction wheel fastener. Foot brake enameled to match body. Price \$16.50.



FOLDING GO-CART

Same as above, \$17.50
Body is wood finished in a pretty carmine. Upholstered in leather cloth, and has mattress cushion. Leather cloth hood. Gear is all steel, four 12in. rubber tire wheels, patent wheel fastener, foot brake. Enameled to match body. Priced at \$17.50.



FULLMAN RUNABOUT

Same as above, \$19.00
Body of wood finished in maroon. Upholstered in leather cloth with gores. Hood of leather cloth and lined. Brass joints. Gear all steel tubing handles, four 12in. rubber tire wheels, foot brake. Enamel finish. Enameled push bar. Price \$19.00.



FULLMAN SLEEPER

Same as above, \$20.00
Body of this one is reed, finished in oak finish. Upholstered in plain rep with mattress cushions. Hood of tan cloth. Gear all steel, 4 14in. rubber tire wheels. Whitney patent wheel fastener, foot brake. Priced at \$20.00.



RECLINING GO-CART

Same as above, \$22.50
Body is wood, finished in green and varnished. Upholstered in leather cloth with side curtains. Gear in English strap style. Four 4in. rubber tire wheels. Whitney patent anti-friction wheel fasteners. Foot brake. Price \$22.50.



FULLMAN RUNABOUT

Same as above, \$25.00
Body is wood, finished in a pleasing blue. Upholstered in English leather cloth with gores. Hood of leather cloth lined. Brass joints. Gear all steel, tubing handles, automatic and collapsible. Four 12in. rubber tire wheels. Foot brake. Price \$25.00.



ENGLISH CARRIAGE

Same as above, \$25.00
Body is wood, finished in either maroon or green and varnished. Upholstered in leather cloth. Hood of leather cloth, lined, reversible and removable. Brass joints. Gear English, 14 x 20 1/2in. rubber tire wheels. Whitney anti-friction wheel fasteners. Foot brake. Enamel finish. Price \$25.00.



ENGLISH CARRIAGE

Same as above, \$27.50
Body is wood, finished in either maroon or green and varnished. Upholstered in leather cloth. Hood of leather cloth, lined, reversible and removable. Brass joints. Gear English strap, 16 x 22in. cushion, rubber tire wheels. Anti-friction wheel fastener. Foot brake. Price \$27.50.



ENGLISH CARRIAGE

Same as above, \$42.50
Body is of wood, finished in French grey and varnished. Upholstered in English leather cloth. Hood of leather cloth lined, reversible and removable. Brass joints. Gear English strap, 16 x 22in. cushion, rubber tire wheels. Patent anti-friction wheel fasteners. Foot brake. Priced at \$42.50.



FULLMAN SLEEPER

Same as above, \$40.00
Body of wood, finished in dark blue and varnished. Has side lamps, upholstered in English leather cloth. Hood of leather cloth lined. Gear is English strap, four 16in. artillery cushions, rubber tire wheels. Anti-friction wheel fasteners. Foot brake. Enamel finish. Brass joints. Price \$40.00.

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Men may be de if geologists are ri intervening ances the naturalists and the famous Neand would be something cestors were at f know them to hav earth. The result deed as recently a supposed that men ago, bore a strong We have at hand a resent a man the found in France, with a monkey-like feet, short legs and portion to the bo graded-looking crea mains have been f ditions that seem least half a million interred. Rude in found with the bo fact that mankind some advance in such as indicates th and heavy, but no structed to suit th hanging brow, a p erate width and a s no means a bad p much like it is in ears being almost the brow and the ba figure as reconstru portioned, differing age man of the Tw

Dr. Keith, who tion to the investiga mankind found in Glacial Period on several hundred th with periods of a thinks that during a have been racial v says there is no evi that there was any in man five hundred there is now. Mr. I has also investigate man of the Glacial f five feet or perhaps height, but very pow conclusions are to the paid close attention lower jaw for the m he reached the con could not have spok that his articulation ours. There is noth it is well known th to articulate as so tribes do, that is in

Our preconceived shock when we find conclusion that hun years have elapsed cally at least quite a day, a little smaller and possibly more a men of this type t Glacial Age, that is, unfavorable conditi world's history, wh ter reigned, was no ment of the race. C naturally supposed otherwise, and that acacteristics have be far more likely to higher type than t lower one. We see cal conclusion that a man existed on the a type higher than mains of the later a period. Geology se fore the Age of Ice on the earth for the types of animal life,

But the question lived in this period of advancement gre Stone Age, why is of it? This may be b ing, however, that purely surmise based geological condition preceding the Ice from what they are great changes in the that period. These impossible to say w were habitable by m of frost. The ances mains are found in Europe, may have of the world which, are not now habitab the North, the grin through thousands o effaced all trace of lived elsewhere, the remains as they m nothing surprising i have been preserved thousands of years c could carry lime o form impenetrable ca we think of one h three hundred year bodies of ice pressi and grinding benea powder, we will rea bers and civilization tained to before the d surd to expect to di