The Colonist. The Colonist Printing & Publishing Company, Limited Liability ceased to be useful. 27 Broad Street, Victoria, B.C. THE SEMI-WEEKLY COLONIST

A CHARGE REFUTED.

Mr. T. W. Paterson has taken four against Messrs. Mackenzie and Mann and the Canadian Northern railway that are without exception the most a road. disclose a quality in his make-up tract rendered it useless. which none of his friends have suspected. We would not have been surirresponsible person deal in utterly why not? baseless insinuations; but that Mr. one to look for an explanation. Mr.

Paterson is the principal party in the Vancouver Island and Eastern Railsubsidy for a part of that line. Natur- one ever heard that he was an au-

bim in his astounding course towards Messrs. Mackenzie and Mann and the Canadian Northern railway. Mr. Paterson's effort is to show that the object of the Canadian Northern is to play into the hands of the Can-adian Pacific, and that the two roads will become one. The only answer to this that need be given just now is to

vision: "The company shall not, nor shall any of the branch lines thereof, or any line of railway leased by the company, or under its control, be at any time amalgamated with the Canadian Pa-cific Railway company or any of any of its branch lines, or any railway lines or parts thereof, leased by the said companies, or either of them, shall be absolutely void."

to prevent the thing which Mr. Paterson professes to fear may be done. We fancy that the electors will accept the law of Canada in preference to Mr Paterson's unfounded and discreditable insinuations.

USEFUL RAILWAYS

We really do not understand Mr. W. K. Houston. He said, at the Broad street meeting that the province would secure only two hundred miles of real-ly useful road for the guarantee it is proposed to give to the Canadian Nor-thern. May we ask him to take the opportunity, on some early occasion, to explain what he means by this? We

the last fifteen years every one has whole economic system. Whenever been of the opinion that it would be the government pays a dollar of the an exceedingly useful project, and it public funds for a service to be perwould be interesting to know when it formed, it hazards the money to ben fit private enterprise Is not competitive connection for But we shall not do our correspon-

passengers and freight between Vic- dent the injustice of supposing that he toria and Vancouver a useful project? had such transactions in mind when For more than twenty years the peo- he wrote. We assume that he was ple of Victoria have thought so, and thinking of railway construction, and prominent among its advocates have that what he wishes to know is if we Sent postpaid to Canada and the pleman. It is time for some one to struction. On this point we have the tell us when such a set of the struction. tion ceased to be useful. such assistance, if thereby something Is not a railway from Victoria to can be secured on reasonable terms

Barkley Sound a useful project? With- and promptly, which could not otherin a month before the announcement wise be secured without delay. As we columns of the Opposition organ of the Canadian Northern contract a believe it is wise political economy for wherein to set forth insinuations representative delegation of business the government to inaugurate a sysmen, Liberals as well as Conserva- tem of irrigation, so that private entives, waited on the provincial Premier | terprise may be benefited in the proto urge government assistance to such secution of agriculture, so we believ It would be interesting to that governments should assist railunjustifiable that have ever been pre- | know why the inclusion of this rail- way construction, when the conditions sented to the people of Victoria, and way in the Canadian Northern con- of the country is such that better fa cilities of transportation are needed, Is not a new transcontinental rail- and they cannot otherwise be obtained way from Barkley Sound to Toronto We may add that no railway in prised to have seen some absolutely and Quebec a useful project? If not, tended for general traffic can be called a private enterprise. Doubtless those

We think our Liberal friends ought who promote any rallway enterprise Paterson should have done so leads to endeavor to answer these questions. are influenced by the expectation of making money; but the benefit to the LIBERALISM AND MONOPOLY

public at large is vastly in excess of Mr. John Oliver is a successful the profits to any individuals. Lords way company, and he has a Dominion farmer and a very likable man. No Mount Stephen and Strathcona made millions out of the Canadian Pacific; ally he advocates this line in prefer- thority on railway matters, that he but the people of Canada have made ence to any other. We shall leave the was in any way specially informed as vastly more. An enterprise that built public to judge if this has influenced to the needs of British Columbia in up such cities as Winnipeg and Vanhim in his astounding course towards the matter of transportation, or that couver, to say nothing of the scores of

will become one. The only answer to this that need be given just now is to quote the law of Canada on the sub-tot. The Act of the Dominion Parlia-uter that the tit is the duty of every history is the tot of the policy and oppose every that it is the duty of every history is but at present it seems that in Canada support that policy and oppose every that are Mr. Olivers qualifications to deal with a subject of condition of the country if is absoluteject. The Act of the Dominion Parlia-ment passed in the year 1899 to incor-ment the Canadian Northern Railway company contains the following pro- anything be more absurd than for any accomplishing such projects for the one to say he must support Mr. public benefit.

> The Vancouver World'is good enough horse, he would not be content to do to admit that the government may without it and buy straw from Mr. carry two seats on Vancouver Island. Oliver, because Mr. Oliver is a Liberal. This is indeed generous.

> Mr. Paterson asks why there is no railway policy, so far as it meant C.P.R. lobby over at the Parliament negotiations with a company that was Building. He ought to write another prepared to build, but would insist up- four-column article to tell us what it on more favorable terms, his position could find to do there.

might reasonably have called upon all It is interesting to learn that Mars Liberals to rally to his support. But has had the first snowstorm of the he has not done this. He has simply season, and that out next door celes-Paterson's political friends at Ottawa presented an impossible programme tial neighbors are having an excep and called upon the Liberals to reject tionally early winter. everything else and support that.

The existence of anthracite coal in Let us suppose that the Liberals should win the election and Mr. Oliver quantity is reported from Alaska. The discoveries are a short distance from should become premier. In such an exthe Coast and to the eastward of the tremely improbable event either additional rallway construction in British Copper river. The shipping point will be on Conhotter Bay.

Columbia would be indefinitely postponed, or Mr. Oliver would have to The vote for naval defence this sesbegin negotiations with companies to sion is to be \$3,000,000. The amount is build lines, which they are willing to build, not what he might want them be time enough to discuss it when the

propound a few questions, which and the Dominion subsidy and build tions in England never were as serious perhaps he or some other gentleman on the Opposition ticket will be good may be that the Canadian Pacific will the history of England has the counenough to answer, and which they cer-tainly ought to answer in order that tion of the Kettle River line, which is it is today. This is a very serious an exceptional case in every respect. time for the landed proprietors to pre-What constitutes a useful line of In other words, if Mr. Oliver were in cipitate a contest in which appeals power tomorrow the only organization to the masses against the classes will Some of us have thought that rival to which he could look with any hope form a prominent feature.



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MODERN CHRIS

Somebody once wrote entitled "If Christ Came was more valuable than it contained an exceeding tion. It suggests an inqui tianity ought to be in what it ought to accomp century after the birth sane man questions the s and the sufficiency of th Even those who deny H Him among the great to such as Zoroaster, Bude others, never hesitate to a ings are better than theirs ing system of religion, th estly and in the simple t laid down, would produce any other system. In ot necessary to argue to con that the teachings of Jesu the reach of humanity. ing the consideration relations to the people of Twentieth Century, we n originally delivered by its neither apology nor expl conceded at once by every is worth anything at all, meet the wants of mankin living and the best develo ditions

But some may ask, If not Christianity accompl it that after nearly twen which it has been preac there so much wickedness so-called Christian countr ing to answer this question inquire for a little while of Christianity really hav which it has especially af occupied Europe at the be tian era. Something has of evangelizing the other most that can be claimed pared with what has not the fruits of foreign miss of consideration for the quiry. / What, then, was European peoples two t Rome had reached a st when its material glory beneath the surface there rottenness. The nation, w able to dictate to the wor with physical, intellectua There is no need to part fact is sufficient and that ous fabric of human w Roman Empire fell into of its inherent weakness. fit to endure and so it per little of the people whom barbarians, but if we may were two thousand year were some centuries later in the full light of history have been one under which ramount. It is true that Teutonic ancestors, as far anything of them, of man ble institutions of the pr that these people had id self-government and pers sword was ever in their creed was that of force. early part of the Christi of cities pillaged, of th men, women and children ty in its direst forms. It as this that Christianity people to whom it was ta refused to accept it, and s their backs upon the Jer over the Gentiles to the The work was a tremer realize if we reflect upon come. The instincts, id tions that develop in ra centuries, cannot be era year or even in many dians of North America with Europeans for fou many of them have ass the white race, the pure not ceased to be essent heart of hearts. But we our own nationality to es of racial characteristics Scots and the Irish hav Isles in touch with each years. Constant contact off some of the sharper up; but the difference b less marked in the days it was when Edward I. It was absolutely hope Greeks, Goths, Huns, Va Franks, and all the rest of which occupied Europe ago, in the mold of Chr a uniform product. Th best possible law of li think of the difficulty pressing it upon the litt father or mother, perh surprised at the manne ceived by the people of whose greatest pleasur death between gladiato warriors who amused t captured, a town by tos and catching them on t ple truths of Christianit for us to appreciate tod difficult, then, must t Romans, who on the o with the grossest mat other were interested in

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their position may be understood.

railway?

steamship lines between here and Se- that his proposals would be accepted, attle were good things, although the would be the Canadian Pacific. That vessels sailed from wharves within a company would gladly take his \$5,000 House is a fine, public-spirited act. stone's throw of each other and fol- a mile and the Dominion subsidy and With the \$10,000 from Messrs. Mackenlowed the same course. In many occupy every avenue of transportation zie & Mann, and the promised subplaces elsewhere than in British Col- in Southern British Columbia. umbia one may see railways between Logically, therefore, Mr. Oliver's cific and the B. C. Electric Railway

the same points running within sight railway policy is for the perpetuation of each other for many miles; yet one and enlargement of the Canadian Panever hears it said that they are all cific monopoly, with its freedom from local subscriptions have been made. We useless except one. There are three interference at the hands of the Raillines of railway between Winnipeg and way Commission. And this we are told the head of Lake Superior, and one of is Liberalism. Liberalism and Monop-

them is double-tracked. Only by the oly is a policy of Mr. John Oliver's most strained construction of the term construction.

A QUESTION ANSWERED

can it be said that these railways open new country, for the reason that in

this part of the Dominion there is no ed with the Canadian Northern to double-track its railway. Therefore,

there must be some other test of the usefulness of a railway than the nature of the country through which it will run. Will our Opposition friends kindly give railway construction in this province a little consideration in the light these facts cast upon it? Will it not be useful for British Colmbia to have a new railway on lower gradients than the Canadian Pacific, and subject to the control of the Board of Railway Commissioners as to its

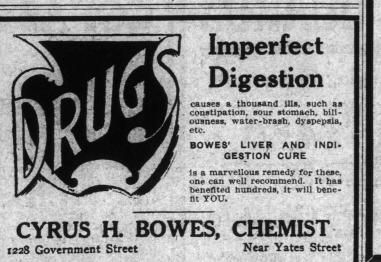
freight and passenger rates? Hitherto it has been understood that our Liberal friends were strongly on posed to the Canadian Pacific's mon poly of transportation. Perhaps they will explain why they are now opposed to the coming of a rival road. Is not a railway from Yellow Head Pass to Kamloops a useful project? The distance is 200 miles.

Is not a railway from English Bluff to Hope a useful project? The distance is, approximately, 100 miles. For

Sir Thomas Shaughnessy's subscription of \$15,000 to the New Opera company, the enterprise ought to be easily floated. A number of handsome are sure that an active campaign would be crowned with success.

The government, of which Mr. William Templeman is a member, thinks the Canadian Northern a sufficiently responsible concern to be ready to guarantee its bonds. The paper, of

Mr. Edward E. Hardwick writes to area worth the construction of rail- ask the following question: "Is it cor- which Mr. Templeman is the proprietor, ways as local development lines. Yet, though the Canadian Pacific had one line through this region, the Dominion benefit private enterprise?" We ansovernment arranged with the Grand Trunk Pacific for another, and used the money of the people to build it, and the Manitoba government arrang-d with the Conadian Northerm to making of farms depends upon the is either without influence in the build another, and pledged the public alienation of public lands to benefit government of which he is a member, the Canadian Pacific proceeded to tion is at the very foundation of our of which he is proprietor.



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